

PAUL E. KANJORSKI
11TH DISTRICT, PENNSYLVANIA

COMMITTEE ON
FINANCIAL SERVICES

CHAIRMAN:

SUBCOMMITTEE ON CAPITAL MARKETS, INSURANCE,
AND GOVERNMENT SPONSORED ENTERPRISES

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

WASHINGTON OFFICE:

2188 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3811
(202) 225-6511

Website: <http://kanjorski.house.gov>
E-mail: paul.kanjorski@mail.house.gov



Congress of the United States
Washington, DC 20515-3811

July 29, 2008

DISTRICT OFFICES:

THE STEGMAIER BUILDING
7 NORTH WILKES-BARRE BOULEVARD
SUITE 400 M
WILKES-BARRE, PA 18702-5283
(570) 825-2200

546 SPRUCE STREET
SCRANTON, PA 18503-1808
(570) 496-1011

102 POCONO BOULEVARD
MOUNT POCONO, PA 18344-1412
(570) 895-4176

TOLL FREE HELP-LINE
(800) 222-2346

The Honorable Mary Peters
Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE.
Washington, DC 20590

Dear Secretary Peters:

The purpose of this letter is to express my continued opposition to the application resubmitted by the Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania Turnpike Commission to toll Interstate 80 in the Commonwealth of Pennsylvania. I appreciate your time and attention to this matter.

As you know, last July, the Pennsylvania State Legislature passed and Governor Ed Rendell signed into law Act 44, which directed the Pennsylvania Turnpike Commission to seek approval from the United States Department of Transportation for the tolling of Interstate 80. Following passage of Act 44, PennDOT and the Pennsylvania Turnpike Commission applied to the Federal Highway Administration for approval of the tolling plan for Interstate 80.

In December 2007, the Federal Highway Administration returned the application to these entities due to insufficient information. I was pleased to see the Federal Highway Administration take this action. Unfortunately, PennDOT and the Pennsylvania Turnpike Commission recently resubmitted their application to the Federal Highway Administration for tolling of Interstate 80. I continue to oppose tolling of this road for several reasons.

In 2005, PennDOT commissioned the Interstate 80 Toll Study to evaluate the viability and implications of placing tolls on Interstate 80 across Pennsylvania. Based on this study, PennDOT recommended that tolling Interstate 80 not be pursued because the highway was reconstructed over the last twenty years, bringing it up to date. In addition, annual costs of maintaining Interstate 80 are no longer a drain on PennDOT's budget. It is my understanding that under the Interstate System Reconstruction and Rehabilitation Pilot Program, the Federal Highway Administration only approves tolls on interstate highways for construction activities on that road, not to finance other transportation needs.

In addition, although tolling Interstate 80 would bring in substantial revenue needed to address Pennsylvania's crumbling transportation infrastructure, it will burden existing and potential businesses along the Interstate 80 corridor in Pennsylvania, especially trucking companies and manufacturers who utilize Interstate 80 to ship their products. By instituting a toll only on Interstate 80 and not other interstate highways within the state, the northern portion of the state would receive a disproportionate economic disadvantage. Tolling Interstate 80 would also present a financial burden on the people of Pennsylvania, including many constituents in my Congressional district who utilize Interstate 80 for traveling to and from their places of employment.

Finally, tolls on Interstate 80 will likely cause more congestion on the interstate, creating additional traffic backups. Tolling also would force users of the interstate to increasingly travel on local roads to avoid the cost of the tolls. Excess traffic on local roads will cause greater damage to the roads and increased safety issues for drivers and pedestrians.

As a result of these issues, I continue to oppose the tolling of Interstate 80. It is my hope you will take my thoughts into consideration when reviewing the new application of PennDOT and the Pennsylvania Turnpike Commission to toll Interstate 80.

Again, thank you for your attention to this matter. If you have any questions, please feel free to contact me.

Sincerely,


Paul E. Kanjorski
Member of Congress

PAUL E. KANJORSKI
11TH DISTRICT, PENNSYLVANIA

COMMITTEE ON
FINANCIAL SERVICES

CHAIRMAN:

SUBCOMMITTEE ON CAPITAL MARKETS, INSURANCE,
AND GOVERNMENT SPONSORED ENTERPRISES

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

WASHINGTON OFFICE:

2188 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3811
(202) 225-6511

Website: <http://kanjorski.house.gov>
E-mail: paul.kanjorski@mail.house.gov



Congress of the United States
Washington, DC 20515-3811

July 29, 2008

DISTRICT OFFICES:

THE STEGMAIER BUILDING
7 NORTH WILKES-BARRE BOULEVARD
SUITE 400 M
WILKES-BARRE, PA 18702-5283
(570) 825-2200

546 SPRUCE STREET
SCRANTON, PA 18503-1808
(570) 496-1011

102 POCONO BOULEVARD
MOUNT POCONO, PA 18344-1412
(570) 895-4176

TOLL FREE HELP-LINE
(800) 222-2346

The Honorable James Ray
Acting Administrator
Federal Highway Administration
1200 New Jersey Ave. SE.
Washington, DC 20590

Dear Administrator Ray:

The purpose of this letter is to express my continued opposition to the application resubmitted by the Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania Turnpike Commission to toll Interstate 80 in the Commonwealth of Pennsylvania. I appreciate your time and attention to this matter.

As you know, last July, the Pennsylvania State Legislature passed and Governor Ed Rendell signed into law Act 44, which directed the Pennsylvania Turnpike Commission to seek approval from the United States Department of Transportation for the tolling of Interstate 80. Following passage of Act 44, PennDOT and the Pennsylvania Turnpike Commission applied to the Federal Highway Administration for approval of the tolling plan for Interstate 80.

In December 2007, the Federal Highway Administration returned the application to these entities due to insufficient information. I was pleased to see the Federal Highway Administration take this action. Unfortunately, PennDOT and the Pennsylvania Turnpike Commission recently resubmitted their application to the Federal Highway Administration for tolling of Interstate 80. I continue to oppose tolling of this road for several reasons.

In 2005, PennDOT commissioned the Interstate 80 Toll Study to evaluate the viability and implications of placing tolls on Interstate 80 across Pennsylvania. Based on this study, PennDOT recommended that tolling Interstate 80 not be pursued because the highway was reconstructed over the last twenty years, bringing it up to date. In addition, annual costs of maintaining Interstate 80 are no longer a drain on PennDOT's budget. It is my understanding that under the Interstate System Reconstruction and Rehabilitation Pilot Program, the Federal Highway Administration only approves tolls on interstate highways for construction activities on that road, not to finance other transportation needs.

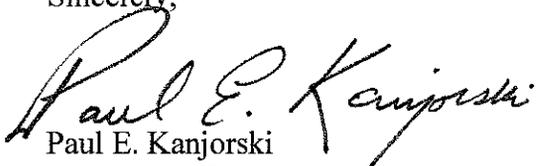
In addition, although tolling Interstate 80 would bring in substantial revenue needed to address Pennsylvania's crumbling transportation infrastructure, it will burden existing and potential businesses along the Interstate 80 corridor in Pennsylvania, especially trucking companies and manufacturers who utilize Interstate 80 to ship their products. By instituting a toll only on Interstate 80 and not other interstate highways within the state, the northern portion of the state would receive a disproportionate economic disadvantage. Tolling Interstate 80 would also present a financial burden on the people of Pennsylvania, including many constituents in my Congressional district who utilize Interstate 80 for traveling to and from their places of employment.

Finally, tolls on Interstate 80 will likely cause more congestion on the interstate, creating additional traffic backups. Tolling also would force users of the interstate to increasingly travel on local roads to avoid the cost of the tolls. Excess traffic on local roads will cause greater damage to the roads and increased safety issues for drivers and pedestrians.

As a result of these issues, I continue to oppose the tolling of Interstate 80. It is my hope you will take my thoughts into consideration when reviewing the new application of PennDOT and the Pennsylvania Turnpike Commission to toll Interstate 80.

Again, thank you for your attention to this matter. If you have any questions, please feel free to contact me.

Sincerely,


Paul E. Kanjorski
Member of Congress