

THOMAS P. MURT, MEMBER  
152<sup>ND</sup> LEGISLATIVE DISTRICT

HARRISBURG OFFICE  
ROOM 429 IRVIS OFFICE BUILDING  
PO BOX 202152  
HARRISBURG, PA 17120-2152  
PHONE: (717) 787-6886  
FAX: (717) 260-6500

DISTRICT OFFICE  
19 SOUTH YORK ROAD  
HATBORO, PA 19040  
PHONE: (215) 674-3755  
FAX: (215) 674-3021



House of Representatives  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

COMMITTEES

VETERANS AFFAIRS & EMERGENCY  
PREPAREDNESS  
CHILDREN AND YOUTH  
EDUCATION,  
REPUBLICAN SECRETARY

RECEIVED

JUN 19 2007

PA Conference of Teamsters

June 14, 2007

Frank Gillen, President  
Pennsylvania Conference of Teamsters  
814 North Second Street  
Harrisburg, PA 17102-3212

Dear Mr. Gillen,

I am in receipt of your May 17 letter urging me not to support the proposed privatization of the Pennsylvania Turnpike. Let me assure you that I am firmly opposed to the idea and will vote against any proposal to sell or lease the nation's oldest toll road simply because I believe it would be bad public policy.

Auctioning off this 537-mile landmark, which has been a vital public asset of Pennsylvania's since 1940, to the highest bidder – perhaps a foreign interest – would be a short-sighted solution to the Commonwealth's very real transportation infrastructure problems.

The governor has embraced this bad idea as a way to generate the additional revenue necessary to maintain, repair and improve the state's roads and bridges. A long-term lease of the Turnpike could bring Pennsylvania billions of dollars up front, but is it worth surrendering control of this public asset to a private firm, risking the imposition of skyrocketing tolls as the years progress, and risking the possible displacement of 2,300 Turnpike workers? I say NO, it is not, and I plan to actively work to defeat any such proposal.

How has it come to this? How is it that an efficiently-run, solvent, and successful operation like the Turnpike may find itself on the auction block? The fact of the matter is that Pennsylvania is in the midst of a transportation infrastructure funding crisis.

Last year, the Governor's Transportation Funding and Reform Commission quantified the crisis and recommended possible solutions. In its final report, the commission concluded that an additional \$1.7 billion is needed annually just to meet the existing and immediate needs of Pennsylvania's transportation infrastructure, including roads, bridges, and mass transit. Considerably more funding than that will be needed if we hope to improve and expand that infrastructure to meet the future needs of the 21<sup>st</sup> century.