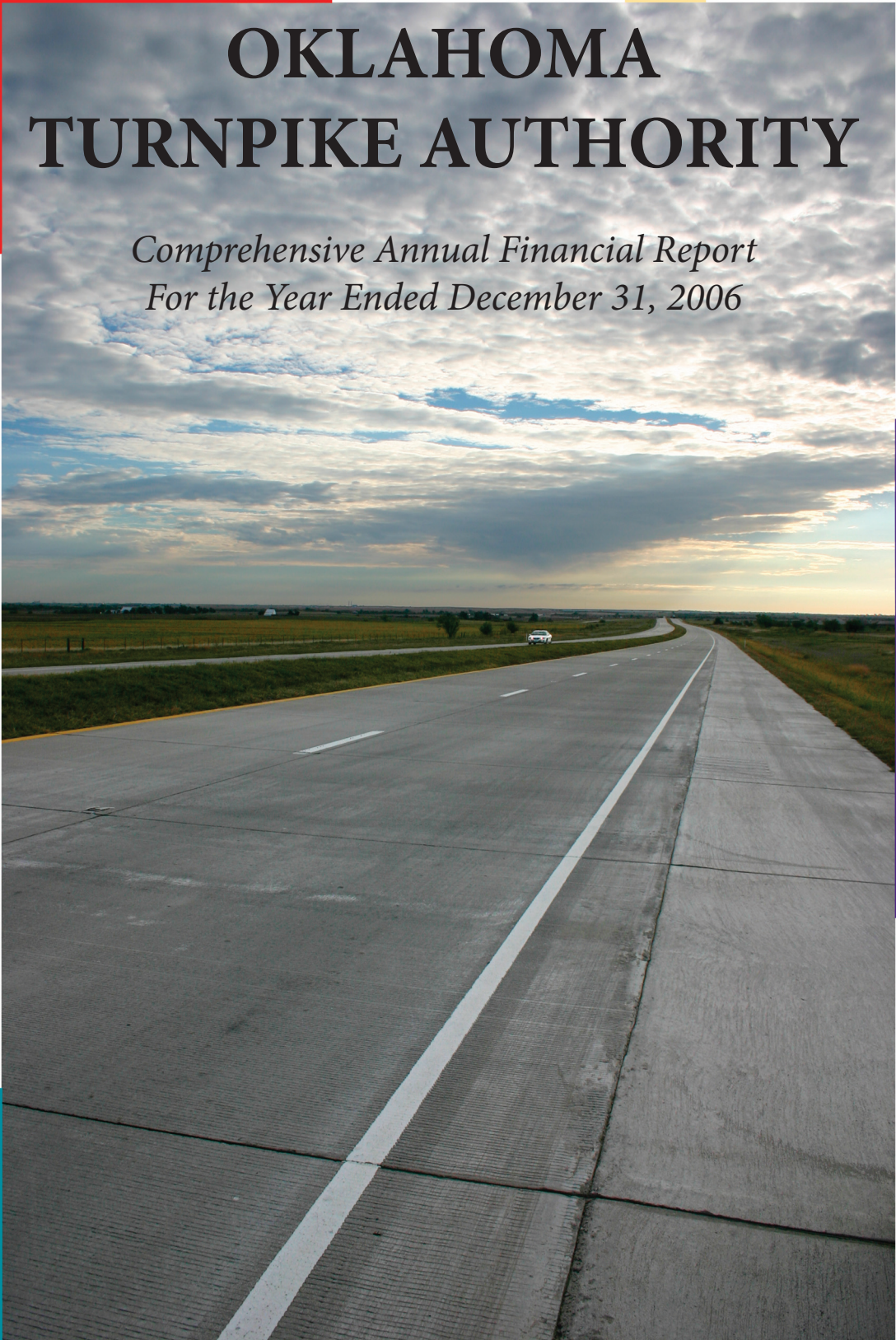


OKLAHOMA TURNPIKE AUTHORITY

*Comprehensive Annual Financial Report
For the Year Ended December 31, 2006*



*A Component Unit of
the State of Oklahoma*

This report is dedicated to the memory of Trooper William McClendon. Trooper McClendon was a highly esteemed, 8-year veteran of the Oklahoma Highway Patrol, assigned to the Creek Turnpike. Trooper McClendon will be greatly missed.



This tree farm, located on the John Kilpatrick Turnpike, is dedicated to the memory of OTA Maintenance Director Duane Griffith, for his sixteen years of faithful service to OTA.

**COMPREHENSIVE ANNUAL
FINANCIAL REPORT
For the Year Ended December 31, 2006**



Oklahoma Turnpike Authority

A Component Unit of the State of Oklahoma

Oklahoma City, Oklahoma

Prepared by the Controller Division

About the OKLAHOMA TURNPIKE AUTHORITY

The Oklahoma Turnpike Authority (OTA) is an instrumentality of the State of Oklahoma created by the State Legislature by statute in 1947 for the purpose of constructing, operating and maintaining the Turner Turnpike. In 1953, the original purpose was statutorily redefined to allow the construction of additional turnpikes and to change the Authority's membership to include a representative from each of six Oklahoma districts specifically defined in the OTA's bylaws and Oklahoma Statute. These changes were ratified by a statewide referendum in January 1954.

The Oklahoma State Legislature has the exclusive right to authorize turnpike routes. Subsequently, the OTA has the responsibility to complete engineering and economic feasibility analyses of the authorized routes before any turnpike can be constructed.

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission.

All OTA debt is issued in accordance with the Trust Agreement dated February 1, 1989, as amended. Since inception, the OTA has provided essential, convenient, cost effective and safe roadways to its patrons.

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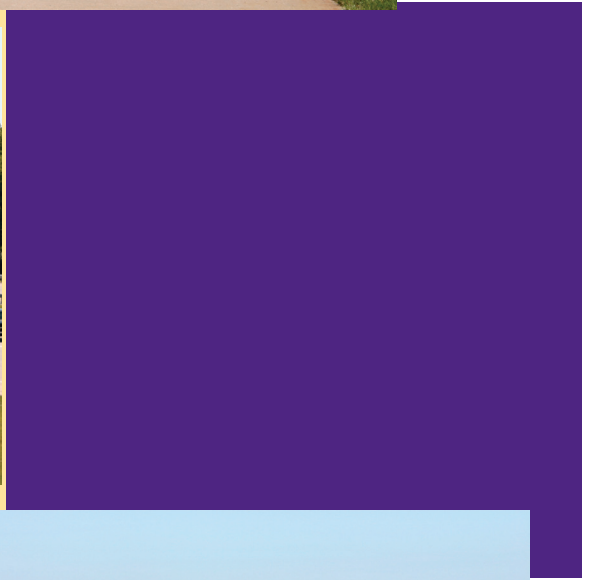
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Turner Turnpike





3500 Martin Luther King Ave. P.O. Box 11357 • Oklahoma City, OK 73136-0357 • 405/425-3600 • Fax:405/427-8246 • www.pikepass.com

April 30, 2007

To the Honorable Brad Henry, Governor
Citizens of the State of Oklahoma and
Oklahoma Turnpike Bondholders

On behalf of the Oklahoma Turnpike Authority (OTA), we are pleased to transmit this comprehensive annual financial report (CAFR) for calendar year 2006. The Controller Division prepared this CAFR in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA, and we have established an internal control structure designed to achieve these financial objectives. We believe that the data, as presented, is accurate in all material respects and that it presents fairly the financial position and results of the OTA's operations.

The CAFR comprises three sections:

- *The Introductory Section* consists of a transmittal letter, a profile of the OTA which provides a general overview of the OTA, economic condition and its awards and acknowledgements. This transmittal letter is designed to complement and should be read in conjunction with the Management's Discussion and Analysis (MD&A) which is a narrative introduction, overview and analysis to accompany the basic financial statements.
- *The Financial Section* contains the independent auditor's report, the MD&A, the basic financial statements, notes to the financial statements and other supplementary information.
- *The Statistical Section* provides comparative, multi-year comprehensive annual financial information regarding financial trends, revenue capacity, debt capacity, demographic and economic trends, and operations of the OTA.

An audit of these financial statements has been performed in accordance with generally accepted auditing standards in compliance with the requirements of Section 711 of our Trust Agreement. The required audit has been performed for the year ended December 31, 2006 by OTA's independent auditors, Grant Thornton LLP.

PROFILE OF THE OKLAHOMA TURNPIKE AUTHORITY

The OTA is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic, created by statute in 1947 to provide an alternative means of constructing necessary State roadways without further straining limited state highway funds. The OTA is authorized to construct, maintain, repair and operate the Turnpike System, which presently consists of ten turnpikes covering approximately 605 miles. The OTA enhances the State's transportation network by providing an effective and efficient means of travel without straining appropriations. No tax appropriations are received by the OTA; operations and debt service are funded by toll revenues. Only the traveling public, which includes out-of-State travelers, who are utilizing the roadways pay the tolls. Turnpikes serve Oklahoma as a mechanism for building and using roads now but gradually paying for the roads as they are used. The OTA is similar to a public utility,

providing a needed basic service at a fee that yields a return to its bondholders (investors). The OTA must generate sufficient revenues to operate and maintain its roads at a high quality, as well as provide for debt service payments to its bondholders.

The Oklahoma Legislature has sole discretion to authorize projects considered for construction by OTA, with approval from the Oklahoma Department of Transportation. Turnpike Revenue Bonds or Refunding Bonds may be issued for the purpose of paying the costs of turnpike projects or refunding any bonds of the Authority then outstanding. Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. All OTA debt is issued in accordance with the Trust Agreement dated February 1, 1989, as amended. Turnpike Revenue Bonds are payable solely from the tolls and other OTA revenues and do not constitute indebtedness of the State.

The OTA's governing body (the Authority) consists of the Governor (ex-officio) and six members. The members are appointed by the Governor and approved by the State Senate. They serve eight-year, uncompensated terms and may be reappointed. The Authority appoints the Director of the OTA. Mr. Phil Tomlinson is the Director of the OTA and has been appointed as Oklahoma's Secretary of Transportation.

The Director, with the Deputy Director and division management staff, supervises the daily operations of the organization. Authority members provide oversight and policy direction. They appoint various consulting entities with national reputations for excellence, including the General Counsel, Bond Counsel, Consulting Engineers, Consulting Traffic Engineers, Financial Advisor, Bond Underwriter(s) and Independent Auditor(s). All action taken by Authority members and staff must be in strict compliance with the provisions of the OTA's Trust Agreement.

Annually, the OTA is required by the Trust Agreement to adopt a final budget on or before December 1 to provide for the next year's operating expenses, monthly deposits to the Reserve Maintenance Fund and the Capital Plan. The budget is adopted on a modified accrual (non-GAAP) basis wherein expenditures are recognized on a cash basis and depreciation is not budgeted as an expenditure. Budgets are controlled at the division level, and the object of the budgetary controls is to ensure compliance with the provisions of the Trust Agreement. The Director and Deputy Director may approve changes within the budget at any level, but an increase in the total budget must be approved by the Authority.

The OTA provides a special convenience through its *PIKEPASS* system for travelers desiring free-flow travel. The *PIKEPASS* system is an automated electronic toll collection system developed for the OTA which allows travelers to travel at highway speeds through designated lanes without stopping to pay tolls. A *PIKEPASS* tag is mounted to the windshield of the customer's vehicle. The *PIKEPASS* tag emits a radio frequency that is recognized by a positioned reader, and data is captured and transmitted via the electronic toll collection system. The information is then translated into the appropriate toll collection transactions for each customer's individual account. The electronic *PIKEPASS* system eases congestion around the plazas which in turn improves safety and enhances driver satisfaction. *PIKEPASS* customers enjoy a 5% savings off the cash toll price for using their *PIKEPASS* tags and are eligible for an additional 5% reward for participating in the volume discount program with 20 or more qualifying toll transactions in a month. The discount is calculated for each tag independently, and the account must remain positive for discounts to apply. As of December 31, 2006, the OTA had 780,787 active *PIKEPASS* tags in use throughout the Turnpike System.

The Turnpike System helps bridge communities and contributes to economic development throughout the State. In accordance with its efforts to preserve the quality of the Turnpike System, the OTA has

continued to focus on improving several bridges along the System, performing pavement rehabilitation and renovating aging side gate toll plazas. The OTA is committed to customer convenience, quality roadways and fiscal responsibility.

LOCAL ECONOMY

Known for its abundant resources, low cost of doing business, and affordable housing, Oklahoma continues to be an attractive place to live and conduct business. These characteristics, in addition to an increasingly diverse economy, contributed to a population growth rate, in 2006, of approximately 1%, based on U.S. Census Bureau estimates. “Only once since Oklahoma’s oil boom and bust has the [S]tate had a one percent increase in population over the span of one year,” reported Jeff Wallace, Director of the Oklahoma Census Data Center at the Oklahoma Department of Commerce. Oklahoma’s annual growth rate ranked sixth in the region, it ranked 22nd nationally, up from 28th one year ago.

Although the gross production tax on natural gas, from July 2006 through December 2006, fell 15.5% below the prior year, Oklahoma’s General Revenue Fund collections, for the same period, were 6.6% above the prior year. In this same time period, a report released by the Oklahoma State Treasurer’s office on January 9, 2007 indicates sales tax collections were \$49.4 million ahead of one year ago, and income taxes exceeded last year’s collections by \$95.1 million. The fact that sales tax and income tax collections were able to offset the reduced gross production tax collections signifies the versatility and diversity of Oklahoma’s economy.

The robust growth that Oklahoma has experienced the last couple of years is expected to ease, as with the rest of the United States, due to persistently high energy prices, a slowdown in the housing market and two years of increases in interest rates by the Federal Reserve. According to the Oklahoma State University Center for Applied Economic Research, in 2007, Oklahoma’s job growth is expected to slow to 1.2%, compared to 1.9% in 2006, but still slightly outpacing job gains of 1.1% at the national level. While job growth will continue, it is expected to be hampered by ongoing manufacturing losses that are occurring in the Oklahoma City area. The job losses in the Oklahoma City area are offset by the expanding revitalization of the Tulsa area. Local economic development initiatives are positioning the Tulsa metropolitan area to lead the State in job growth.

The growth in these two major metropolitan areas has translated into growth in Turnpike travel as evidenced by the increase in total transactions on both the urban John Kilpatrick Turnpike in Oklahoma City and the Creek Turnpike in Tulsa. Total transactions and revenues have increased steadily on these two Turnpikes since their initial construction in the early 1990s. Additional turnpike miles were constructed and opened to traffic on these urban Turnpikes between 2000 and 2002 to accommodate the growing population in these areas. As of December 31, 2006, total transactions have increased over levels at December 31, 2000 by 139% on the John Kilpatrick Turnpike and 141% on the Creek Turnpike. The increases in toll revenues on the John Kilpatrick and Creek Turnpikes have positively impacted total toll revenues and contributed to the steady increase in toll revenue the OTA has recognized along the System over the past ten years. The OTA has not implemented a toll rate increase since 2001.

During this same ten year period, operating expenses have increased steadily to match the operational needs of the additional turnpike miles that were constructed between 1998 and 2002. These operational increases are most notable in both the Toll Operations and the *PIKEPASS* Customer Service Divisions, as these divisions are most directly impacted by the level of services provided for the growing customer base. Legislatively mandated salary and benefit increases for all employees, as well as special incentives for Oklahoma Highway Patrol troopers, have impacted the organization’s operating

expenses more significantly in the last two years, as the increases have been widespread through the organization rather than focusing on a target group of employees. Operating expenses are also affected by the completion of certain maintenance projects which are programmed and undertaken on a cyclical basis, such as Systemwide right-of-way fencing replacement and certain types of routine pavement rehabilitation.

Oklahoma is celebrating its Statehood Centennial with festivities that began at the end of 2006 with a float in the Macy's 2006 Thanksgiving Day Parade in New York City, New York and a lead position in the Tournament of Roses Parade in Pasadena, California, on January 1, 2007. Oklahomans are encouraging national participation in this monumental occasion. The OTA's Turnpike System will undoubtedly serve a vital role in the Centennial celebration as Oklahomans and visitors traverse the State to participate in the numerous celebrations, commemorations and dedications planned throughout the year across the State.

LONG-TERM FINANCIAL PLANNING

Adopted in 1994 by the Authority, the Capital Plan continuously identifies the maintenance, rehabilitation and improvement needs of its existing system for the next 20-30 years. These needs are prioritized into a five-year maintenance and rehabilitation program designed to keep existing turnpikes in good condition thereby maintaining traffic flows and extending the useful life of the turnpikes. The maintenance, rehabilitation and improvement projects included in the five-year program should significantly increase the functionality and condition of the entire turnpike system. The five-year maintenance program is reviewed and updated on an annual basis during the budget process. Total funding for the Capital Plan for the years 2007 through 2011 amounts to \$360,823,237.

The Trust Agreement sets forth the proper flow of funds to be established by the OTA. Disbursements from these funds are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Accordingly, based on the planned capital investments programmed in the Capital Plan, required monthly deposits to the Reserve Maintenance Fund from revenues received are established during the budgeting period as required by Section 505 of the Trust Agreement. Monies held in the General Fund are also allocated for certain projects of the Capital Plan.

In August, the Oklahoma Turnpike Authority (OTA) issued through a negotiated sale, six separate series of Refunding Second Senior Revenue Bonds totaling \$635,590,000. The Series 2006 Revenue Bonds consisted of the Series 2006A fixed rate bonds totaling \$104,790,000 and the five separate Series 2006B-F variable rate bonds totaling \$530,800,000. The New York municipal credit rating agencies Moody's, Standard and Poor's, and Fitch upheld their ratings of Aa, AA-, and AA-, respectively, which led to the bonds being sold at very competitive rates. The fixed rate bonds were sold on August 7th and 8th, with virtually all of the bonds being sold at retail within the State of Oklahoma and resulting coupons ranging from 3.5% to 4%. The variable rate bonds were sold on August 23rd at an initial interest rate of 3.58% with a weekly reset. The \$530,800,000 in variable rate bonds are being hedged with five interest rate swap agreements to convert the Authority's variable interest rate exposure to a fixed rate exposure. Under the terms of the swap agreements, each month the Authority pays the swap providers a fixed rate of 3.859% and in turn receives a payment from the swap providers at a rate equal to the Bond Market Association Index. The bonds closed on August 24th and resulted in net present value savings of just over \$40 million. Along with the overall objective to take advantage of favorable market conditions, this refunding also allowed the OTA to better position the timing of its debt service obligations to help plan for potential capital improvement initiatives.

Projections of operating revenue generated from the Oklahoma Turnpike System are performed by the Authority's traffic engineer, Wilbur Smith Associates. The Authority contracts with Wilbur Smith Associates from time to time to update projections of toll and concession revenues as needed. In

conjunction with a 2006 bond refund, Wilbur Smith Associates submitted a report to the Authority updating traffic forecasts, taking into account the State's economy and revenue and traffic trends since their 2002 reports. Considering the fluctuation of fuel prices and the impact on traffic patterns, revenues are projected to result in forecasted toll revenue for 2007 of approximately \$202,000,000.

MAJOR INITIATIVES

Achieving system maintenance, rehabilitation and improvements identified in the 2006 portion of the five-year Capital Improvement Program remains a priority for the OTA. In keeping with this program, several major projects were completed in 2006. The new toll plaza side gates at Sapulpa, Stroud, Afton and Vinita have been completed. The newly designed dark green/white and brick toll plazas feature built-in bricked toll booths. These attractive structures can be seen throughout the Turnpike System and are an added aesthetic enhancement to the turnpikes. Impact attenuators precede these structures to enhance safety for the patron, employee and structure.

The concrete pavement rehabilitation project virtually encompassing the entire Turner Turnpike has also been completed lending to a very smooth driving experience between Oklahoma City and Tulsa. The entire Chickasaw Turnpike was closed to traffic in early March to undergo major pavement rehabilitation. After the completion of the major pavement rehabilitation project, the Chickasaw Turnpike reopened to traffic in late September with the finishing touches of signing and sodding underway. Pavement rehabilitation projects were also finished on the Creek and John Kilpatrick Turnpikes. These bypass expressways also create an extremely enjoyable commute.

There has been much focus in recent years on the aging bridges along Oklahoma's State-funded highways. Maintaining quality, safe roadways and bridges is a top priority for the OTA. The conditions of the bridges throughout the System are also closely monitored by The Benham Companies, the OTA's Consulting Engineer. The implementation of recommendations by the Consulting Engineer resulted in many bridge rehabilitation and bridge deck rehabilitation projects being completed on many of the turnpikes.

A variety of other rehabilitation projects occurred throughout the System. Slope wall repairs were also made at various locations on the John Kilpatrick Turnpike. Dowel-bar retrofit was completed on the Cherokee Turnpike which allows load transfer between the pavement and in turn increases the life of the pavement. Dowel-bar retrofit in recent years has also been completed on the Creek and John Kilpatrick Turnpikes. In addition, an added enhancement to the Turnpike in 2006 has been the attractive Centennial Signs, promoting Oklahoma's celebration of 100 years of Statehood.

Providing first class customer service to our customers is of utmost importance to OTA whether it be while traveling the turnpike or in managing a customer *PIKEPASS* account. The Information Technology (IT) and *PIKEPASS* Customer Service Division staff implemented the first version of OTA's eCommerce "*PIKEPASS* Online" website. "*PIKEPASS* Online" is a secure, interactive website enabling customers to manage their accounts over the Internet. With the first release, customers are able to check their account balance, view statements, view/update billing and address information, as well as, enroll in email notice delivery. The second phase of "*PIKEPASS* Online," scheduled for release during the second quarter of 2007, will give customers the ability to make online payments.

OTA's Maintenance Division provides a vital role for the Turnpike System. Maintenance Division staff completed an extensive routine diamond grinding project on the Muskogee Turnpike. Diamond grinding is part of a comprehensive Concrete Pavement Restoration program, which is used to restore ride and texture of concrete pavements by reducing bumps and dips in the pavement surface. Additionally on the Turner, Will Rogers, Muskogee, Cimarron, and Creek Turnpikes continued use of high-density polyurethane injectable material was performed to physically raise concrete slabs

at the ends of bridges allowing for a smooth transition from the roadway to a bridge. Maintenance crews have equipment and training to handle the difficult weather conditions that occasionally subdue Oklahoma roads. In 2006, maintenance crews plowed and sanded over 73,000 lane miles clearing record-breaking snowfalls and treated 1,300 lane miles with magnesium chloride to improve winter travel conditions. Maintenance crews also experimented with diamond carbide plow blades this year. These blades are capable of lasting an entire winter season and increase the amount of lane miles plowed virtually eliminating downtime. In addition, the Maintenance Division supervised inmates and utilized contractors in a cost-effective and efficient means of completing joint and crack sealing projects, fence repair/replacement and performing vegetation management.

AWARDS AND ACKNOWLEDGEMENTS

In 2006, the OTA was recognized as the winner in the 2005 Concrete Pavement Restoration Category as part of the Oklahoma/Arkansas Chapter of the American Concrete Pavement Association's Award Program. This award is in acknowledgment of the concrete pavement constructed on the Creek Turnpike. This same project was also awarded the Silver Award at the National level. The International Grooving & Grinding Association also named OTA's Engineering Division professional engineer, Tammy Robinson, The Government Official of the Year Award for her efforts in support of concrete pavement restoration.

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the OTA for its comprehensive annual financial report (CAFR) for the year ended December 31, 2005. This was the sixteenth consecutive year that the OTA has received this prestigious award. In order to be awarded a Certificate of Achievement, the governmental unit must publish an easily readable and efficiently organized CAFR conforming to program standards. Such reports must satisfy both generally accepted accounting principles (GAAP) and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. The OTA believes that its current CAFR continues to meet the Certificate of Achievement Program requirements and will be submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the efficient and dedicated efforts given by the Controller Division staff who prepared and designed the report. Appreciation is also due the OTA's management staff, and specifically the Finance and Revenue Division, for their professional contributions to this report and to the OTA's independent auditors for their participation in the review of this report. Special appreciation is extended to Governor Brad Henry, the Authority Members, and Director and Secretary of Transportation Phil Tomlinson. Support of the Authority's efforts to excel in the operational and financial management of the OTA is sincerely appreciated.

Respectfully submitted,

THE OKLAHOMA TURNPIKE AUTHORITY


Douglas F. Riebel
Chairman


Phil Tomlinson
Director


Julie Porter
Controller

Certificate of Achievement for Excellence in Financial Reporting

Presented to
Oklahoma Turnpike Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
December 31, 2005

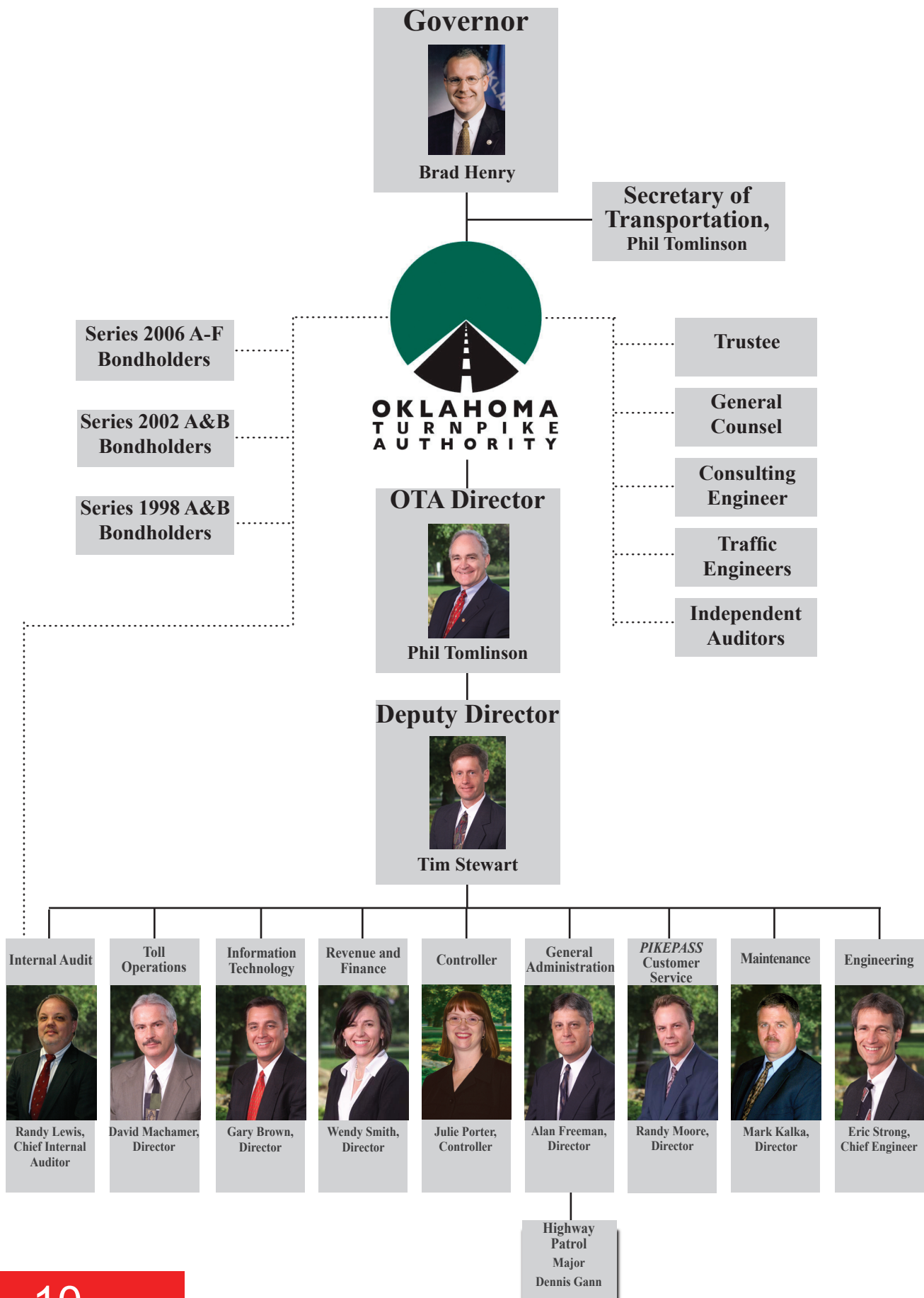
A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



President

Executive Director

Organizational Chart



Oklahoma Turnpike Authority Members

Chairman



Douglas F. Riebel
District 1

Vice-Chairman



Mike Leonard
District 2

Secretary &
Treasurer



Greg Massey
District 6

Member



Clark Brewster
District 4

Member



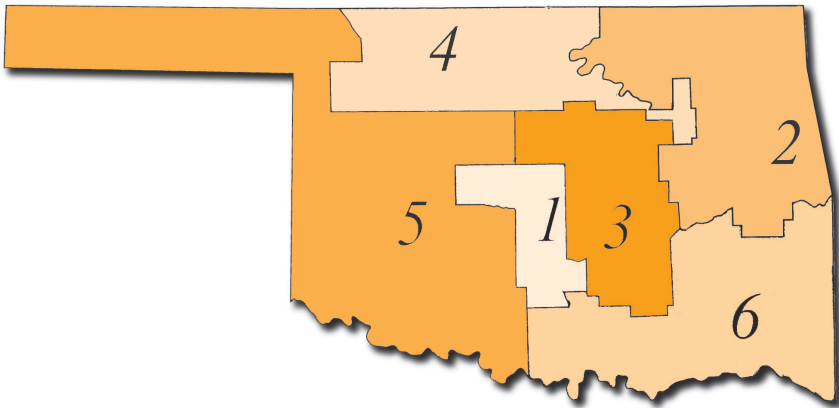
Hal Ellis
District 3

Member



C. Kendric Fergeson
District 5

District Map



Description Of The Oklahoma Turnpike System

Turner Turnpike

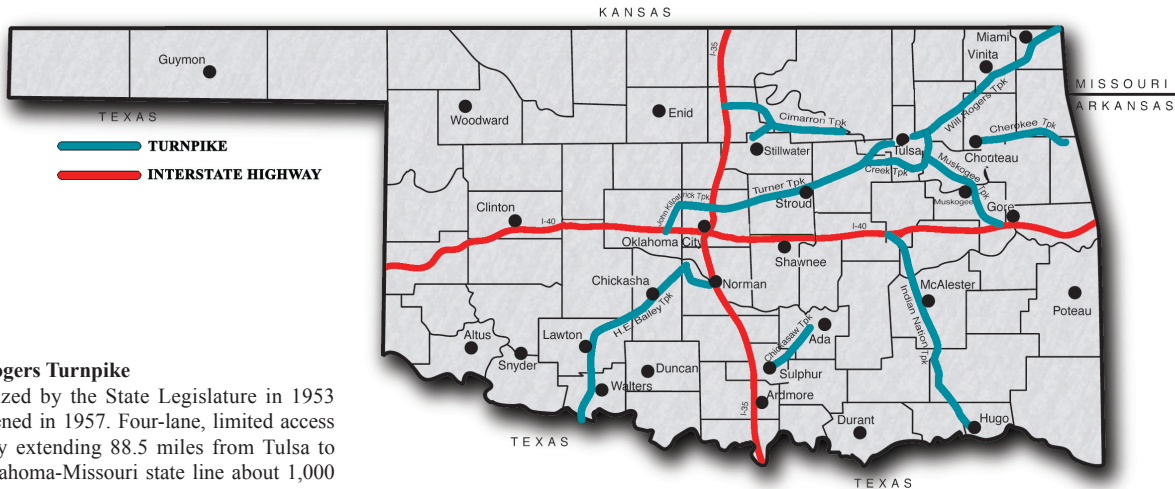
Authorized by the State Legislature in 1947 and opened in 1953. Four-lane, limited access highway extending 86.0 miles from Tulsa to Oklahoma City. Interchanges at Sapulpa, Kellyville, Bristow, Stroud, Chandler and Wellston. Service station and/or restaurant with free restrooms at Heyburn, Bristow, Stroud, Chandler and Wellston.

Chickasaw Turnpike

Authorized by the State Legislature in 1987 and opened in 1991. Two-lane, limited access highway extending 27.1 miles from S.H. 7 west of Sulphur to S.H. 1 near Ada. Only 17.3 miles tolled, with interchanges at S.H. 7, U.S. 177 and Roff.

Cherokee Turnpike

Authorized by the State Legislature in 1987 and opened in 1991. Four-lane, limited access highway extending 32.8 miles from U.S. 412 at Locust Grove to U.S. 412 west of West Siloam Springs. Interchanges at Locust Grove, U.S. 412 and S.H. 10. Restaurant and service station with free restrooms at Leach.



Will Rogers Turnpike

Authorized by the State Legislature in 1953 and opened in 1957. Four-lane, limited access highway extending 88.5 miles from Tulsa to the Oklahoma-Missouri state line about 1,000 feet south of the southeast corner of Kansas. Interchanges at Claremore, Adair (S.H. 28), Big Cabin, Vinita, Afton and Miami. Service station and/or restaurant with free restrooms at Vinita and Miami.

H.E. Bailey Turnpike

Authorized by the State Legislature in 1953, the original 86.4 miles opened in 1964, and the 8.2 mile extension authorized in 1987 opened in 2001. The original four-lane, limited access highway extending 86.4 miles opened in two sections: north section (61.4 miles) from Oklahoma City to U.S. 277 north of Lawton; south section (25.0 miles) from U.S. 277 south of Lawton to U.S. 70, 5.2 miles north of the Texas state line. Interchanges at Chickasha, Cyril, Elgin and Walters. Service station and/or restaurant with free restrooms at Chickasha and Walters. The four-lane, limited access extension runs 8.2 miles within Grady County from an interchange of the original H.E. Bailey Turnpike to S.H. 9. The route generally extends east and west through a rural area west of Norman.

Indian Nation Turnpike

Authorized by the State Legislature in 1955, north section (41.1 miles) opened in 1966 and south section (64.1 miles) opened in 1970. Four-lane, limited access highway extending 105.2 miles from U.S. 75/I-40 near Henryetta to U.S. 70 near Hugo. Interchanges at Eufaula, Ulan, McAlester, Daisy and Antlers. Service station and restaurant with free restrooms at Eufaula and Antlers.

Muskogee Turnpike

Authorized by the State Legislature in 1965 and opened in 1969. Four-lane, limited access highway extending 53.1 miles from Tulsa to I-40 near Webber Falls. Interchanges at Coweta, Muskogee and U.S. 64 near Webber Falls. Service station and restaurant with free restrooms at Muskogee.

John Kilpatrick Turnpike

Authorized by the State Legislature in 1987, the original 9.5 miles opened in 1991, and the 15.8 mile extension opened in sections during 2000 and 2001. Four-lane, limited access, urban highway extending 25.3 miles from the Oklahoma City interchange of the Turner Turnpike and I-35 to I-40 between Mustang and Sara Road. The route is generally along Memorial Road on the north, turning south parallel to Sara Road just west of County Line Road, passing by Lake Overholser on its west side parallel to Morgan Road to an interchange at I-40, giving access to traffic traveling east and west on the interstate system. Interchanges at Eastern Ave., U.S. 77/Broadway Extension, Western Ave., Pennsylvania Ave., May Ave., Portland Ave./Lake Hefner Parkway, Meridian Ave., MacArthur Blvd., Rockwell Ave., NW Expressway, Wilshire Blvd., S.H. 66 and N.W. 10th.

Cimarron Turnpike

Authorized by the State Legislature in 1965 and opened in 1975. Four-lane, limited access highway extending 59.2 miles on main route from I-35/U.S. 64 east of Enid to Tulsa, and 8.5 miles on a spur connecting the main route with Stillwater and Oklahoma State University. Interchanges at U.S. 77, U.S. 177, Stillwater, Morrison, S.H.18, Hallett and S.H. 48. Service station and restaurant with free restrooms at Lone Chimney.

Creek Turnpike

Authorized by the State Legislature in 1987, the original 7.4 miles opened in 1992, the 4.9 mile Creek West Extension opened in 2000, the 13.1 mile Broken Arrow South Loop opened in sections during 2001 and 2002 and the 9.0 mile Creek East Extension opened in 2002. Four-lane, limited access, urban highway extending 34.4 miles from the Turner Turnpike at S.H. 66 to the I-44 interchange of the Will Rogers Turnpike, providing access to traffic traveling east into Tulsa and south to Okmulgee; continues generally through the city of Broken Arrow to the Muskogee Turnpike; then north to the Will Rogers Turnpike. Interchanges at South 49th West Avenue, U.S. 75, Peoria Avenue, Riverside Drive, Yale Avenue, U.S. 64/Memorial Drive, U.S. 169, South 129th East Avenue, South 161st East Avenue, South 193rd East Avenue, East 101st Street, S.H. 51, Muskogee Turnpike, 71st Street, 51st Street, 31st Street, 11th Street, Highway 412 and Pine Street.



John Kilpatrick Turnpike,
near May interchange



Accountants and Business Advisors

Report of Independent Certified Public Accountants

Members of the Oklahoma Turnpike Authority

We have audited the accompanying statement of net assets, and the related statements of revenues, expenses and changes in net assets and cash flows of the Oklahoma Turnpike Authority (the Authority), as of and for the years ended December 31, 2006 and 2005. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America as established by the American Institute of Certified Public Accountants and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of December 31, 2006 and 2005, and the changes in its net assets and cash flows, for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 16, 2007 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

The Management's Discussion and Analysis on pages 14 through 21 is not a required part of the basic financial statements but is supplementary information required by accounting principles generally accepted in the United States of America and the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying supplementary information listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. The supplemental financial schedules on pages 44 through 50 have been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, are fairly stated in all material respects in relation to the basic financial statements taken as a whole. The introductory section on pages 3 through 12 and the supplementary statistical section on pages 53 through 92 have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

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March 16, 2007

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Oklahoma Turnpike Authority Management's Discussion and Analysis Years Ended December 31, 2006 and 2005

This section of the Oklahoma Turnpike Authority's (OTA) annual financial report presents our discussion and analysis of the OTA's financial performance during the fiscal year that ended December 31, 2006. Please read it in conjunction with the transmittal letter in the introductory section of this report and the OTA's financial statements, which immediately follow this discussion and analysis.

FINANCIAL HIGHLIGHTS

- In August, the Authority issued through a negotiated sale, six separate series of Refunding Second Senior Revenue Bonds totaling \$635.59 million. The Series 2006 Revenue Bonds consisted of the Series 2006A fixed rate bonds totaling \$104.79 million and the five separate Series 2006B-F variable rate bonds totaling \$530.8 million. The \$530.8 million in variable rate bonds are being hedged with five interest rate swap agreements to convert the Authority's variable interest rate exposure to a fixed rate exposure. Under the terms of the swap agreements, each month the Authority pays the swap providers a fixed rate of 3.859% and in turn receives a payment from the swap providers at a rate equal to the Bond Market Association Index. The bonds closed on August 24th and resulted in net present value savings of just over \$40 million.
- Toll revenues generated approximately \$194.5 million in 2006 and exceeded 2005 toll revenues by 1.7%. Toll transactions grew to roughly 135.1 million, a substantial 3.0% increase over 2005. Total operating expenses were approximately \$64.8 million in 2006. The 8.2% increase in total operating expenses over 2005 is largely a result of legislatively mandated increases in personnel costs related to salary, health and retirement benefits. These personnel costs alone accounted for approximately 40% of the total \$4.9 million increase in total operating expenses.
- Total capital assets, net of depreciation, were approximately \$1,186.1 million as of December 31, 2006, representing a 3.7% increase when compared to total capital assets at December 31, 2005. The increase in capital assets is primarily related to the 39.0% increase in Construction work in progress, the completion of major rehabilitation projects and the culmination of the 'Final System Acceptance' phase of the toll collection upgrade performed by TransCore.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this annual report consists of three parts: management's discussion and analysis (this section), the basic financial statements with the notes to the financial statements and other supplementary information.

The financial statements provide both long-term and short-term information about the OTA's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of other supplementary information that further explains and supports the information in the financial statements.

The OTA's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units on an accrual basis. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred and depreciation of assets is recognized in the Statements of Revenues, Expenses, and Changes in Net Assets. All assets and liabilities associated with the operation of the Authority are included in the Statements of Net Assets.

The Statements of Net Assets report the OTA's net assets and how they have changed. Net assets – the difference between the OTA's assets and liabilities – is one way to measure the OTA's financial health or position. The increase in OTA's net assets during 2006 is an indicator of its strong financial health.

FINANCIAL ANALYSIS OF THE OTA

Net Assets

The OTA's total net assets at December 31, 2006, were approximately \$269.4 million, a substantial increase of 9.0% over December 31, 2005. (See Table A-1.) Total assets decreased 1.2% to \$1,533.2 million, and total liabilities decreased 3.1% to \$1,263.8 million. As of December 31, 2005, total net assets were approximately \$247.2 million. Also, in 2005, total assets decreased 0.9% to \$1,551.2 million, and total liabilities decreased 1.0% to \$1,304.0 million when compared to December 31, 2004.

Table A-1
Net Assets
(in millions of dollars)

	2006	2005	2004	Percentage Change 2006-2005
Current assets:				
Cash and cash equivalents-unrestricted	\$ 22.3	\$ 9.5	\$ 20.8	134.7%
Investments-unrestricted	123.6	140.9	136.8	(12.3%)
Cash and Cash equivalents-restricted	61.6	71.6	70.1	(14.0%)
Investments-restricted	36.8	82.3	121.7	(55.3%)
Other current assets	4.4	4.5	5.8	(2.2%)
Total current assets	248.7	308.8	355.2	(19.5%)
Noncurrent assets:				
Cash and cash equivalents-restricted	.8	1.5	4.2	(46.7%)
Investments-restricted	90.2	89.3	35.4	1.0%
Capital assets	1,186.1	1,143.8	1,163.0	3.7%
Revenue bond issuance costs	7.4	7.8	8.2	(5.1%)
Total noncurrent assets	1,284.5	1,242.4	1,210.8	3.4%
Total assets	1,533.2	1,551.2	1,566.0	(1.2%)
Current liabilities	86.6	92.5	82.3	(6.4%)
Noncurrent liabilities	1,177.2	1,211.5	1,235.0	(2.8%)
Total liabilities	1,263.8	1,304.0	1,317.3	(3.1%)
Net Assets:				
Invested in capital assets, net of related debt	17.7	(51.2)	(55.0)	134.6%
Restricted for debt service	90.5	81.3	83.2	11.3%
Restricted for reserve maintenance	16.4	67.4	63.1	(75.7%)
Restricted for other purposes	1.4	1.0	2.9	40.0%
Unrestricted	143.4	148.7	154.5	(3.6%)
Total net assets	\$ 269.4	\$ 247.2	\$ 248.7	9.0%

The largest components of the total 2006 current assets are the unrestricted and restricted cash and investment accounts. Unrestricted cash and investment accounts are comprised of monies held in the Revenue and General Funds and total \$145.9 million at December 31, 2006, fairly consistent with the total \$150.4 million held at December 31, 2005 in these funds. The Revenue fund monies provide for the general operations of the Turnpike System; this fund is directly impacted by increases in revenues and operating expenses. The General Fund monies are utilized for programmed projects, primarily related to the five-year Capital Plan (the Capital Plan) for System maintenance and rehabilitation, determined annually through the budgeting process. The increase in Construction work in progress amount (component of capital assets) is partially related to this decrease in

General Fund monies. Balances of unrestricted cash and investment accounts at December 31, 2005 decreased from the previous year total of \$157.6 million primarily as a result of the settlement in 2005 of the *PIKEPASS* litigation. The settlement resulted in a cash payment of \$3.3 million, as well as a transfer to the restricted cash *PIKEPASS* Prepayment Fund to fund travel credits applied to customer accounts within the damages class.

At December 31, 2006, the current restricted cash and investment accounts were approximately \$98.4 million. This is a 36.1% decrease from the restricted cash and investment balances at December 31, 2005. The monies held in restricted cash and investment accounts are primarily comprised of the Reserve Maintenance Fund, the *PIKEPASS* Prepayment Fund and debt service accounts. Each month a deposit is transferred to the Reserve Maintenance Fund from revenues (unrestricted cash) to fund capital projects as budgeted in the Capital Plan. The required Reserve Maintenance Fund deposit for each year is established by the Consulting Engineer during the annual review and evaluation of the Turnpike System. Several projects from the Capital Plan were undertaken in 2006, as evidenced by the noted increase in Construction work in progress (CWIP) and the increase in the Roads and bridges categories of capital assets (see note 4). The utilization of revenues to fund these capital projects through the deposits to the Reserve Maintenance Fund, rather than the issuance of bond proceeds for new capital projects, is further evidenced by the 134.6% increase in net assets invested in capital assets, net of related debt (see further discussion below). In the prior years, the OTA had experienced an increase in the funds held in the Reserve Maintenance Fund as the required annual deposits, but limited payments, were made. The design phase was initiated for several projects in 2004 and 2005, but because construction had not yet begun, fewer payments occurred from the Reserve Maintenance Fund. Current restricted cash and investment balances were \$153.9 million at December 31, 2005 and \$191.8 million at December 31, 2004.

In total, noncurrent assets have increased \$42.1 million from December 31, 2005 to December 31, 2006. Noncurrent assets are comprised of certain restricted cash and investments, capital assets and revenue bond issuance costs. The noncurrent restricted cash and investments represent amounts held in reserve for debt service requirements. Total capital assets, net of depreciation, realized a strong increase of 3.7% to approximately \$1,186.1 million in 2006 over 2005. Construction work in progress increased \$29.4 million over 2005 or 39.0% as discussed above. Along with the increase in CWIP projects, there was a notable increase in Improvements resulting from the completion of certain road and bridge rehabilitation projects. There was also an increase in Equipment primarily generated by the capitalization of the toll collection system upgrade that achieved 'Final System Acceptance.' These combined increases were then offset by the 7.3% increase in accumulated depreciation. Gross capital assets increased by \$49.5 million in 2005, but net capital assets remained relatively flat, declining 1.7%. The \$20.5 million increase in CWIP was offset by annual depreciation, leading to the slight decrease. See further discussion of Capital Assets on pages 19 and 20.

Total liabilities declined 3.1% below the 2005 level. Accrued interest payable saw a sharp decline of \$12.6 million as the result of the restructuring of the Authority's outstanding debt with the issuance of the 2006 Refunding Bonds. The Authority issued variable rate debt in the aggregate total of \$530.8 million. Interest expense is paid monthly for the variable rate debt. Also contributing to the decrease in total liabilities was the \$26.4 million net decrease in revenue bonds payable from the payment of the current portion of revenue bonds payable. Deferred revenue decreased approximately \$4.1 million from the prior year as a result of customer usage of the travel credits issued after the *PIKEPASS* litigation settlement in 2005. In 2005, total liabilities declined 1.0% below 2004 mainly due to the payment of the current portion of long-term debt.

Total net assets for 2006 showed a strong increase of 9.0% to \$269.4 million when compared to 2005. Net assets invested in capital assets, net of related debt consists of capital assets net of accumulated depreciation reduced by the amount of outstanding indebtedness from any bonds that are attributable to the acquisition, construction, or improvement of those assets. For purposes of this calculation, this outstanding indebtedness includes both revenue bonds payable and a liability to the Oklahoma Department of Transportation (ODOT) for the construction and acquisition of capital assets. The shift from a deficit in net assets invested in capital assets, net of related debt to a positive standing is the result of the construction of capital assets from operating revenues. Capital asset investments have been achieved through the annual transfers of revenue to the Reserve Maintenance Fund for this purpose, evidenced by the approximate \$51.0 million decrease in net assets restricted

for reserve maintenance, rather than the issuance of debt. The asset component of the calculation is increasing through these investments while the indebtedness component of the calculation decreases as principal payments are made to the outstanding revenue bonds. The \$9.2 million increase in the amount restricted for debt service corresponds to the increase in current portion of revenue bonds payable. Total net assets for 2005 remained relatively unchanged when compared to 2004, with a decrease of 0.6%.

Changes in Net Assets

As depicted below in Table A-2, the OTA's total operating revenues were approximately \$196.0 million posting a steady 1.7% growth over 2005 revenue and a 4.6% gain above 2004 toll revenue levels. Toll transactions during 2006 was just under 135.1 million and were 3.0% higher than in 2005. The strongest increases in toll transactions continued to be seen on the Creek and John Kilpatrick Turnpikes as noted by the impressive growth rates of 5.4% and 8.7%, respectively, during 2006.

Total operating income declined \$2.0 million to \$59.6 million when comparing 2006 to 2005. The decline in operating income primarily results from the \$4.9 million increase in operating expenses, as shown in Table A-3. See pages 18 and 19 for detailed discussions of operating expenses.

Table A-2
Changes in Net Assets
(in millions of dollars)

	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>Percentage Change 2006-2005</u>
Operating Revenues:				
Toll Revenue	\$ 194.5	\$ 191.2	\$ 185.9	1.7%
Concession revenue	1.5	1.5	1.4	-
Total operating revenues	196.0	192.7	187.3	1.7%
Operating expenses and depreciation:				
Operating expenses	64.8	59.9	53.3	8.2%
Depreciation and amortization	71.6	71.2	72.0	0.6%
Total operating expenses and depreciation	136.4	131.1	125.3	4.0%
Operating income	59.6	61.6	62.0	(3.2%)
Non-operating revenues (expenses):				
Interest earned on investments	12.5	13.2	12.0	(5.3%)
Net increase (decrease) in fair value of investments	2.6	(3.6)	(6.2)	172.2%
Interest expense on revenue bonds outstanding	(54.7)	(64.5)	(65.9)	(15.2%)
Settlement of <i>PIKEPASS</i> litigation	-	(9.3)	-	(100.0%)
Other	2.2	1.1	2.6	100.0%
Net non-operating expenses	(37.4)	(63.1)	(57.5)	(40.7%)
Change in net assets	22.2	(1.5)	4.5	1,580.0%
Total net assets, beginning of the year	247.2	248.7	244.2	(0.6%)
Total net assets, end of the year	\$ 269.4	\$ 247.2	\$ 248.7	9.0%

Total net non-operating expenses decreased a significant \$25.7 million in 2006 to \$37.4 million in 2006 as compared to 2005. The settlement of the class action litigation related to the *PIKEPASS* electronic toll collection system in the prior year created an impact of \$9.3 million of non-operating expenses to 2005 and was the chief factor of the increase in non-operating expenses between 2005 and 2004. The other primary factor affecting the

fluctuation in expense in the current year is the issuance of the \$635.59 million Series 2006A-F Refunding Second Senior Revenue Bonds to defease certain maturities of the Series 1998A and B Bonds and the 1992F Capital Appreciation Bonds. The current year decrease in interest expense of \$9.8 million is a result of the restructuring. See the discussion on Debt Administration on pages 20 and 21 for further details. Unrealized gains on investments being held to maturity diluted realized losses to generate a favorable \$6.2 million change in net increase in fair value of investments. Several investments matured in 2006 and were then utilized for the purpose of construction of assets. The decrease in the total investments held in 2006 also impacted interest earned on investments, resulting in a slight \$0.7 million decline.

Total operating expenses before depreciation increased 8.2% over 2005 as detailed below in Table A-3. All divisions continued to closely monitor and control operating expenses, as demonstrated by the year-end Revenue Fund operating expenses reporting 7.9% under budgeted projections. All divisions' operating expenses were impacted by the various legislatively mandated salary increases, as well as market adjustments for various positions. A \$700 per employee increase was effective July 1, 2005 and therefore affected the entire year's operating expenses. In addition, a 5% legislatively mandated salary increase took effect October 1, 2006. Retirement costs per employee are higher than the previous year due to the increase in the employer's rate from 11.5% to 12.5%. This rate will continue to increase over the next several years, topping out at 16.5%. Another significant factor impacting personnel costs throughout the organization is the increase in the employee benefit allowance for insurance costs. State legislation requires the benefit allowance to be increased incrementally with increased health insurance costs.

The Toll Operations Division experienced an increase in operating expenses of 4.6% or \$0.7 million when comparing 2006 to the prior year. Approximately \$0.5 million is attributable to the overall increase in payroll costs. Another approximate \$0.1 million of the increase is attributable to higher energy costs in fuel usage and utilities.

Table A-3
Operating Expenses Before Depreciation and Amortization
(in thousands of dollars)

	2006	2005	2004	Percentage Change 2006-2005
Toll Operations	\$ 16,383	\$ 15,663	\$ 13,278	4.6%
Turnpike Maintenance	18,002	14,772	14,827	21.9%
Engineering	2,188	1,663	2,034	31.6%
Highway Patrol	11,969	11,585	9,502	3.3%
PIKEPASS Customer Service	7,522	7,115	6,906	5.7%
General Administration	1,940	1,755	1,674	10.5%
Information Technology	4,039	4,239	2,840	(4.7%)
Controller	648	613	677	5.7%
Finance and Revenue	688	627	411	9.7%
Executive	1,437	1,850	1,187	(22.3%)
Authority	3	1	4	200.0%
Total operating expenses before depreciation and amortization	\$ 64,819	\$ 59,883	\$ 53,340	8.2%

Additionally, operating expenses for the Maintenance Division increased \$3.2 million over 2005 to \$18.0 million. Besides salaries and energy costs, nearly half of this increase is represented by various Systemwide initiatives to complete necessary periodic maintenance projects scheduled for 2006. The first initiative was programmed diamond grinding rehabilitation which resulted in approximately \$0.9 million in expense. Other programs included installation of right-of-way and security fencing which added another \$0.7 million to the current year operating expenses. Also, ice and snow supplies increased approximately \$0.2 million in 2006 from the fourth quarter severe winter storm clean-up efforts. Record-breaking snowfalls covered most of the Turnpike System and depleted sand and salt inventories. Higher fuel and energy costs were also incurred

by the Maintenance Division in a variety of expenses, including vehicle fuel, utility usage and service contracts such as solid waste disposal which require fuel to perform contracted services.

Operating expenses for the Engineering Division increased 31.6% or approximately \$0.5 million when compared to the same period last year. Approximately half of the increase, \$0.2 million, is a result of two studies performed by the University of Oklahoma to review the OTA's design fee negotiation process and examine the potential for shuttle bus service between Tulsa and Oklahoma City. Additionally, OTA worked with the Oklahoma Historical Society to provide artistic detailing on certain turnpike understructures.

During 2006, the General Administration Division's operating expenses increased 10.5%. Along with personnel costs, other professional services increased approximately \$73,000. Professional services consisted of consulting services relating to the overall redevelopment of OTA's service plazas statewide. The majority of focus, during 2006, has been the development initiative for the Lone Chimney service plaza on the Cimarron Turnpike; a service plaza condition assessment study for the Stroud service plaza on the Turner Turnpike and the Vinita service plaza on the Will Rogers Turnpike; and a site location study for potential new service plaza sites on the Turner and Will Rogers Turnpikes. These redevelopment projects include all aspects of the service plaza, including financial and sales analysis, traffic analysis, design aspects, lease development and negotiation strategies.

The Executive Division operating expenses decreased approximately from \$1.8 million at December 31, 2005 to \$1.4 million at December 31, 2006. This decrease is a result of the settlement of the *PIKEPASS* litigation and the resulting decrease in attorney fees.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The OTA had invested approximately \$2,206.4 million in capital assets, including roads, bridges, buildings, land, and equipment as of December 31, 2006. Accumulated depreciation and amortization on capital assets increased 7.3%, as compared to 2005, to a total of \$1,020.3 million. The increase in completed projects and CWIP was offset by current year depreciation for a net 3.7% increase in capital assets. (See Table A-4.) At December 31, 2005, net capital assets totaled approximately \$1,143.8 million, a slight net decrease (including additions and disposals, net of depreciation) of approximately 1.7% from December 31, 2004.

Table A-4
Capital Assets
(net of depreciation, in millions of dollars)

	2006	2005	2004	Percentage Change 2006-2005
Roads and bridges	\$ 571.2	\$ 598.8	\$ 626.3	(4.6%)
Construction work in progress	104.7	75.3	54.8	39.0%
Improvements	192.2	170.9	173.1	12.5%
Land	162.5	162.7	162.3	(0.1%)
Buildings	51.7	44.1	41.4	17.2%
Equipment	42.7	28.1	38.4	52.0%
Capitalized interest	61.1	63.9	66.7	(4.4%)
Total net capital assets	\$ 1,186.1	\$ 1,143.8	\$ 1,163.0	3.7%

Roads and bridges declined 4.6% in 2006 compared to the 4.4% decrease in 2005. Over \$27.7 million in depreciation expense was properly recognized on Roads and bridges alone during 2006. Road and bridge rehabilitation projects are classified as Improvements. As the OTA focused on the completion and near completion of several large System rehabilitation projects underway at December 31, 2006, Construction work in progress increased to \$104.7 million or 39.0% over 2005. As previously discussed, these projects are funded through monies available in the Reserve Maintenance Fund for this purpose, as well as General Fund projects identified through the Capital Plan. Finalization of several road and bridge rehabilitation projects comprised the largest portion of the \$21.3 million net increase in the Improvements asset category in 2006. Pavement rehabilitation

was performed on the Turner, Chickasaw, Will Rogers and John Kilpatrick Turnpikes. Shoulder rehabilitation was completed on the Indian Nation Turnpike, as well as the improvement of slope walls on the John Kilpatrick Turnpike. Bridge work was completed on the Will Rogers, Cimarron and H. E. Bailey Turnpikes along with a number of other capital projects. Depreciation expense in the amount of \$23.7 million was recognized on Improvements, leading to an overall net increase of 12.5% in Improvements in 2006, compared to the 1.3% decrease in 2005.

The Buildings asset category increased \$7.6 million or 17.2%, mainly resulting from the capitalization of major toll plaza side gates at the Vinita and Afton locations on the Will Rogers Turnpike and the Sapulpa location on the Turner Turnpike.

A significant increase of 52.0% was seen in the Equipment asset category as the result of the achievement of the 'Final System Acceptance' of the upgrade performed by TransCore to the *PIKEPASS* Customer Service Center (CSC) software application and host application of the automated electronic toll collection system. This host system receives and transmits data between the ten turnpikes, the host computer and the *PIKEPASS* Customer Service Center. The database contains records and history of lane transactions, collection actions in the lanes, and the logic necessary to translate electronic toll collection transactions into customer account charges. The system also tracks cash customers and displays reports containing traffic and revenue information. The CSC application manages the processes associated with the receipt of prepayments from customers and the subsequent application of tolls to customer accounts. These processes are integral to the operation of the OTA's *PIKEPASS* system which allows free-flow travel at highway speeds and eliminates the need for motorists to stop and pay tolls. For additional information regarding the OTA's capital assets, please see the disclosures in the notes to the financial statements on pages 29 and 36 of the Financial Section of this report.

The 2007 portion of the OTA's five-year Capital Plan calls for spending almost \$93.4 million for capital projects. Approximately 83.8% of this funding is allocated to road and bridge rehabilitation projects, noise wall construction, joint facilities with the Oklahoma Highway Patrol (OHP) and Portland Concrete Cement grinding. Approximately 16.2% is allocated to various other capital projects including *PIKEPASS* transponders and refurbishment, annual replacement of vehicles for OHP troopers and maintenance equipment throughout the System. The 2007 portion of the five-year Capital Plan will be funded by a combination of resources on hand and 2007 toll revenues.

Debt Administration

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. The OTA's noncurrent debt includes revenue bonds payable and a payable to ODOT. At December 31, 2006, the OTA had approximately \$1,196.9 million in revenue bonds outstanding. The payable to ODOT at December 31, 2006 was approximately \$46.7 million. All \$1,196.9 million of the revenue bonds outstanding are insured and rated Aaa by Moody's Investors Service, and AAA by both Fitch Ratings and Standard and Poor's Rating Service (S&P) with a positive rating outlook.

In August 2006, the Authority issued six separate series of 2006 A-F Refunding Second Senior Revenue Bonds totaling \$635.59 million. The Series 2006A bonds totaling \$104.79 million were issued as traditional fixed rate bonds resulting in coupon rates ranging from 3.5% to 4.0%. The Series 2006B-F bonds totaling \$530.8 million were issued in five separate series using variable rate bonds. To effectively convert the Authority's variable rate exposure to fixed rate exposure in conjunction with these variable rate bonds, the Authority entered into five separate synthetic fixed rate bond swap agreements with three separate counterparties totaling \$530.8 million. The bond refunding defeased \$308.105 million of the Series 1998A Bonds maturities ranging from 2010-2028, \$301.565 million of the Series 1998B Bonds maturities ranging from 2010-2028 and \$3.0 million of the Series 1992F Capital Appreciation Bonds by placing cash in escrow to provide future debt service payments on the defeased bonds. Accordingly, the liability for these defeased bonds was removed from the Statements of Net Assets.

All five swap agreements were negotiated together with these three counterparties, resulting in the same synthetic fixed rate of 3.859% for all of the five series of variable rate bonds. Under the terms of the swap agreements,

until January 1, 2009, the Authority pays each of the swap providers the fixed rate of 3.859% monthly, and in turn receives a monthly payment from the swap providers at a rate equal to the Bond Market Association Index (BMA) which resets weekly. The January 1, 2009 date coincides with the termination of the escrow period of the refunded bonds. From February 1, 2009 through January 1, 2028, the Authority pays monthly each of the swap providers the fixed rate of 3.859%, and in turn receives a monthly payment from the swap providers at a rate equal to 68% of the one-month London Interbank Offering Rate (LIBOR), which also resets weekly.

The fair market value of these swap agreements fluctuate daily based on market conditions. The Authority's financial advisor has calculated the fair value of the Authority's swap agreements based upon the expected forward rates for BMA through January 1, 2009, and the 68% of LIBOR for the 19 years thereafter with discounted cash flows. On a current mark-to-market basis, using a termination date of December 31, 2006, the net present value of the five swap agreements attributable to the five series of variable rate bonds would have required the Authority to make an estimated combined termination payment, in the event that all the swaps were terminated, of approximately \$20.3 million. It should also be noted that the fair market value of these swap agreements fluctuate daily based on market conditions. For more detailed information on the OTA's long-term debt activity, please refer to the disclosures in the notes to the financial statements on pages 37-41 of the Financial Section of this report.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

Reports from the Federal Reserve Board indicate that the United States economy continues to remain strong, though economic growth appears to be slowing. Indications are that the coming quarters will experience a moderate pace of expansion. Inflation appears to be moderate and will most likely lead to unchanging interest rates for the near future. An educated workforce is particularly important for the national economy to fill available skilled job positions and provide Americans a healthy standard of living. In turn, this helps ensure that unemployment remains low and consumer spending continues to increase. The Federal Open Market Committee (FOMC) projections over the four quarters of 2007 anticipate an increase in the range of 2.5% to 3.0% in real gross domestic product (GDP), steady civilian unemployment rates ranging between 4.5% and 4.75%, and an increase in personal consumption expenditures, excluding food and energy, of 2.0% to 2.25%. Inflation will be closely monitored, as well as a watchful eye kept on energy prices.

The "2007 State of Oklahoma Outlook," published by the Oklahoma State University's Center for Applied Economic Research, indicated that the Oklahoma economy is continuing to perform well, even posting better job and income growth rates than the national economy. It is anticipated that the ongoing slowing of the national economy will begin to have a slowing effect on the rate of growth the State has experienced in the last two years. However, Oklahoma personal income gains are expected to rise 8.1% which combined with the strength of the State's oil and gas industry and expected continued job growth contribute to a solid, positive outlook for Oklahoma in the year 2007.

The OTA's 2007 Annual Budget, adopted by the Authority on November 28, 2006, includes approximately \$64.6 million for the Operating and Maintenance budget, \$34.1 million for the Reserve Maintenance Fund budget and \$59.4 million for the General Fund budget. The amounts budgeted within the Operating and Maintenance budget provide for legislatively mandated salary and benefit increases, as well as increased energy prices. The amounts budgeted within the Reserve Maintenance and General Fund budgets finance the maintenance, rehabilitation and improvements included in the 2007 portion of the OTA's five-year Capital Plan.

CONTACTING THE OTA'S FINANCIAL MANAGEMENT

This financial report is designed to provide our bondholders, patrons and other interested parties with a general overview of the OTA's finances and to demonstrate the OTA's accountability for the money it receives. Questions about this report or requests for additional financial information should be addressed to the Oklahoma Turnpike Authority's Controller Division, P. O. Box 11357, Oklahoma City, OK 73136-0357.

Oklahoma Turnpike Authority

Statements of Net Assets

December 31, 2006 and 2005

Assets:	2006	2005
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 22,342,880	\$ 9,567,359
Investments-unrestricted (note 3)	123,561,010	140,871,847
Cash and cash equivalents-restricted (note 3)	61,609,019	71,637,363
Investments-restricted (note 3)	36,801,113	82,312,902
Accounts receivable (note 11)	1,425,682	1,475,438
Accrued interest receivable-unrestricted	981,787	1,015,097
Accrued interest receivable-restricted	625,383	686,218
Materials inventory	1,344,144	1,262,228
Prepaid expenses	17,802	39,292
Total current assets	248,708,820	308,867,744
Noncurrent assets:		
Cash and cash equivalents-restricted (note 3)	790,981	1,560,652
Investments-restricted (note 3)	90,144,031	89,270,358
Total noncurrent cash, cash equivalents and investments	90,935,012	90,831,010
Capital assets: (note 4)		
Depreciable, net	918,916,406	905,837,742
Land	162,515,857	162,661,576
Construction work in progress	104,655,776	75,266,399
Net capital assets	1,186,088,039	1,143,765,717
Revenue bond issuance costs (net of accumulated amortization of \$1,390,682 and \$2,179,265 in 2006 and 2005, respectively)	7,443,633	7,757,724
Total noncurrent assets	1,284,466,684	1,242,354,451
Total assets	1,533,175,504	1,551,222,195
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 11)	5,664,906	4,799,525
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 11)	5,620,060	5,311,575
Accrued interest payable	17,982,182	30,597,309
Deferred revenue	19,859,460	23,923,168
Arbitrage rebate payable to U.S. Treasury	607,500	-
Current portion of revenue bonds payable (note 7)	36,870,000	27,845,000
Total current liabilities	86,604,108	92,476,577
Noncurrent liabilities:		
Long-term debt (note 7):		
Revenue bonds, net of unamortized net premiums of \$13,706,501 and \$13,417,492 in 2006 and 2005, respectively, and of unamortized net deferred debit on refundings of \$43,265,099 and \$21,210,433 in 2006 and 2005, respectively	1,130,471,402	1,165,939,004
Payable to Department of Transportation (note 10)	46,696,369	45,592,704
Total noncurrent liabilities	1,177,167,771	1,211,531,708
Total liabilities	1,263,771,879	1,304,008,285
Net assets:		
Invested in capital assets, net of related debt	17,733,276	(51,171,776)
Restricted for debt service	90,479,086	81,309,210
Restricted for reserve maintenance	16,428,935	67,424,490
Restricted for other purposes	1,425,549	891,870
Unrestricted	143,336,779	148,760,116
Commitments and contingencies (notes 12 and 13)	-	-
Total net assets	\$ 269,403,625	\$ 247,213,910

See accompanying notes to financial statements

Oklahoma Turnpike Authority
Statements of Revenues, Expenses and Changes in Net Assets
Years Ended December 31, 2006 and 2005

	<u>2006</u>	<u>2005</u>
Operating revenues:		
Tolls	\$ 194,532,964	\$ 191,193,494
Concessions	<u>1,495,898</u>	<u>1,467,110</u>
Total operating revenues	196,028,862	192,660,604
Operating expenses:		
Toll Operations	16,382,957	15,663,092
Turnpike Maintenance	18,002,340	14,772,441
Engineering	2,187,872	1,663,266
Highway Patrol	11,968,828	11,585,109
PIKEPASS Customer Service	7,521,854	7,115,438
General Administration	1,939,993	1,755,022
Information Technology	4,038,943	4,238,476
Controller	647,622	612,478
Finance and Revenue	688,528	626,896
Executive	1,436,646	1,849,765
Authority	<u>3,119</u>	<u>586</u>
Total operating expenses before depreciation and amortization	<u>64,818,702</u>	<u>59,882,569</u>
Operating income before depreciation and amortization	131,210,160	132,778,035
Depreciation and amortization (note 4)	<u>(71,626,297)</u>	<u>(71,216,730)</u>
Operating income	<u>59,583,863</u>	<u>61,561,305</u>
Non-operating revenues (expenses):		
Interest earned on investments	12,451,218	13,196,970
Net increase (decrease) in fair value of investments	2,605,191	(3,548,420)
Interest expense on revenue bonds outstanding	(54,700,687)	(64,499,262)
Settlement of PIKEPASS litigation (note 12)	-	(9,300,000)
Other	<u>2,250,130</u>	<u>1,063,218</u>
Net non-operating expenses	<u>(37,394,148)</u>	<u>(63,087,494)</u>
Change in net assets	22,189,715	(1,526,189)
Total net assets, beginning of the year	<u>247,213,910</u>	<u>248,740,099</u>
Total net assets, end of the year	<u><u>\$ 269,403,625</u></u>	<u><u>\$ 247,213,910</u></u>

See accompanying notes to financial statements

Oklahoma Turnpike Authority
Statements of Cash Flows
Years Ended December 31, 2006 and 2005

	<u>2006</u>	<u>2005</u>
Cash flows from operating activities:		
Receipts from patrons	\$ 191,019,141	\$ 192,926,342
Receipts from concessionaires	1,493,580	1,461,534
Receipts from other sources	1,734,278	716,996
Payments to service providers	(36,439,046)	(38,846,000)
Payments to employees	<u>(26,911,575)</u>	<u>(25,276,483)</u>
Net cash flows provided by operating activities	<u>130,896,378</u>	<u>130,982,389</u>
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	40,752,494	39,022,895
Payments to the Department of Transportation (ODOT)	(33,738,194)	(35,235,694)
Payments to State Insurance Department	(7,014,300)	(3,787,201)
Interest earned and recorded as payable to ODOT	<u>1,103,665</u>	<u>1,043,018</u>
Net cash flows provided by noncapital financing activities	<u>1,103,665</u>	<u>1,043,018</u>
Cash flows from capital and related financing activities:		
Issuance of 2006 refinancing bonds	635,590,000	-
Premium on issuance of 2006 refinancing bonds	104,383	-
Payment to refund 1992 and 1998 bonds	(632,385,194)	-
Payment of bond issuance costs	(3,298,992)	-
Acquisition and construction of capital assets	(113,785,854)	(47,835,394)
Principal payment to retire revenue bonds	(27,845,000)	(27,125,000)
Interest paid on revenue bonds outstanding	<u>(66,108,888)</u>	<u>(61,792,757)</u>
Net cash flows used in capital and related financing activities	<u>(207,729,545)</u>	<u>(136,753,151)</u>
Cash flows from investing activities:		
Purchase of investments	(172,758,635)	(214,626,401)
Proceeds from sales and maturities of investments	237,312,780	192,469,342
Interest received	12,545,363	14,545,415
Increase in arbitrage funds payable to U. S. Treasury	<u>607,500</u>	<u>-</u>
Net cash flows provided by (used in) investing activities	<u>77,707,008</u>	<u>(7,611,644)</u>
Net increase (decrease) in cash and cash equivalents	1,977,506	(12,339,388)
Cash and cash equivalents, January 1 (including \$73,198,015 and \$74,344,153 for 2006 and 2005, respectively, reported in restricted assets)	<u>82,765,374</u>	<u>95,104,762</u>
Cash and cash equivalents, December 31 (including \$62,400,000 and \$73,198,015 for 2006 and 2005, respectively, reported in restricted assets)	<u>\$ 84,742,880</u>	<u>\$ 82,765,374</u>

See accompanying notes to financial statements

(Continued)

Oklahoma Turnpike Authority
Statements of Cash Flows
Years Ended December 31, 2006 and 2005

	<u>2006</u>	<u>2005</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 59,583,863	\$ 61,561,305
Adjustments to reconcile operating income to net cash provided by operating activities:		
Utilization of toll credits	(4,505,237)	-
Depreciation and amortization	71,626,297	71,216,730
Other non-operating revenue (expense)	2,250,130	(2,236,782)
Changes in assets and liabilities:		
Increase in accounts receivable	(42,021)	(454,771)
Decrease in prepaid expense	21,490	86,579
(Increase) decrease in materials inventory	(81,916)	37,352
Increase (decrease) in accounts payable and accrued expenses	1,602,244	(1,081,192)
Increase in deferred revenue	441,528	1,853,168
Total adjustments	<u>71,312,515</u>	<u>69,421,084</u>
Net cash flows provided by operating activities	<u>\$ 130,896,378</u>	<u>\$ 130,982,389</u>
Noncash investing, capital, and financing items:		
Unrealized gain (loss) on investments	3,758,253	(1,538,687)
Decrease in entitlements related to acquisition and construction of capital assets	14,598	-
Decrease in contractual obligations related to acquisition and construction of capital assets	(16,271)	(1,279,226)
Accretion of capital appreciation bonds	(248,055)	(236,145)
Settlement of <i>PIKEPASS</i> lawsuit	-	(6,000,000)

See accompanying notes to financial statements

Oklahoma Turnpike Authority
Notes to Financial Statements
December 31, 2006 and 2005

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Oklahoma Turnpike Authority

Notes to Financial Statements

December 31, 2006 and 2005

Note 1. Nature of the Organization and Summary of Significant Accounting Policies

The financial statements of the Oklahoma Turnpike Authority (the Authority), have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Authority applies Financial Accounting Standards Board pronouncements and Accounting Principles Board opinions issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements, in which case, GASB prevails, and all of the GASB pronouncements issued subsequently. The more significant of the Authority's accounting policies are described below:

A. Reporting Entity

The Oklahoma Turnpike Authority is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic created by statute in 1947. The Authority is authorized to construct, maintain, repair, and operate turnpike projects at locations authorized by the Legislature of the State of Oklahoma and approved by the State Department of Transportation. The Authority receives its revenues from turnpike tolls and a percentage of the turnpike concession sales. The Authority may issue Turnpike Revenue Bonds for the purpose of paying the costs of turnpike projects and Turnpike Revenue Refunding Bonds for the purpose of refunding any bonds of the Authority then outstanding. Turnpike Revenue Bonds are payable solely from the tolls and other revenues of the Authority and do not constitute indebtedness of the State.

The Authority is a component unit of the State and is combined with other similar funds to comprise the Enterprise Funds of the State. The Authority's governing body consists of the Governor (ex-officio) and six members who are appointed by the Governor, by and with the consent of the State Senate. The Governor may remove any member of the Authority, at any time, with or without cause. The members are appointed to represent defined geographical districts and to serve without pay for terms of eight years. The Authority has full control over all operations, but must comply with certain bond indentures and Trust Agreements. The Authority employs a Director and Deputy Director to manage the day-to-day operations.

In evaluating how to define the Authority, for financial reporting purposes, management has determined that there are no entities over which the Authority exercises significant influence. Significant influence or accountability is based primarily on operational or financial relationships with the Authority. Since the Authority does not exercise significant influence or accountability over other entities, it has no component units.

B. Basis of Accounting

The operations of the Authority are accounted for as an enterprise fund on an accrual basis in order to recognize the flow of economic resources. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized, and all assets and liabilities associated with the operation of the Authority are included in the Statements of Net Assets. The principal revenues of the Authority are toll revenues received from patrons. Deposits of prepayments from *PIKEPASS* patrons are recorded as deferred revenue on the Statements of Net Assets and are recognized as toll revenue when earned. The Authority also recognizes as operating revenue the rental fees received from concessionaires from operating leases on concession property. Operating expenses for the Authority include the costs of operating the turnpikes, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The prevailing Trust Agreement dated February 1, 1989 and all supplements thereto (the Trust Agreement) require that the Authority adopt generally accepted accounting principles for government entities, but it also requires that certain funds and accounts be established and maintained. The Authority consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

C. Changes in Accounting Principles

The Authority adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 44, "Economic Condition Reporting: The Statistical Section" (Statement 44) in 2006, effective January 1, 2006. Statement 44 establishes and

modifies requirements related to the supplementary information presented in a statistical section. The objective of Statement 44 is to improve the understandability and usefulness of statistical information by providing a more unified framework for the historical information presented.

D. Budget

Operating budgets are adopted on a modified accrual (non-GAAP) basis for Revenue Fund expenses, Reserve Maintenance Fund deposits and General Fund project expenses. Project-length financial plans are established for all Reserve Maintenance and General Fund projects and for all new construction projects. All non-project related, unexpended budget amounts lapse at calendar year end. Expenses are recognized in the period in which they are paid rather than the period in which they are incurred for budgetary control purposes. Depreciation is not recognized as an expense, but capital outlays are recognized as expenses for budgetary control purposes. These expenses are reclassified for the purpose of preparing financial reports in accordance with GAAP. See additional information regarding legal compliance for budgets in Note 2.

E. Cash, Cash Equivalents and Investments

Cash includes amounts in demand deposits. Cash equivalents include all highly liquid deposits with an original maturity of three months or less when purchased. These deposits are fully collateralized or covered by federal deposit insurance. The carrying amount of the investments is fair value. The net change in fair value of investments is recorded on the Statements of Revenues, Expenses and Changes in Net Assets and includes the unrealized and realized gains and losses on investments.

F. Materials Inventory

Inventories of turnpike maintenance materials and supplies are valued at the lower of cost or market using the average cost method. These inventories are charged to expense during the period in which the maintenance or repair occurs.

G. Restricted Assets

Certain proceeds of the Turnpike Revenue Bonds are restricted by applicable bond covenants for construction or set aside as reserves to ensure repayment of the bonds. Certain assets advanced to the Authority monthly from motor fuel excise taxes are restricted in accordance with the Trust Agreement for the purpose of paying debt interest and principal if other available sources are not sufficient (see Note 10). Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying debt interest and principal payments that are due on a semi-annual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Limited types of expenses may be funded from these restricted accounts. Those types of expenses which do not meet these standards are funded from unrestricted accounts. The funds and accounts are established as follows:

- The “Senior Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the senior lien revenue bonds.
- The “Subordinate Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the subordinate lien revenue bonds.
- The “Senior Bond Reserve Accounts” are established for the purpose of paying interest and maturing principal in the event that monies held in the “Senior Bond Interest and Sinking Accounts” and “Turnpike Trust Fund,” and monies available in the “General Fund” and “Reserve Maintenance Fund” are insufficient for such purpose.
- The “Subordinate Bond Reserve Account” is established for the purpose of paying interest and maturing principal in the event that monies held in the “Subordinate Bond Interest and Sinking Accounts” and “Turnpike Trust Fund,” and monies available in the “General Fund” and “Reserve Maintenance Fund” are insufficient for such purpose.
- The “Turnpike Trust Fund” is established for the purpose of depositing and segregating the apportionments of motor fuel excise taxes by the Oklahoma Tax Commission derived from the sale of fuels on all Authority turnpikes and can be used only to compensate for any deficiency in the monies otherwise available for the payment of bond interest and principal (see Note 10).
- The “Reserve Maintenance Fund” is established for the purpose of applying and holding monies in reserve to pay the cost of resurfacing, extraordinary maintenance or repairs, engineering expenses, insurance premiums or self-insurance reserves and interest and maturing principal if monies in the “Senior Bond Interest and Sinking Accounts” and “Subordinate Bond Interest and Sinking Accounts” are insufficient for such purposes.

- The “Construction Funds” are established for the purpose of holding bond proceeds and other financing sources to be used to pay the costs of turnpike construction or improvements.

The Authority has also established the following additional funds by policy for the purpose of restricting monies for which the Authority is liable to others:

- The “Arbitrage Rebate and Interest Fund” is established for the purpose of holding and paying arbitrage investment earnings to the U.S. Treasury as a result of investing tax exempt bond proceeds at rates of return exceeding the maximum amount that is permitted under the applicable tax code.
- The “*PIKEPASS* Prepayment Fund” is established for the purpose of receiving and holding prepayments received from turnpike patrons using the electronic vehicle identification method of paying tolls.

H. Compensated Absences

Vested or accumulated vacation leave is recorded as an expense and a liability as the benefits accrue to employees. There are no accumulating sick leave benefits that vest for which any liability must be recognized.

I. Capital Assets

All capital assets are stated at cost. Capital assets are defined as assets with initial, individual costs exceeding \$5,000 to \$20,000 depending on asset category. Depreciation is computed on the straight-line method over the following estimated useful lives:

Roads and bridges	30 years
Improvements	5-30 years
Buildings	5-30 years
Equipment	3-7 years
Capitalized interest	30 years

A full month’s depreciation is taken in the month an asset is placed in service. When property and equipment are disposed, depreciation is removed from the respective accounts, and the resulting gain or loss, if any, is recorded in operations.

Interest costs incurred on revenue bonds used to finance the construction or acquisition of assets are capitalized. The amount of interest capitalized is calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. There was no interest capitalized in 2006 or 2005. Amortization of capitalized interest is included in depreciation expense.

J. Net Bond Premiums and Bond Issuance Costs

Net bond premiums are presented as additions to the face amount of bonds payable on the Statements of Net Assets. Bond issuance costs are presented as a deferred asset on the Statements of Net Assets. The net premiums and issuance costs are amortized over the life of the bonds on a method that approximates the effective interest method. Amortization expense related to net bond premiums was approximately \$872,000 and \$859,000 at December 31, 2006 and 2005, respectively, and is included as a component of interest expense on revenue bonds outstanding on the Statements of Revenues, Expenses and Changes in Net Assets. Depreciation and amortization expense includes amortization of bond issuance costs for both 2006 and 2005 of approximately \$499,000 and \$426,000, respectively.

K. Arbitrage Rebate Payable

The Tax Reform Act of 1986 imposed additional restrictive regulations, reporting requirements and arbitrage rebate liability on issuers of tax-exempt debt. This Act requires the remittance to the Internal Revenue Service (IRS) of 90% of the cumulative rebatable arbitrage within 60 days of the end of each five-year reporting period following the issuance of governmental bonds. The Authority’s policy is to record annually as a liability the estimated amount owed. The Authority’s cumulative arbitrage rebate liability for the year ended December 31, 2006 was approximately \$607,500. There was no arbitrage rebate liability for the year ended December 31, 2005.

L. Income Taxes

The Authority is an instrumentality of the State of Oklahoma. As such, income earned in the exercise of its essential government functions is exempt from state or federal income taxes.

M. Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

N. Reclassifications

Certain amounts in the 2005 financial statements have been reclassified to conform to the 2006 presentation.

Note 2. Legal Compliance-Budgets

On or before October 10 each year the Authority is required to prepare a preliminary budget of current expenses, monthly deposits to the Reserve Maintenance Fund, and the purposes for which the monies held in the Reserve Maintenance Fund will be expended for the ensuing year. Copies of the preliminary budget must be filed with the bond Trustee and each depository, and mailed to the consulting engineers, traffic engineers and all bondholders who have filed their names and addresses with the Secretary and Treasurer of the Authority. If the Trustee or the owners of 5% in aggregate principal amount of outstanding bonds request the Authority in writing on or before November 1 in such a year, the Authority shall hold a public hearing on or before November 20. The Authority is required by the Trust Agreement to adopt a final budget on or before December 1 of each year. The budget is prepared by division at the object detail level, and includes information regarding the preceding year. Project-length financial plans are established for all new construction projects.

The Authority may not expend any amount or incur any obligations for maintenance, repairs and operations in excess of the total amount of the budgeted expenses in the Revenue Fund unless the funding source is other than revenues received from the Turnpike System. The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the budget of monthly deposits. The Director and Deputy Director are authorized to approve all line item and inter-division budget transfers. Budget amendments must be approved by the governing body in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2006 or 2005.

Note 3. Deposits and Investments

Deposits. At December 31, 2006 and 2005, the carrying amounts of the Authority's cash deposits were \$4,460,022 and \$4,450,329, respectively. The bank balances were \$3,351,481 and \$4,620,920, respectively. At December 31, 2006 and 2005, the carrying amount and bank balances of the Authority's cash equivalents were \$80,282,858 and \$78,315,045, respectively. Under the terms of the Trust Agreement, all monies deposited with the Trustee in excess of the amount insured by the Federal Deposit Insurance Corporation shall be continuously secured with collateralized securities held by the Authority's agent in the Authority's name. The Authority has complied with the terms of the Trust Agreement in 2006 and 2005.

Investments. The Authority's investments at December 31, 2006 and 2005 were \$250,506,154 and \$312,455,107, respectively.

Credit Risk. Under the terms of the Trust Agreement, the Authority can invest in (a) government obligations, federally issued or guaranteed bonds, debentures or notes; (b) defeased municipal obligations; (c) repurchase agreements meeting certain conditions defined in the Authority's Trust Agreement; (d) certificates of deposit and time deposits in, or interests in money market portfolios meeting certain conditions defined in the Authority's Trust Agreement; (e) commercial paper; (f) obligations and full faith and credit obligations of state or local government issuers; (g) shares of stock in a corporation that is a regulated investment company and invests all of its assets in government obligations; and/or (h) any unsecured or secured agreement with the Federal National Mortgage Association (FNMA) or any bank, trust company or national banking association or a corporation meeting certain conditions defined in the Authority's Trust Agreement. The Authority's investments in Federal Home Loan Mortgage Corporation (FHLMC) debt securities were rated Aaa by Moody's Investors Services (Moody's) and AAA by Standard & Poor's (S&P) and Fitch Ratings. The Authority's investments in Federal Home Loan Bank (FHLB) and FNMA debt securities were rated Aaa by Moody's and AAA by S&P. All the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U. S. Government. The Authority has complied with the terms of the Trust Agreement in 2006 and 2005.

Interest Rate Risk. The Trust Agreement also specifically defines the maturity periods for each of the Authority's funds and accounts (see Note 1(F)). These maturity limits range from 6 months to 7 years. The Authority has no other policies limiting investment maturities. The Authority has complied with the terms of the Trust Agreement in 2006 and 2005.

Concentration of Credit Risk. There is no limit on the amount the Authority may invest in any one issuer. The Authority's investments in FHLB debt securities were 23.7% and 16.3% of total investments at December 31, 2006 and 2005, respectively. The Authority also has a significant investment in a JPMorgan Chase Bank (JPMorgan) Repurchase Agreement, representing 20.3% and 16.3% of total investments at December 31, 2006 and 2005, respectively. This Repurchase Agreement bears a yield equal to the rate of 5.991%. If the rating of unsecured senior long-term debt obligations of JPMorgan falls below A by Moody's or S&P, then the Repurchase Agreement can be collateralized with additional securities, transferred with the consent of the Trustee to another entity with long-term senior unsecured debt rated at A or better by Moody's and S&P, or terminated if neither of the above conditions are met. Certain JPMorgan unsecured senior long-term debt is rated Aa3 by Moody's and A+ by S&P and Fitch. Wells Fargo Bank Minnesota, N.A., correspondent custodian, holds the collateral for this agreement directly for the benefit of the customers of the custodian, Bank of Oklahoma N.A. The transaction matures every 30 days and is automatically renewed until January 1, 2022. The terms of this Repurchase Agreement are governed by the Master Repurchase Agreement between JPMorgan and Bank of Oklahoma, N.A., Trustee, as supplemented by the letter agreement dated May 23, 2002.

The Authority's investments at December 31, 2006 and 2005 include the following for each year, respectively: U.S. Treasuries \$122,000,295 and \$185,870,735; U. S. Strips \$3,053,816 and \$2,941,426; FHLB debt securities \$59,454,342 and \$50,780,376; FHLMC debt securities \$5,848,445 and \$14,590,361; an open-end mutual fund \$4,590,996 and \$4,040,104; closed-end equity funds of \$3,792,915 and \$3,268,355; a repurchase agreement of \$50,936,450 of each year. The Authority also has an investment in a State and Local Government Security of \$27,300 each year. The Authority also had FNMA debt securities of \$801,595 at December 31, 2006. See details for each investment in the schedules below.

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2006

	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</u>
Unrestricted:					
General Fund:					
American Performance Treasury Fund	-	%	12/29/06	\$ 464,002	\$ 464,002
Commercial Paper	4.600	12/29/06	Demand	5,668,483	5,668,483
FHLB	4.100	06/14/05	12/14/07	3,500,000	3,464,457
FHLB	4.500	03/31/05	06/30/08	3,000,000	2,972,820
FHLB	4.500	09/26/05	09/26/08	2,000,000	1,982,190
FHLB	3.250	06/18/03	12/18/08	4,000,000	3,869,380
FHLB	3.500	06/19/03	06/19/09	6,000,000	5,795,610
FHLB	4.400	01/25/05	01/25/10	5,000,000	4,905,475
FHLB	4.300	04/01/03	04/01/10	6,000,000	5,866,890
FHLB	5.050	08/25/05	08/25/10	1,000,000	992,345
FHLB	6.050	08/03/06	08/03/11	2,000,000	2,004,070
FHLB	6.150	06/14/06	06/14/13	5,000,000	5,003,925
FHLMC	4.020	04/15/04	04/15/10	5,000,000	4,851,450
U. S. Treasury Notes	6.250	08/31/00	02/15/07	5,967,461	5,759,660
U. S. Treasury Notes	3.625	05/16/05	04/30/07	5,004,688	4,978,900
U. S. Treasury Notes	4.375	12/29/04	05/15/07	30,113,750	29,934,450
U. S. Treasury Notes	3.000	Various	11/15/07	2,008,281	1,966,330
U. S. Treasury Notes	5.500	04/08/05	02/15/08	1,045,625	1,005,860
U. S. Treasury Notes	3.375	04/08/05	02/15/08	2,223,281	2,211,412
U. S. Treasury Notes	2.625	07/29/03	05/15/08	972,414	970,470
U. S. Treasury Notes	5.625	08/16/04	05/15/08	18,745,936	18,170,191
U. S. Treasury Notes	3.250	08/16/04	08/15/08	7,014,766	6,829,375
U. S. Treasury Notes	4.875	05/16/06	05/15/09	4,984,375	5,012,500
U. S. Treasury Notes	4.625	11/28/06	11/15/09	5,010,157	4,985,950
State and Local Government Security	-	11/30/90	02/21/21	27,300	27,300
				<u>131,750,519</u>	<u>129,693,495</u>
Revenue Fund:					
American Performance Treasury Fund	-	12/29/06	Demand	1,621,011	1,621,011
Commercial Paper	4.600	12/29/06	Demand	13,328,014	13,328,014
				<u>14,949,025</u>	<u>14,949,025</u>
Total unrestricted cash equivalents & investments				<u>146,699,544</u>	<u>144,642,520</u>

	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</u>
Restricted:					
Reserve Maintenance Fund:					
American Performance Treasury Fund	- %	12/29/06	Demand	\$ 103,166	\$ 103,166
Commercial Paper	4.600	12/29/06	Demand	2,500,997	2,500,997
FHLB	2.800	02/09/04	02/09/07	1,000,000	997,500
FHLB	4.030	04/06/05	04/05/07	2,000,000	1,994,380
FHLB	3.700	08/10/04	08/10/07	2,000,000	1,982,190
FHLB	4.100	06/14/05	12/14/07	3,000,000	2,969,535
FHLB	4.350	09/28/05	12/28/07	2,500,000	2,479,688
FHLB	4.300	05/09/05	05/09/08	2,000,000	1,976,880
FHLB	4.500	09/26/05	09/26/08	2,000,000	1,982,190
FHLB	5.000	01/23/06	01/23/09	3,000,000	2,999,535
U. S. Treasury Notes	5.500	04/08/05	02/15/08	1,033,806	1,005,860
U. S. Treasury Notes	3.375	04/08/05	02/15/08	988,109	982,850
				<u>22,126,078</u>	<u>21,974,771</u>
Bond Service and Reserve Accounts:					
American Performance Treasury Fund	-	12/29/06	Demand	7,386	7,386
U. S. Treasury Strips	-	11/28/03	02/15/08	1,650,239	1,751,801
				<u>1,657,625</u>	<u>1,759,187</u>
1998 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/29/06	Demand	18,619,763	18,619,763
				<u>18,619,763</u>	<u>18,619,763</u>
Revenue Reserve Account:					
JP Morgan Chase Repo	5.991	05/23/02	01/01/22	50,936,450	50,936,450
				<u>50,936,450</u>	<u>50,936,450</u>
2002 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/29/06	Demand	33,653,936	33,653,936
				<u>33,653,936</u>	<u>33,653,936</u>
2006 Fixed Rate Debt Service Account:					
American Performance Treasury Fund	-	12/29/06	Demand	1,418,080	1,418,080
				<u>1,418,080</u>	<u>1,418,080</u>
2006 Variable Rate Debt Service Account:					
American Performance Treasury Fund	-	12/29/06	Demand	1,763,863	1,763,863
				<u>1,763,863</u>	<u>1,763,863</u>
Turnpike Trust Fund:					
American Performance Treasury Fund	-	12/29/06	Demand	783,595	783,595
U. S. Treasury Notes	3.375	05/18/05	02/28/07	995,203	997,735
U. S. Treasury Notes	3.125	09/02/04	05/15/07	950,070	943,616
U. S. Treasury Notes	4.375	12/29/04	05/15/07	8,117,523	8,032,409
U. S. Treasury Notes	3.000	Various	11/15/07	1,499,646	1,474,748
U. S. Treasury Notes	5.625	Various	05/15/08	6,964,609	6,813,821
U. S. Treasury Notes	3.250	08/16/04	08/15/08	2,004,219	1,951,250
U. S. Treasury Notes	4.125	Various	08/15/08	4,977,109	4,947,275
U. S. Treasury Notes	3.125	11/26/03	10/15/08	498,750	485,723
U. S. Treasury Notes	4.375	Various	11/15/08	996,719	992,265
U. S. Treasury Notes	4.875	05/16/06	05/15/09	4,984,375	5,012,500
U. S. Treasury Notes	5.500	Various	05/15/09	1,016,164	1,017,030
U. S. Treasury Notes	4.000	Various	06/15/09	1,956,227	1,966,170
U. S. Treasury Notes	5.000	Various	02/15/11	1,518,891	1,519,223
U. S. Treasury Strips	-	Various	02/15/08	1,232,338	1,302,015
				<u>38,495,438</u>	<u>38,239,375</u>

	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</u>
Prepaid <i>PIKEPASS</i> Fund:					
American Performance Treasury Fund	- %	12/29/06	Demand	\$ 350,562	\$ 350,562
FHLB	4.100	11/19/03	11/19/08	1,000,000	982,967
FHLB	3.050	06/30/03	12/30/08	500,000	481,640
FHLB	3.280	07/16/03	01/16/09	500,000	483,515
FHLB	5.250	02/15/06	02/13/09	500,000	500,000
FHLB	4.450	05/27/04	05/27/09	500,000	492,735
FHLB	5.750	06/01/06	06/01/10	250,000	250,158
FHLB	4.000	04/15/04	10/15/10	300,000	289,970
FHLB	4.800	11/24/03	11/24/10	750,000	739,335
FHLB	4.750	12/15/03	12/15/10	250,000	246,133
FHLB	5.750	03/01/06	03/01/13	500,000	497,500
FHLB	6.000	06/15/06	06/18/13	250,000	251,329
FHLMC	5.250	03/07/06	03/07/08	500,000	498,495
FHLMC	6.000	04/24/06	04/04/16	496,250	498,500
FNMA	5.375	02/16/06	02/16/11	500,000	500,000
FNMA	6.000	05/30/06	05/30/13	300,000	301,595
U. S. Treasury Notes	5.625	08/16/04	05/15/08	646,750	605,673
U. S. Treasury Notes	5.500	07/07/06	05/15/09	151,342	152,555
U. S. Treasury Notes	5.750	Various	08/15/10	518,936	517,403
U. S. Treasury Notes	4.875	02/10/06	02/15/12	760,898	757,091
Vanguard 500 Index Trust (open-end mutual fund)	-	Various	Demand	4,016,422	4,590,996
Ishares Morgan Stanley Capital International Europe Asia Far East Index (closed-end equity fund)	-	Various	Demand	559,810	768,810
Ishares Russell 2000 Index (closed-end equity fund)	-	Various	Demand	420,181	526,703
Ishares S&P Smallcap 600 (closed-end equity fund)	-	Various	Demand	416,440	514,722
S&P 500 Depository Receipts (closed-end equity fund)	-	Various	Demand	1,674,804	1,982,680
				<u>16,612,395</u>	<u>17,781,067</u>
Total restricted cash equivalents and investments				<u>185,283,628</u>	<u>186,146,492</u>
Cash balance (unrestricted & restricted)				<u>-</u>	<u>4,460,022</u>
Total Cash, Cash Equivalents and Investments				<u><u>\$ 331,983,172</u></u>	<u><u>\$ 335,249,034</u></u>

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2005

	Applicable Interest Rate	Purchase Date	Maturity Date	Original Cost	Fair Value
Unrestricted:					
General Fund:					
American Performance Treasury Fund	- %	12/30/05	Demand	\$ 170,977	\$ 170,977
Commercial Paper	3.350	12/30/05	Demand	3,210,098	3,210,098
FHLB	4.100	06/14/05	12/14/07	3,500,000	3,460,082
FHLB	4.500	03/31/05	06/30/08	3,000,000	2,975,160
FHLB	4.500	09/26/05	09/26/08	2,000,000	1,980,010
FHLB	3.250	06/18/03	12/18/08	4,000,000	3,840,640
FHLB	3.500	06/19/03	06/19/09	6,000,000	5,762,820
FHLB	4.400	01/25/05	01/25/10	5,000,000	4,907,825
FHLB	4.300	04/01/03	04/01/10	6,000,000	5,866,890
FHLB	5.050	08/25/05	08/25/10	1,000,000	994,220
FHLMC	3.000	12/15/03	12/15/06	1,800,000	1,770,471
FHLMC	4.020	04/15/04	04/15/10	5,000,000	4,849,400
FHLMC	5.125	11/28/05	11/28/08	5,000,000	5,002,750
U. S. Treasury Notes	4.625	Various	05/15/06	33,054,121	32,543,225
U. S. Treasury Notes	3.500	Various	11/15/06	18,446,191	17,864,282
U. S. Treasury Notes	6.250	08/31/00	02/15/07	5,967,461	5,862,297
U. S. Treasury Notes	3.625	05/16/05	04/30/07	5,004,688	4,949,225
U. S. Treasury Notes	4.375	12/29/04	05/15/07	15,163,555	14,992,350
U. S. Treasury Notes	3.000	Various	11/15/07	2,008,281	1,950,780
U. S. Treasury Notes	5.500	04/08/05	02/15/08	1,045,625	1,022,695
U. S. Treasury Notes	3.375	04/08/05	02/15/08	2,223,281	2,204,381
U. S. Treasury Notes	2.625	07/29/03	05/15/08	972,414	960,940
U. S. Treasury Notes	5.625	08/16/04	05/15/08	10,648,437	10,275,799
U. S. Treasury Notes	3.250	08/16/04	08/15/08	7,014,766	6,808,305
State and Local Government Security	-	11/30/90	02/21/21	27,300	27,300
				<u>147,257,195</u>	<u>144,252,922</u>
Revenue Fund:					
American Performance Treasury Fund	-	12/31/05	Demand	1,618,223	1,618,223
Commercial Paper	3.350	12/31/05	Demand	11,379,077	11,379,077
				<u>12,997,300</u>	<u>12,997,300</u>
Total unrestricted cash equivalents & investments				<u>160,254,495</u>	<u>157,250,222</u>
Restricted:					
Reserve Maintenance Fund:					
American Performance Treasury Fund	-	12/30/05	Demand	225,931	225,931
Commercial Paper	3.350	12/30/05	Demand	2,532,599	2,532,599
FHLB	2.400	03/15/04	09/15/06	2,000,000	1,969,070
FHLB	2.250	09/29/03	09/29/06	1,000,000	982,655
FHLB	2.800	02/09/04	02/09/07	1,000,000	979,375
FHLB	4.030	04/06/05	04/05/07	2,000,000	1,982,500
FHLB	3.700	08/10/04	08/10/07	2,000,000	1,968,750
FHLB	4.300	05/09/05	05/09/08	2,000,000	1,975,320
FHLB	4.100	06/14/05	12/14/07	3,000,000	2,965,785
FHLB	4.350	09/28/05	12/28/07	2,500,000	2,481,250
FHLB	4.500	09/26/05	09/26/08	2,000,000	1,980,010
FHLMC	3.000	12/15/03	12/15/06	2,000,000	1,967,190
FHLMC	5.125	11/28/05	11/28/08	1,000,000	1,000,550
U. S. Treasury Notes	5.625	02/10/03	02/15/06	3,306,563	3,006,570
U. S. Treasury Notes	4.625	Various	05/15/06	5,268,320	5,006,650
U. S. Treasury Notes	2.500	09/10/04	05/31/06	3,008,438	2,978,910
U. S. Treasury Notes	2.750	Various	06/30/06	9,003,906	8,932,860
U. S. Treasury Notes	3.500	Various	11/15/06	13,346,663	13,199,718
U. S. Treasury Notes	3.750	09/09/05	03/31/07	998,438	979,725
U. S. Treasury Notes	3.625	05/06/05	04/30/07	2,001,563	1,979,690
U. S. Treasury Notes	4.375	Various	05/15/07	10,180,410	9,994,900
U. S. Treasury Notes	3.125	04/11/05	05/15/07	493,594	491,505
U. S. Treasury Notes	5.500	04/08/05	02/15/08	1,033,789	1,022,695
U. S. Treasury Notes	3.375	04/08/05	02/15/08	988,125	991,795
				<u>72,888,339</u>	<u>71,596,003</u>

	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</u>
Bond Service and Reserve Accounts:					
American Performance Treasury Fund	- %	12/30/05	Demand	\$ 1,525,739	\$ 1,525,739
U. S. Treasury Strips	-	11/28/03	02/15/08	1,650,240	1,687,330
				<u>3,175,979</u>	<u>3,213,069</u>
1998 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/30/05	Demand	24,497,137	24,497,137
				<u>24,497,137</u>	<u>24,497,137</u>
Revenue Reserve Account:					
JP Morgan Chase Repo	5.991	05/23/02	01/01/22	50,936,450	50,936,450
				<u>50,936,450</u>	<u>50,936,450</u>
2002 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/30/05	Demand	33,032,996	33,032,996
				<u>33,032,996</u>	<u>33,032,996</u>
Turnpike Trust Fund:					
American Performance Treasury Fund	-	12/30/05	Demand	34,913	34,913
U. S. Treasury Notes	4.625	Various	05/15/06	11,231,367	11,014,630
U. S. Treasury Notes	3.500	Various	11/15/06	5,713,711	5,458,530
U. S. Treasury Notes	3.375	05/18/05	02/28/07	995,203	988,125
U. S. Treasury Notes	3.125	09/02/04	05/15/07	950,070	933,860
U. S. Treasury Notes	4.375	12/29/04	05/15/07	8,117,523	8,045,894
U. S. Treasury Notes	3.000	Various	11/15/07	1,180,828	1,146,083
U. S. Treasury Notes	5.625	08/16/04	05/15/08	1,903,672	1,798,265
U. S. Treasury Notes	3.250	08/16/04	08/15/08	2,004,219	1,945,230
U. S. Treasury Notes	4.125	09/01/05	08/15/08	2,009,688	1,989,610
U. S. Treasury Notes	3.125	11/26/03	10/15/08	498,750	483,808
U. S. Treasury Notes	4.375	12/06/05	11/15/08	599,625	600,282
U. S. Treasury Notes	4.000	Various	06/15/09	984,313	988,165
U. S. Treasury Strips	-	Various	02/15/08	1,232,338	1,254,096
				<u>37,456,220</u>	<u>36,681,491</u>
Prepaid PIKEPASS Fund:					
American Performance Treasury Fund	-	12/30/05	Demand	87,355	87,355
FHLB	4.100	11/19/03	11/19/08	1,000,000	981,875
FHLB	3.050	06/30/03	12/30/08	500,000	477,188
FHLB	3.280	07/16/03	01/16/09	500,000	480,158
FHLB	4.450	05/27/04	05/27/09	500,000	492,968
FHLB	4.000	04/15/04	10/15/10	300,000	289,220
FHLB	4.800	11/24/03	11/24/10	750,000	740,276
FHLB	4.750	12/15/03	12/15/10	250,000	246,329
U. S. Treasury Notes	4.625	12/10/01	05/15/06	1,511,250	1,501,993
U. S. Treasury Notes	5.625	08/16/04	05/15/08	646,750	616,548
U. S. Treasury Notes	3.250	08/16/04	08/15/08	347,938	340,415
Vanguard 500 Index Trust (open-end mutual fund)	-	Various	Demand	4,016,421	4,040,104
Ishares Morgan Stanley Capital International Europe Asia Far East Index (closed-end equity fund)	-	Various	Demand	559,810	624,015
Ishares Russell 2000 Index (closed-end equity fund)	-	Various	Demand	420,181	450,360
Ishares S&P Smallcap 600 (closed-end equity fund)	-	Various	Demand	416,440	450,840
S&P 500 Depository Receipts (closed-end equity fund)	-	Various	Demand	1,674,804	1,743,140
				<u>13,480,949</u>	<u>13,562,784</u>
Total restricted cash equivalents and investments				<u>235,468,070</u>	<u>233,519,930</u>
Cash balance (unrestricted & restricted)				<u>-</u>	<u>4,450,329</u>
Total Cash, Cash Equivalents and Investments				<u>\$ 395,722,565</u>	<u>\$ 395,220,481</u>

Note 4. Capital Assets

The following schedules summarize the capital assets of the Authority as of December 31, 2006 and 2005:

2006	Beginning Balance	Increases	Decrease	Ending Balance
Capital assets, not being depreciated				
Land	\$ 162,661,576	\$ 143,608	\$ (289,327)	\$ 162,515,857
Construction work in progress	75,266,399	115,890,565	(86,501,188)	104,655,776
Total capital assets, not being depreciated	<u>237,927,975</u>	<u>116,034,173</u>	<u>(86,790,515)</u>	<u>267,171,633</u>
Capital assets, being depreciated:				
Roads and bridges	1,102,870,790	122,098	-	1,102,992,888
Improvements	465,655,085	45,072,429	-	510,727,514
Buildings	72,042,266	9,721,812	(47,210)	81,716,868
Equipment	104,260,631	29,744,379	(2,082,403)	131,922,607
Capitalized interest	111,896,612	-	-	111,896,612
Total capital assets, being depreciated	<u>1,856,725,384</u>	<u>84,660,718</u>	<u>(2,129,613)</u>	<u>1,939,256,489</u>
Less accumulated depreciation for:				
Roads and bridges	(504,039,707)	(27,718,482)	-	(531,758,189)
Improvements	(294,773,583)	(23,739,152)	-	(318,512,735)
Buildings	(27,916,213)	(2,116,485)	848	(30,031,850)
Equipment	(76,166,856)	(14,714,058)	1,673,642	(89,207,272)
Capitalized interest	(47,991,283)	(2,838,754)	-	(50,830,037)
Total accumulated depreciation	<u>(950,887,642)</u>	<u>(71,126,931)</u>	<u>1,674,490</u>	<u>(1,020,340,083)</u>
Total capital assets, being depreciated, net	<u>905,837,742</u>	<u>13,533,787</u>	<u>(455,123)</u>	<u>918,916,406</u>
Total capital assets, net	<u>\$ 1,143,765,717</u>	<u>\$ 129,567,960</u>	<u>\$ (87,245,638)</u>	<u>\$ 1,186,088,039</u>

2005	Beginning Balance	Increases	Decrease	Ending Balance
Capital assets, not being depreciated				
Land	\$ 162,259,763	\$ 432,450	\$ (30,637)	\$ 162,661,576
Construction work in progress	54,770,852	51,151,443	(30,655,896)	75,266,399
Total capital assets, not being depreciated	<u>217,030,615</u>	<u>51,583,893</u>	<u>(30,686,533)</u>	<u>237,927,975</u>
Capital assets, being depreciated:				
Roads and bridges	1,102,666,739	204,051	-	1,102,870,790
Improvements	444,641,941	21,013,144	-	465,655,085
Buildings	67,401,396	4,674,766	(33,896)	72,042,266
Equipment	101,518,555	5,394,637	(2,652,561)	104,260,631
Capitalized interest	111,896,612	-	-	111,896,612
Total capital assets, being depreciated	<u>1,828,125,243</u>	<u>31,286,598</u>	<u>(2,686,457)</u>	<u>1,856,725,384</u>
Less accumulated depreciation for:				
Roads and bridges	(476,327,742)	(27,711,965)	-	(504,039,707)
Improvements	(271,497,004)	(23,276,579)	-	(294,773,583)
Buildings	(26,021,494)	(1,894,719)	-	(27,916,213)
Equipment	(63,124,147)	(15,068,955)	2,026,246	(76,166,856)
Capitalized interest	(45,152,529)	(2,838,754)	-	(47,991,283)
Total accumulated depreciation	<u>(882,122,916)</u>	<u>(70,790,972)</u>	<u>2,026,246</u>	<u>(950,887,642)</u>
Total capital assets, being depreciated, net	<u>946,002,327</u>	<u>(39,504,374)</u>	<u>(660,211)</u>	<u>905,837,742</u>
Total capital assets, net	<u>\$ 1,163,032,942</u>	<u>\$ 12,079,519</u>	<u>\$ (31,346,744)</u>	<u>\$ 1,143,765,717</u>

At December 31, 2006 and 2005, depreciation and amortization expense related to capital assets was \$71,126,931 and \$70,790,972, respectively.

Note 5. Risk Management

In conjunction with its normal operations, the Authority is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences, tort/liability claims, errors and omissions claims and professional liability claims. As a result of these exposures, the Authority has developed a comprehensive risk management program that participates with the State of Oklahoma's Risk Management Division in a pooled operation for the majority of this coverage.

As a member of the State of Oklahoma Risk Management pool, the Authority assumes the responsibility for maintaining and reporting to the pool all real and personal property for which it requires insurance coverage. The Authority is also responsible for providing relevant financial and operational data to the pool for all potential losses. The pool, on the other hand, serves as the primary insurer to the Authority with additional layers of coverage provided by commercial insurers for coverage in excess of the self-retained levels of risk assumed by the pool and the governmental immunity provided by state statutes.

The Authority also carries insurance with private insurers for a few high-risk assets under an "all risks" policy. Additional details of this coverage and the corresponding levels of self-retained risk and limits of coverage are noted separately within the financial section of this report as shown on the "Schedule of Insurance in Force."

The self-retention level for property and casualty coverage for non-bridge property is \$10,000 per incident, while the overall limit of coverage for bridges and non-bridge property is approximately \$842,630,000. All categories of insurance coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk so as to reduce the overall exposure of risk to the Authority. There were no settlements in excess of insurance coverage in 2006, 2005 and 2004.

Note 6. Operating Leases

The Authority has entered into various non-cancelable contracts with concessionaires to provide patron services on the Oklahoma Turnpike System. The contracts are generally for five-year terms, with two five-year renewal options. These contracts provide for the Authority to receive concession revenue, including minimum rentals plus contingent rentals based on sales volume. The Authority also leases antenna space under non-cancelable contracts with a 20-year term. The total value of leased concession areas was \$25,907,451 at December 31, 2006 and 2005 and accumulated depreciation totaled \$18,756,876 and \$18,035,199, respectively. Total future minimum rental payments to be received as of December 31, 2006, are approximately:

Year	Minimum Lease Payments
2007	\$ 132,848
2008	66,504
2009	66,792
2010	66,792
2011	66,792
Thereafter	118,532
Total	<u>\$ 518,260</u>

Note 7. Revenue Bonds

The Authority issues revenue bonds from time to time for the purpose of financing capital improvements and new projects. In addition, when the market environment indicates favorable results, the Authority will issue bonds to restructure its debt to take advantage of these economic factors. In August 2006, the Authority issued, through a negotiated sale, six separate series of Series 2006 Refunding Second Senior Revenue Bonds totaling \$635,590,000. The Series 2006 Bonds were issued to provide funds which when combined with other available funds of the Authority, were issued for the purpose of (1) refunding to redemption certain maturities of the (a) Series 1998A and 1998B Second Senior Revenue Bonds and defeasing to maturity the (b) Series 1992F First Senior Revenue Capital Appreciation Bonds and (2) paying the costs of issuance. The principal amount of the bonds refunded and defeased through an escrow deposit was \$612,670,000, and the liability was removed from the Statements of Net Assets. The Series 2006 Bonds are series bonds due in annual installments through January 1, 2028. Consistent with the Authority's other outstanding Revenue Bonds, the Series 2006 Bonds are payable from and secured by a pledge of net revenues from the operation of the Turnpike System. The Series 2006 Bonds were issued pursuant to the prevailing Trust Agreement, dated February 1, 1989 (the Trust Agreement), and as amended with supplements thereto, with Bank of Oklahoma, N. A. as Trustee.

As of December 31, 2006, the Authority has Series 1998 Bonds (fixed rate), Series 2002 Bonds (fixed rate) and 2006 Bonds (fixed and variable rate) outstanding. The following schedules summarize the revenue bonds outstanding as of December 31, 2006 and 2005:

2006	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 1992F-G	10/01/1992	\$ 4,251,945	\$ 122,760	\$ (4,374,705)	\$ -	\$ -
Series 1998A	05/01/1998	338,995,000	-	(312,090,000)	26,905,000	8,480,000
Series 1998B	07/01/1998	331,095,000	-	(304,745,000)	26,350,000	8,345,000
Series 2002A-B	05/01/2002	527,235,000	-	(19,180,000)	508,055,000	20,045,000
Series 2006A	08/24/2006	-	104,790,000	-	104,790,000	-
Series 2006B-F	08/24/2006	-	530,800,000	-	530,800,000	-
Total		<u>\$ 1,201,576,945</u>	<u>\$ 635,712,760</u>	<u>\$ (640,389,705)</u>	<u>\$ 1,196,900,000</u>	<u>\$ 36,870,000</u>

2005	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 1992F-G	10/01/1992	\$ 5,990,800	\$ 236,145	\$ (1,975,000)	\$ 4,251,945	\$ 1,500,000
Series 1998A	05/01/1998	342,815,000	-	(3,820,000)	338,995,000	3,985,000
Series 1998B	07/01/1998	334,125,000	-	(3,030,000)	331,095,000	3,180,000
Series 2002A-B	05/01/2002	545,535,000	-	(18,300,000)	527,235,000	19,180,000
Total		<u>\$ 1,228,465,800</u>	<u>\$ 236,145</u>	<u>\$ (27,125,000)</u>	<u>\$ 1,201,576,945</u>	<u>\$ 27,845,000</u>

Description of Fixed Rate Debt - On August 8, 2006, the Authority issued \$104,790,000 of Series 2006A Refunding Second Senior Revenue Bonds. The Series 2006A Bonds were issued pursuant to the prevailing Trust Agreement, including supplements thereto, with Bank of Oklahoma, N.A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year, commencing January 1, 2007. The Series 2006A Bonds interest rates range from 3.5% to 4.0%.

On May 14, 2002, the Authority issued \$314,065,000 of Series 2002A Refunding Second Senior Revenue Bonds and \$255,575,000 of Series 2002B Refunding Second Senior Revenue Bonds. The Series 2002 Bonds were issued to provide funds which when combined with other available funds of the Authority, were issued for the purpose of (1) refunding the (a) remaining portion of Series 1989 First Senior and Subordinate Lien Revenue Bonds, (b) Series 1992A-E Second Senior Revenue Bonds and (c) portions of the Series 1992F First Senior and 1992G Second Senior Revenue Bonds and (2) paying the costs of issuance. The Series 2002A and B Bonds were issued pursuant to the prevailing Trust Agreement, including supplements thereto, with Bank of Oklahoma, N.A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year, with interest rates range from 3.0% to 5.5%.

(a) In February 1989, the Authority issued Series 1989 Bonds in the original aggregate amount of \$558,400,000 to (1) to finance the cost of constructing the Kilpatrick, Creek, Cherokee and Chickasaw Turnpikes, (2) to finance the cost of making certain improvements to the existing turnpikes, and (3) advance refund all of the outstanding Authority bonds from the 1966 and 1971 issues. The final payment on the defeased 1966 Bonds was satisfied in 2005, while final payment on the defeased Series 1971 Bonds occurred in 2003.

(b) In May 1992, 94% of the Series 1989 Bonds were refunded through the issuance of Series 1992A-E Bonds. The principal amount of the Series 1989 Bonds advance refunded and considered defeased was \$526,440,000. Bank One Trust Company was serving as the Escrow Trustee on these defeased Series 1989 Bonds. Bank of New York has acquired these trust services and is now serving as Escrow Trustee. Defeased Series 1989 Bonds outstanding at December 31, 2006 and 2005 were \$29,000,000.

(c) The Series 1992F and G Bonds consisted of certain maturities of Capital Appreciation Bonds (CABs). The CABs were issued in initial amounts and accreted at interest rates set forth in the October 1, 1992 Official Statement to arrive at the Compound Accreted Value (CAV) at maturity. At December 31, 2005, the accumulated accretion of the CABs was \$4,137,695, with accretion of \$236,145 in 2005. The total CAV at maturity of the remaining Series 1992F CABs at December 31, 2005 was \$4,500,000. With the issuance of the Series 2006 Bonds, the remaining Series 1992F CABs were defeased to maturity, as they are not subject to optional redemption. The defeased maturity amount for the Series 1992F was \$3,000,000 at December 31, 2006.

On May 12, 1998 and July 14, 1998, the Authority issued \$350,000,000 of Series 1998A Second Senior Revenue Bonds and \$337,010,000 of Series 1998B Second Senior Revenue Bonds, respectively. The Series 1998A and B Bonds were issued to provide funds which, when combined with other available funds of the Authority, provided (1) funding for a portion of the capital costs of improvements to extend the H.E. Bailey Turnpike, the Creek Turnpike, and the John Kilpatrick Turnpike and for right-of-way acquisition for the Muskogee Turnpike, (2) funding of the capitalized interest accounts for the Series 1998A and B Bonds, and (3) paying for costs of issuance. The Series 1998A and B Bonds were issued pursuant to the prevailing Trust Agreement, including supplements thereto, with Bank of Oklahoma, N.A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year. With the issuance of the Series 2006 Bonds, \$308,105,000 of the 1998A maturities ranging from 2010-2028 and \$301,565,000 of the 1998B maturities ranging from 2010-2028 were refunded to redemption through an escrow deposit. The remaining maturities of the Series 1998A and B Bonds have interest rates ranging from 5.0% to 6.0%. Bank of Oklahoma, N.A. serves as the Escrow Trustee on the Series 1998A and B Bonds. At December 31, 2006, the total defeased bonds outstanding through an escrow deposit for the Series 1998A and B Bonds were \$308,105,000 and \$301,565,000, respectively.

The fixed rate revenue bond debt service requirements below are prepared as of December 31, 2006:

Year Ended January 1	Total Revenue Bonds - Fixed	
	Principal	Interest
2007	\$ 36,870,000	\$ 29,000,629
2008	38,780,000	31,111,500
2009	42,145,000	29,250,000
2010	44,915,000	27,049,125
2011	48,460,000	25,108,250
2012-2016	214,200,000	92,182,232
2017-2021	200,410,000	42,507,088
2022-2026	40,320,000	2,078,950
2027-2028	-	-
	<u>\$ 666,100,000</u>	<u>\$ 278,287,774</u>

Description of Variable Rate Debt - On August 24, 2006, the Authority issued variable rate Series 2006B-F Refunding Second Senior Revenue Bonds in five sub-series in the initial aggregate principal of \$530,800,000; the individual principal amount of each Series 2006B-F is \$106,160,000. The Series 2006B-F Bonds are dated the date of their original issuance and delivery and will mature on January 1, 2028, subject to call provisions in accordance with the mandatory amortization installment beginning on January 1, 2015. The Series 2006B-F Bonds were initially issued and are currently outstanding in a variable rate mode that resets on a weekly basis with interest payable on a monthly basis. The Series 2006B-F Bonds are payable from and secured by a pledge of net revenues from the operation of the Turnpike System.

Derivative Hedging Instruments: Variable-to-Fixed Interest Rate Swap - On July 28, 2006, the Authority in conjunction with the \$530,800,000 Series 2006B-F Bonds described above, entered into five separate synthetic fixed rate swap agreements totaling \$530,800,000 (the 2006 Swaps) with three separate counterparties, effective as of August 24, 2006.

The following are the critical terms relating to the 2006 Swaps:

	Series 2006B	Series 2006C	Series 2006D	Series 2006E	Series 2006F
National Value	\$106,160,000	\$106,160,000	\$106,160,000	\$106,160,000	\$106,160,000
Fixed Rate	3.859%	3.859%	3.859%	3.859%	3.859%
Fixed Leg Payer	Authority	Authority	Authority	Authority	Authority
Floating Leg	BMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR
Termination Date	1/1/2028	1/1/2028	1/1/2028	1/1/2028	1/1/2028
Settlement	Monthly	Monthly	Monthly	Monthly	Monthly
Premium Paid	None	None	None	None	None

BMA - The Bond Market Association Index

LIBOR - The London Interbank Offering Rate

Objective of hedge and nature of hedged risk: The Authority entered into the 2006 Swaps rather than issuing fixed rate bonds as a means to achieve lower borrowing costs. The Authority issued variable rate bonds with a weekly reset and entered into swap agreements to obtain the synthetic rate. The Authority realized just over approximately \$40 million in net present value savings as a result of the refunding.

Terms: The Authority entered into five separate interest rate swap agreements with an effective date of August 24, 2006, all of which are associated with the Series 2006B-F Bonds. The following critical terms of the 2006 Swaps and the Series 2006B-F Bonds are identical:

- a. The notional amount of the 2006 Swaps equals the outstanding principal amount of the Series 2006B-F Bonds.
- b. The re-pricing dates of the 2006 Swaps match those of the Series 2006B-F Bonds.
- c. The amortization of the 2006 Swaps matches the amortization of the Series 2006B-F Bonds.

Type of Hedge: Discrete Cash Flow Hedge

Fair Value: On a current mark-to-market basis, using a termination date of December 31, 2006, the net present value of that portion of the 2006 Swaps attributable to the Series 2006B-F Bonds would require the Authority to make an estimated combined termination payment, in the event that all of the outstanding swaps were terminated, of approximately \$20,292,000.

Risks: The Authority monitors the various risks associated with the 2006 Swaps:

Credit Risk: The Authority has adopted an interest rate risk management policy to select counterparties with an initial rating of at least AA-/Aa3/AA-by at least two of the three nationally recognized credit rating agencies and a minimum capitalization of \$50 million. As of December 31, 2006, the three counterparties have a credit rating that meets or exceeds the minimum credit rating requirement. If the counterparties are downgraded below acceptable levels, the agreements require that the counterparties post suitable and adequate collateral.

Interest Rate Risk: The Authority has implemented a strategy on the 2006 Swaps associated with the Series 2006B-F Bonds which was designed to provide a synthetic fixed rate, and as a result of this strategy, it is not anticipated that the Authority has assumed any additional interest rate risk.

Basis Risk: The remarketing agents for the Series 2006B-F Bonds believe that they can obtain rates at or below the BMA weekly rate index. Since the variable rate paid by the counterparties on the interest rate swaps is the BMA index through January 1, 2009 and 68% of one-month LIBOR thereafter, the Authority can reasonably assume that the hedging relationship will be highly effective in providing a synthetic fixed rate on the Series 2006B-F Bonds.

Termination Risk: The Authority has the option to terminate the 2006 Swaps at any time. The counterparties may only terminate in the event of a default such as: non-payment, credit downgrade of a counterparty, failure to provide collateral or may assign the swap to an AA rated provider subject to the Authority's approval. Additionally the Authority has swap termination insurance on the 2006 Swaps, provided by XL Capital Assurance.

Rollover Risk: The term of the Series 2006B-F Bonds match the related 2006 Swaps. In addition, the Authority secured a standby bond purchase agreement for the Series 2006B-F Bonds through August 23, 2013.

Associated Debt: The net cash flow of the underlying swap agreements compared to the variable rate bonds resulted in net cash outflows of approximately \$22,000 for the year ended December 31, 2006.

The variable rate revenue bond debt service requirements below are prepared as of December 31, 2006:

Year Ended January 1	Total Revenue Bonds - Variable	
	Principal	Interest*
2007	\$ -	\$ 7,621,935
2008	-	21,393,052
2009	-	21,393,052
2010	-	21,393,052
2011	-	21,393,052
2012-2016	40,050,000	106,174,305
2017-2021	92,075,000	90,630,286
2022-2026	261,875,000	62,993,228
2027-2028	136,800,000	8,325,678
	<u>\$ 530,800,000</u>	<u>\$ 361,317,640</u>

*Interest is calculated assuming the synthetic rate of 3.859% in addition to remarketing and liquidity expense at a rate of .17% collectively. The total synthetic interest rate assumed is therefore 4.029%.

The Interest, Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balances as of December 31, 2006 and 2005 for the First Senior Bond Reserve Account were \$1,759,187 and \$1,694,714, respectively. The balances as of December 31, 2006 and 2005 for the Second Senior Bond Reserve Account balances were \$50,936,450 each year. The Series 1998A and 1998B Second Senior Revenue Bond Reserve account requirements are satisfied by surety bonds from Financial Guaranty Insurance Company in the amount of approximately \$26,000,000 and \$25,000,000, respectively.

The Series 2002A and B Bonds refunded \$577,810,000 in revenue bonds from the remaining Series 1989 Bonds, Series 1992 A-E Bonds, and portions of the Series 1992F and G Bonds. Although the refunding resulted in the recognition of a \$32,513,172 deferred debit, the Authority decreased its aggregate debt service payments by approximately \$51,000,000 from 2003 to 2022. The net present value savings was approximately \$33,000,000. As of December 31, 2006 and 2005, the Statements of Net Assets reflect a net deferred debit of approximately \$19,877,000 and \$21,210,000, respectively, as a component of debt resulting from accounting losses or gains from the defeasance of debt. The Statements of Revenues, Expenses and Changes in Net Assets reflect the amortization of this deferral as a component of interest expense of approximately \$1,334,000 and \$3,927,000 at December 31, 2006 and 2005, respectively.

The Series 2006A-F Bonds refunded \$609,670,000 of the Series 1998A and B Bonds maturities ranging from 2010-2028 and redeemed to maturity the Series 1992F Capital Appreciation Bonds. Through the issuance of the Series 2006A-F Bonds, the Authority decreased its aggregate debt service payments by approximately \$18,000,000 from 2007 to 2028. The net present value savings of this transaction was approximately \$40,000,000. This refunding resulted in the recognition of a \$23,885,132 deferred debit, and as of December 31, 2006, the Statements of Net Assets reflect a deferred debit of approximately \$23,388,000 as a component of debt resulting from accounting losses from the defeasance of debt. Approximately \$497,000 is reflected as a component of interest expense for December 31, 2006 on the Statements of Revenues, Expenses and Changes in Net Assets for the current year amortization of this deferral.

The Trust Agreement contains certain bond covenants that the Authority is aware of and monitors for compliance throughout the year. The Authority has complied with all bond covenants throughout 2006 and 2005.

Note 8. Deferred Compensation Plan

The State of Oklahoma offers to its own employees, state agency employees and other duly constituted authority or instrumentality employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457 and Chapter 45 of Title 74 of the Oklahoma Statutes. The Oklahoma State Employees Deferred Compensation Plan (the Plan), also known as SoonerSave, is a voluntary plan that allows participants to defer a portion of their salary into the Plan. Participation allows a person to shelter the portion of their salary that they defer from current federal and state income tax. Taxes on the interest or investment gains on this money, while in the Plan, are also deferred. The deferred compensation is not available to employees until termination, retirement, death or approved unforeseeable emergency.

Under SoonerSave, the untaxed deferred amounts are invested as directed by the participant among various Plan investment options. Effective January 1, 1998, a Trust and Trust Fund covering the Plan assets was established pursuant to federal legislation enacted in 1996, requiring public employers to establish such trusts for plans meeting the requirements of Section 457 of the Internal Revenue Code. Under terms of the Trust, the corpus or income of the Trust Fund may be used only for the exclusive benefit of the Plan participants and their beneficiaries. Further information may be obtained from the Oklahoma State Employees Deferred Compensation Plan audited financial statements for the year ended June 30, 2006. The Authority believes that it has no liabilities in respect to the State's plan.

Note 9. Employee Retirement Plan

Plan Description

The Authority contributes to the Oklahoma Public Employees Retirement Plan (the Plan), a cost sharing multiple-employer public employee defined benefit retirement system administered by the Oklahoma Public Employees Retirement System (the System). The Plan provides retirement, disability and death benefits to Plan members and beneficiaries. The benefit provisions are established and may be amended by the Legislature of the State of Oklahoma. Title 74 of the Oklahoma Statutes, Sections 901-943, as amended, assigns the authority for management and operation of the Plan to the Board of Trustees of the System. The System issues a publicly available annual financial report that includes financial statements and required supplementary information for the Plan. That annual report may be obtained by writing to the System, Post Office Box 53007; Oklahoma City, Oklahoma 73152-3007 or by calling 1-800-733-9008.

Funding Policy

Plan members and the Authority are required to contribute at a rate set by statute. The contribution requirements of Plan members and the Authority are established and may be amended by the Legislature of the State of Oklahoma. Effective July 1, 2006, the contribution rate for the Plan members was 3.5% and the related contribution rate for the Authority was 12.5%. Prior to July 1, 2006, the contribution rate for the Plan members was 3.0% on the first \$25,000 of salary and 3.5% on salary amounts exceeding \$25,000, and the Authority's related contribution rate was 11.5%. The Authority's contribution rate will increase by 1% each year until it reaches 16.5%.

The Authority's contributions to the Plan for the years ended December 31, 2006, 2005 and 2004 were approximately \$2,012,000, \$1,734,000 and \$1,480,000, respectively, and equal to the required contributions for each year.

Note 10. Advances From the Motor Fuel Tax Trust Fund

By virtue of the "Enabling Act" of 1971 and amendments thereto, a portion of the motor fuel excise taxes collected on fuels consumed on the turnpikes is made available to the Authority from the Oklahoma Tax Commission. Prior to July 1, 1992, this amount was not to exceed \$3,000,000 during a fiscal year of the State. In 1992, Title 69, §1730 was amended to remove the cap and allow the Authority to receive the full amount collected in accordance with the original formula. This amendment stated the motor fuel taxes due to the Authority would be apportioned to the Authority on the first day of each calendar month. Beginning July 1, 1992, the amount of cash and investments on deposit was frozen as security for the Series 1989 Revenue Bonds. All motor fuel taxes apportioned to the Authority shall be available to fund debt service and reserves to the extent monies are not otherwise available to the Authority for such purpose. If such motor fuel excise taxes apportioned to the Authority are not necessary in such month, the motor fuel excise taxes shall be paid over to the Oklahoma Department of Transportation (ODOT). However, during 2006 and 2005 in accordance with Title 68, Section 2357.28 (K2) of the Oklahoma State Statutes, a portion of the motor fuel tax allocable to OTA was transferred to the Insurance Department. This portion was equal to the insurance premium tax credits taken by insurance companies that purchased tax credits from Great Plains Airlines, a qualified air transportation provider. During the years ended December 31, 2006 and 2005, the OTA received \$40,752,494 and \$39,022,895 in motor fuel excise taxes. Of these apportionments received, \$7,014,300 and \$3,787,201 was immediately transferred to the Insurance Department and \$33,738,194 and \$35,235,694 was remitted to ODOT in 2006 and 2005, respectively.

The amounts frozen at July 1, 1992 (fair value of \$38,239,375 and \$36,681,491 at December 31, 2006 and 2005, respectively) are invested in interest-bearing obligations and with the interest received thereon (\$1,484,295 and \$1,428,937 during the years ended December 31, 2006 and 2005, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2006 or 2005.

Prior to the issuance of the Series 1989 Revenue Bonds, the Authority had not received apportionments from the Oklahoma Tax Commission since 1979 because the maximum amount that could be retained by the Authority in accordance with the Enabling Act was deposited with the prior Trustee.

When all Senior and Subordinate Revenue Bonds, together with interest thereon, have been paid, the Authority will be required to pay all amounts that have been received from the Oklahoma Tax Commission and any interest earned on amounts invested to ODOT. The accumulated liability to ODOT as of December 31, 2006 and 2005 is \$46,696,369 and \$45,592,704, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2006	\$ 45,592,704	\$ 1,103,665	\$ -	\$ 46,696,369
2005	44,549,686	1,043,018	-	45,592,704

Additions to the liability represent the interest earned on amounts invested, net of gains and losses on the sale of investments. No amounts are due within one year. Total debt retirement represents the Authority's completion of its obligation relating to a cooperative construction agreement between the Authority and ODOT.

Note 11. Disaggregation of Receivable and Payable Balances

Receivables are primarily comprised of current customer receivables representing 58% and 55%, and intergovernmental receivables representing 23% and 30% at December 31, 2006 and 2005, respectively. Remaining current receivables are comprised of 19% and 15% other receivables at December 31, 2006 and 2005, respectively.

Payable balances are comprised of 62% and 65% current accounts payables and accrued expenses to contractors and vendors, 21% and 20% current intergovernmental payables and 17% and 15% in other payables at December 31, 2006 and 2005, respectively.

Note 12. Litigation and Contingent Liabilities

In late 2005, the Authority reached a settlement in the class action litigation related to the OTA's *PIKEPASS* electronic toll collection system. At issue in this case was the manner in which the *PIKEPASS* system charged customers when a customer's tag was not read at both the entry and exit points on OTA's matching turnpikes; the electronic toll collection system electronically created an entry or exit match for the customer tag and in some cases, resulted in an overcharge to a *PIKEPASS* customer. These transactions are referred to as "force match" or "system matched" transactions. Since inception of the *PIKEPASS* system, total "system matched" transaction revenues were estimated to be in excess of \$67 million. The settlement includes the period from when the *PIKEPASS* system was placed in service, January 1, 1991 through September 15, 2005 and resolves all claims for damages for *PIKEPASS* customers (other than litigation counsel and government agencies) with at least one "force match" transaction. The settlement received final approval by the Court on December 9, 2005. The basic terms of the settlement include (1) *PIKEPASS* travel credits in the amount of \$6.0 million to be distributed, as defined within the settlement, to the entire damages class and the high-volume user sub-class; (2) cash payment by OTA of \$3.3 million; and (3) other non-monetary benefits to the class resulting from greater system accuracy, improvements made to the system and reduction in "force match" transactions, all of which have been valued by counsel for the class in an amount in excess of \$3.0 million. The \$6.0 million in travel credits is not available for cash refund, and travel is valid for *PIKEPASS* customers until December 31, 2007.

The Authority is a defendant in various other litigation. Although the outcome of these matters are not presently determinable, in the opinion of the Authority's management, the resolution of these matters will not have a material adverse effect on the financial condition of the Authority.

Note 13. Commitments

At December 31, 2006 and 2005, the Authority had commitments outstanding relating to equipment orders and supplies of approximately \$1,375,000 and \$1,459,000, respectively. At December 31, 2006 and 2005, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$37,189,000 and \$97,000,000, respectively.

Schedule of Budget Compared to Actual Operating Expense
(Prepared on a Non-GAAP Budgetary Basis)
Year Ended December 31, 2006

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	\$ 11,623,077	\$ 10,968,571	\$ 654,506
Contractual services	5,347,433	5,142,560	204,873
Commodities	297,333	259,631	37,702
Capital outlay and contingencies	550,460	84,094	466,366
Total	17,818,303	16,454,856	1,363,447
Turnpike Maintenance:			
Personnel services	8,548,392	8,089,618	458,774
Contractual services	4,143,821	3,951,880	191,941
Commodities	2,631,500	3,552,102	(920,602)
Capital outlay and contingencies	392,913	1,274	391,639
Total	15,716,626	15,594,874	121,752
Engineering:			
Personnel services	753,598	686,562	67,036
Contractual services	90,850	29,259	61,591
Commodities	15,500	47,852	(32,352)
Capital outlay and contingencies	56,922	12,544	44,378
Total	916,870	776,217	140,653
Highway Patrol:			
Contractual services	11,390,587	10,270,623	1,119,964
Commodities	740,169	671,165	69,004
Capital outlay and contingencies	337,199	-	337,199
Total	12,467,955	10,941,788	1,526,167
PIKEPASS Customer Service:			
Personnel services	2,576,672	2,448,856	127,816
Contractual services	4,572,799	4,076,257	496,542
Commodities	39,961	80,901	(40,940)
Capital outlay and contingencies	191,525	123,041	68,484
Total	7,380,957	6,729,055	651,902
General Administration:			
Personnel services	835,020	856,508	(21,488)
Contractual services	1,111,025	793,881	317,144
Commodities	120,316	110,759	9,557
Capital outlay and contingencies	163,240	47,872	115,368
Total	2,229,601	1,809,020	420,581

(Continued)

Schedule of Budget Compared to Actual Operating Expense
(Prepared on a Non-GAAP Budgetary Basis)
Year Ended December 31, 2006

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	\$ 1,419,433	\$ 1,414,811	\$ 4,622
Contractual services	1,188,934	1,079,850	109,084
Commodities	114,900	86,704	28,196
Capital outlay and contingencies	69,827	10,979	58,848
Total	<u>2,793,094</u>	<u>2,592,344</u>	<u>200,750</u>
Controller:			
Personnel services	683,898	584,355	99,543
Contractual services	157,820	44,682	113,138
Commodities	3,500	3,275	225
Capital outlay and contingencies	21,673	-	21,673
Total	<u>866,891</u>	<u>632,312</u>	<u>234,579</u>
Finance and Revenue:			
Personnel services	225,839	188,181	37,658
Contractual services	281,954	205,829	76,125
Commodities	700	52	648
Capital outlay and contingencies	13,038	-	13,038
Total	<u>521,531</u>	<u>394,062</u>	<u>127,469</u>
Executive:			
Personnel services	914,020	812,643	101,377
Contractual services	318,060	327,471	(9,411)
Commodities	10,750	6,228	4,522
Capital outlay and contingencies	32,728	-	32,728
Total	<u>1,275,558</u>	<u>1,146,342</u>	<u>129,216</u>
Authority:			
Contractual services	10,000	3,119	6,881
Capital outlay and contingencies	256	-	256
Total	<u>10,256</u>	<u>3,119</u>	<u>7,137</u>
Total expenses	\$ <u>61,997,642</u>	\$ <u>57,073,989</u>	\$ <u>4,923,653</u>

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:

	2006	2005
Budgetary basis	\$ 57,073,989	\$ 55,678,612
Increase (decrease) due to:		
Current expenses reclassified as capital assets	(279,804)	(453,996)
Non-Revenue Fund operating expenses	7,505,122	5,574,874
Other GAAP adjustments	519,395	(916,921)
GAAP basis	\$ <u>64,818,702</u>	\$ <u>59,882,569</u>

Oklahoma Turnpike Authority Schedule of Insurance in Force as of December 31, 2006

Coverage	Policy Term	Policy		Coverage	Deductible	Annual or Last Premium
Fire & extended coverage for buildings and contents, bridges and computers	08-01-06/07	State of Oklahoma Certificate #978	\$ 88,192,319 754,440,818	Buildings & contents Bridges (100%)	\$ 10,000 200,000	\$ 41,733 154,283
Auto liability	07-01-06/ 06-30-07	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	- (all claims)	31,565
Comprehensive general liability and personal injury liability	07-01-06/07	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	- (all claims)	34,200
Directors & Officer's insurance	10-30-06/ 10-30-07	State of Oklahoma Certificate #978	35,000,000 5,000,000	Aggregate Per occurrence	150,000	38,578
Special machinery	12-07-06/ 06-30-07	America First Insurance Policy #IN9660259	100,000 100,000	Bridge machine Paint stripping machine	5,000	2,499
Aircraft hull & liability	07-01-06/ 06-30-07	State of Oklahoma	182,000 1,000,000 5,000,000 175,000 25,000	Aircraft coverage Liability (Oklahoma) Liability (outside Okla.) Bodily injury/claim Property damage/claim	500	4,039
Workers compensation	01-01-07/08	CompSource Oklahoma #00338640	100,000	Employee injuries	-	437,181
Health benefits	01-01-07/08	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, and dental	Various	4,473,415
Surety bond	08-08-06/07	Travelers C&S Ins. #103870289	25,000	Douglas Riebel	n/a	100
Surety bond	08-11-06/07	Travelers C&S Ins. #103870288	100,000	Greg Massey	n/a	375
Surety bond	08-26-06/07	Travelers C&S Ins. #102870290	25,000	Ken Fergeson	n/a	100
Surety bond	07-01-06/07	Travelers C&S Ins. #104468444	25,000	Clark Brewster	n/a	143
Surety bond	12-05-06/07	Travelers C&S Ins. #103870292	25,000	Mike Leonard	n/a	100
Surety bond	03-23-06/07	Travelers C&S Ins. #103870293	25,000	Hal Ellis	n/a	100

(Continued)

Oklahoma Turnpike Authority

Schedule of Insurance in Force

as of December 31, 2006

Coverage	Policy Term	Policy	Coverage	Deductible	Annual or Last Premium
Financial Guaranty Insurance Policy OTA Second Senior Revenue Bonds-2002A Maturing 01/01/2005-2022 OTA Second Senior Revenue Bonds-2002B Maturing 01/01/2005-2022	Thru Maturity	AMBAC Assurance Corporation Policy #19488BE	\$ 545,535,000	n/a	\$ 2,100,757
Municipal Bond New Issue Insurance Policy OTA Second Senior Revenue Bonds-1998A Maturing 01/01/2007-2009	Thru Maturity	Financial Guaranty Insurance Company Policy #98010515	26,905,000	n/a	885,225
Municipal Bond New Issue Insurance Policy OTA Second Senior Revenue Bonds-1998B Maturing 01/01/2007-2009	Thru Maturity	Financial Guaranty Insurance Company Policy #98010687	26,350,000	n/a	1,167,731
OTA Second Senior Revenue Bonds-2006A-F Bond Debt Service Reserve Fund Policy	1/1/2028	Financial Guaranty Insurance Company Policy #98010516	25,642,413	n/a	282,067
OTA Second Senior Revenue Bonds-2006A-F Bond Debt Service Reserve Fund Policy	1/1/2028	Financial Guaranty Insurance Company Policy #98010688	24,999,338	n/a	299,992
Municipal Bond Insurance-OTA Second Senior Revenue Bonds-2006A-F Maturing 01/01/2010-2028	Thru Maturity	XL Capital Assurance Policy #CA03231A	635,590,000	n/a	1,594,305

Oklahoma Turnpike Authority

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	<u>1998 Series Second Senior Bonds - Fixed Rate</u>			<u>2002 Series Second Senior Bonds - Fixed Rate</u>		
	Principal	Interest	Total	Principal	Interest	Total
2007	\$ 16,825,000	\$ 1,466,013	\$ 18,291,013	\$ 20,045,000	\$ 26,138,994	\$ 46,183,994
2008	17,705,000	2,048,375	19,753,375	21,075,000	25,107,031	46,182,031
2009	18,725,000	1,029,875	19,754,875	23,420,000	24,264,031	47,684,031
2010	-	-	-	24,590,000	23,093,031	47,683,031
2011	-	-	-	25,820,000	21,863,531	47,683,531
2012	-	-	-	27,110,000	20,572,531	47,682,531
2013	-	-	-	28,545,000	19,134,194	47,679,194
2014	-	-	-	30,580,000	17,599,900	48,179,900
2015	-	-	-	32,225,000	15,956,225	48,181,225
2016	-	-	-	33,915,000	14,264,413	48,179,413
2017	-	-	-	35,700,000	12,483,875	48,183,875
2018	-	-	-	37,570,000	10,609,625	48,179,625
2019	-	-	-	39,595,000	8,587,438	48,182,438
2020	-	-	-	41,725,000	6,456,200	48,181,200
2021	-	-	-	45,820,000	4,369,950	50,189,950
2022	-	-	-	40,320,000	2,078,950	42,398,950
2023	-	-	-	-	-	-
2024	-	-	-	-	-	-
2025	-	-	-	-	-	-
2026	-	-	-	-	-	-
2027	-	-	-	-	-	-
2028	-	-	-	-	-	-
Totals	<u>\$ 53,255,000</u>	<u>\$ 4,544,263</u>	<u>\$ 57,799,263</u>	<u>\$ 508,055,000</u>	<u>\$ 252,579,919</u>	<u>\$ 760,634,919</u>

(Continued)

Oklahoma Turnpike Authority

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	2006A Series Second Senior Bonds - Fixed Rate			2006 B-F Series Second Senior Bonds - Variable Rate			Total 2006 Bonds
	Principal	Interest	Total	Principal	Interest	Total	
2007	\$ -	\$ 1,395,622	\$ 1,395,622	\$ -	\$ 7,621,935	\$ 7,621,935	\$ 9,017,557
2008	-	3,956,094	3,956,094	-	21,393,052	21,393,052	25,349,146
2009	-	3,956,094	3,956,094	-	21,393,052	21,393,052	25,349,146
2010	20,325,000	3,956,094	24,281,094	-	21,393,052	21,393,052	45,674,146
2011	22,640,000	3,244,719	25,884,719	-	21,393,052	21,393,052	47,277,771
2012	21,795,000	2,339,119	24,134,119	-	21,393,052	21,393,052	45,527,171
2013	20,860,000	1,549,050	22,409,050	-	21,393,052	21,393,052	43,802,102
2014	19,170,000	766,800	19,936,800	-	21,393,052	21,393,052	41,329,852
2015	-	-	-	19,625,000	21,393,052	41,018,052	41,018,052
2016	-	-	-	20,425,000	20,602,097	41,027,097	41,027,097
2017	-	-	-	22,775,000	19,778,900	42,553,900	42,553,900
2018	-	-	-	17,675,000	18,860,990	36,535,990	36,535,990
2019	-	-	-	20,025,000	18,148,627	38,173,627	38,173,627
2020	-	-	-	20,875,000	17,341,551	38,216,551	38,216,551
2021	-	-	-	10,725,000	16,500,218	27,225,218	27,225,218
2022	-	-	-	20,175,000	16,067,963	36,242,963	36,242,963
2023	-	-	-	56,975,000	15,254,842	72,229,842	72,229,842
2024	-	-	-	58,450,000	12,958,555	71,408,555	71,408,555
2025	-	-	-	61,875,000	10,602,821	72,477,821	72,477,821
2026	-	-	-	64,400,000	8,109,047	72,509,047	72,509,047
2027	-	-	-	67,025,000	5,513,507	72,538,507	72,538,507
2028	-	-	-	69,775,000	2,812,171	72,587,171	72,587,171
Totals	<u>\$ 104,790,000</u>	<u>\$ 21,163,592</u>	<u>\$ 125,953,592</u>	<u>\$ 530,800,000</u>	<u>\$ 361,317,640</u>	<u>\$ 892,117,640</u>	<u>\$ 1,018,071,232</u>

(Continued)

Oklahoma Turnpike Authority

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	Total All Bonds			Outstanding Principal
	Principal	Interest	Total	
2007	\$ 36,870,000	\$ 36,622,564	\$ 73,492,564	\$ 1,160,030,000
2008	38,780,000	52,504,552	91,284,552	1,121,250,000
2009	42,145,000	50,643,052	92,788,052	1,079,105,000
2010	44,915,000	48,442,177	93,357,177	1,034,190,000
2011	48,460,000	46,501,302	94,961,302	985,730,000
2012	48,905,000	44,304,702	93,209,702	936,825,000
2013	49,405,000	42,076,296	91,481,296	887,420,000
2014	49,750,000	39,759,752	89,509,752	837,670,000
2015	51,850,000	37,349,277	89,199,277	785,820,000
2016	54,340,000	34,866,510	89,206,510	731,480,000
2017	58,475,000	32,262,775	90,737,775	673,005,000
2018	55,245,000	29,470,615	84,715,615	617,760,000
2019	59,620,000	26,736,065	86,356,065	558,140,000
2020	62,600,000	23,797,751	86,397,751	495,540,000
2021	56,545,000	20,870,168	77,415,168	438,995,000
2022	60,495,000	18,146,913	78,641,913	378,500,000
2023	56,975,000	15,254,842	72,229,842	321,525,000
2024	58,450,000	12,958,555	71,408,555	263,075,000
2025	61,875,000	10,602,821	72,477,821	201,200,000
2026	64,400,000	8,109,047	72,509,047	136,800,000
2027	67,025,000	5,513,507	72,538,507	69,775,000
2028	69,775,000	2,812,171	72,587,171	-
Totals	<u>\$ 1,196,900,000</u>	<u>\$ 639,605,414</u>	<u>\$ 1,836,505,414</u>	

Accountants and Business Advisors

Report of Independent Certified Public Accountants
on Internal Control Over Financial Reporting and on Compliance
and Other Matters Based on an Audit of Financial Statements Performed
in Accordance with *Government Auditing Standards*

Members of the Oklahoma Turnpike Authority

We have audited the financial statements of the Oklahoma Turnpike Authority (the Authority) as of and for the year ended December 31, 2006, and have issued our report thereon dated March 16, 2007. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over financial reporting.

A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to initiate, authorize, record, process, or report financial data reliably in accordance with generally accepted accounting principles such that there is more than a remote likelihood that a misstatement of the entity's financial statements that is more than inconsequential will not be prevented or detected by the entity's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the entity's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations and contracts, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the audit and budget committee, management, and Authority members and is not intended to be and should not be used by anyone other than these specified parties.

Grant Thornton LLP

Oklahoma City, Oklahoma
 March 16, 2007

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John Kilpatrick Turnpike,
near Lake Hefner Parkway
interchange



This part of OTA's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about OTA's overall financial health.

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FINANCIAL TRENDS

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REVENUE CAPACITY

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DEBT CAPACITY

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DEMOGRAPHIC AND ECONOMIC INFORMATION

This schedule offers demographic and economic indicators to help the reader understand the environment within which OTA's financial activities take place and to help make comparison over time. The jurisdiction of the OTA is limited to its Turnpike System and right-of-way. Accordingly, the OTA is the only principal employer within its jurisdiction.

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OPERATING INFORMATION

These schedules contain information about OTA's operations and resources to help the reader understand how OTA's financial information relates to the services OTA provides and the activities it performs.

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Sources: *Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year. The OTA implemented GASB 34, effective as of January 1, 1999.*

'' indicates information is not available for the specified period.*

Schedule 1
Oklahoma Turnpike Authority
Net Assets by Component,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Invested in capital assets, net of related debt	\$ 17,733,276	\$ (51,171,776)	\$ (54,993,648)	\$ (34,495,879)
Restricted for debt service	90,479,086	81,309,210	83,182,503	82,010,707
Restricted for reserve maintenance	16,428,935	67,424,490	63,150,948	44,567,213
Restricted for construction	-	-	-	-
Restricted for other purposes	1,425,549	891,870	2,872,289	1,111,073
Unrestricted	143,336,779	148,760,116	154,528,007	151,003,199
Total net assets	\$ 269,403,625	\$ 247,213,910	\$ 248,740,099	\$ 244,196,313

Note: The OTA implemented GASB 34 effective January 1, 1999.

Schedule 2
Oklahoma Turnpike Authority
Changes in Net Assets,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Operating revenues:				
Tolls	\$ 194,532,964	\$ 191,193,494	\$ 185,892,994	\$ 179,341,853
Concessions	1,495,898	1,467,110	1,406,923	1,310,823
Total operating revenues	196,028,862	192,660,604	187,299,917	180,652,676
Operating expenses:				
Toll Operations	16,382,957	15,663,092	13,277,932	13,056,476
Turnpike Maintenance	18,002,340	14,772,441	14,827,358	14,453,089
Engineering	2,187,872	1,663,266	2,034,389	2,469,550
Highway Patrol	11,968,828	11,585,109	9,501,714	9,737,287
PIKEPASS Customer Service	7,521,854	7,115,438	6,906,149	5,854,572
General Administration	1,939,993	1,755,022	1,674,259	1,738,011
Information Technology	4,038,943	4,238,476	2,839,786	2,778,549
Controller	647,622	612,478	677,158	725,093
Finance and Revenue	688,528	626,896	410,771	445,572
Executive	1,436,646	1,849,765	1,186,429	1,178,352
Authority	3,119	586	3,948	4,338
Total operating expenses before depreciation and amortization	64,818,702	59,882,569	53,339,893	52,440,889
Operating income before depreciation and amortization	131,210,160	132,778,035	133,960,024	128,211,787
Depreciation and amortization	(71,626,297)	(71,216,730)	(72,037,188)	(69,440,597)
Operating income	59,583,863	61,561,305	61,922,836	58,771,190
Non-operating revenues (expenses):				
Interest earned on investments	12,451,218	13,196,970	11,996,164	12,452,772
Net change in fair value of investments	2,605,191	(3,548,420)	(6,178,509)	(5,335,682)
Interest expense on bonds outstanding	(54,700,687)	(64,499,262)	(65,788,534)	(69,275,388)
Settlement of PIKEPASS litigation	-	(9,300,000)	-	-
Other	2,250,130	1,063,218	2,591,829	1,228,631
Net non-operating expenses	(37,394,148)	(63,087,494)	(57,379,050)	(60,929,667)
Change in net assets	\$ 22,189,715	\$ (1,526,189)	\$ 4,543,786	\$ (2,158,477)

Note: Prior to 2000, PIKEPASS Customer Service Division expenses were combined and reported with the Toll Operations Division and Executive Division expenses were included with the General Administration Division.

2002	2001	2000	1999	1998	1997
\$ (24,603,946)	\$ (45,746,916)	\$ (104,239,299)	\$ (123,799,923)	*	*
66,463,926	79,226,651	103,831,042	120,309,324	*	*
38,837,913	21,284,827	19,915,630	29,146,083	*	*
106,371	25,951,219	38,047,548	18,078,471	*	*
2,982,527	2,848,991	1,569,989	(16,171)	*	*
162,567,999	149,302,011	132,795,699	108,466,464	*	*
\$ 246,354,790	\$ 232,866,783	\$ 191,920,609	\$ 152,184,248	\$ 127,331,057	\$ 94,418,264

2002	2001	2000	1999	1998	1997
\$ 176,441,486	\$ 164,111,303	\$ 131,568,373	\$ 129,834,848	\$ 124,570,726	\$ 117,167,783
1,239,693	1,224,089	1,210,650	1,253,675	1,239,223	1,157,441
<u>177,681,179</u>	<u>165,335,392</u>	<u>132,779,023</u>	<u>131,088,523</u>	<u>125,809,949</u>	<u>118,325,224</u>
12,210,977	11,411,893	10,686,961	14,011,450	12,821,107	11,904,245
14,036,357	13,515,738	10,627,204	11,674,694	10,097,941	9,298,041
1,879,858	2,779,602	2,242,345	2,540,613	1,940,473	1,175,141
9,150,461	8,348,423	7,674,364	6,969,375	6,149,176	5,630,062
5,140,953	4,112,647	3,911,305	-	-	-
1,669,891	1,489,210	1,394,731	1,833,152	1,857,716	1,531,005
2,664,038	2,215,837	2,027,040	2,256,459	1,690,126	1,468,149
673,039	722,142	657,323	618,447	1,128,787	1,024,859
489,958	520,028	994,617	1,019,125	852,804	674,434
873,023	743,421	644,241	-	-	-
<u>7,950</u>	<u>9,148</u>	<u>4,976</u>	<u>8,426</u>	<u>6,472</u>	<u>7,392</u>
48,796,505	45,868,089	40,865,107	40,931,741	36,544,602	32,713,328
128,884,674	119,467,303	91,913,916	90,156,782	89,265,347	85,611,896
<u>(63,179,190)</u>	<u>(47,561,397)</u>	<u>(35,585,269)</u>	<u>(36,148,729)</u>	<u>(33,320,481)</u>	<u>(31,044,080)</u>
<u>65,705,484</u>	<u>71,905,906</u>	<u>56,328,647</u>	<u>54,008,053</u>	<u>55,944,866</u>	<u>54,567,816</u>
13,432,117	19,656,918	27,957,776	37,529,313	28,717,822	10,341,948
2,737,918	5,967,563	8,244,749	(2,306,116)	6,793,941	1,821,756
<u>(69,067,431)</u>	<u>(57,612,987)</u>	<u>(53,948,003)</u>	<u>(65,406,830)</u>	<u>(58,881,577)</u>	<u>(41,425,362)</u>
-	-	-	-	-	-
679,919	1,028,774	1,153,192	1,028,771	337,741	790,433
<u>(52,217,477)</u>	<u>(30,959,732)</u>	<u>(16,592,286)</u>	<u>(29,154,862)</u>	<u>(23,032,073)</u>	<u>(28,471,225)</u>
\$ 13,488,007	\$ 40,946,174	\$ 39,736,361	\$ 24,853,191	\$ 32,912,793	\$ 26,096,591

Schedule 3
Oklahoma Turnpike Authority
Toll Revenues by Type and Turnpike,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Turner Turnpike				
Passenger	\$ 23,297,099	\$ 23,334,402	\$ 23,590,204	\$ 23,413,499
Commercial	27,530,883	26,879,367	25,637,336	24,642,682
Total	50,827,982	50,213,769	49,227,540	48,056,181
Will Rogers Turnpike				
Passenger	15,201,170	15,355,969	15,541,719	15,569,560
Commercial	30,928,534	30,115,525	29,062,458	28,078,562
Total	46,129,704	45,471,494	44,604,177	43,648,122
H. E. Bailey Turnpike				
Passenger	13,950,970	13,945,008	14,000,261	13,528,419
Commercial	4,758,601	4,636,572	4,444,094	4,290,229
Total	18,709,571	18,581,580	18,444,355	17,818,648
Indian Nation Turnpike				
Passenger	6,173,187	6,228,736	6,300,277	6,233,519
Commercial	5,612,905	5,340,815	5,084,168	4,847,229
Total	11,786,092	11,569,551	11,384,445	11,080,748
Muskogee Turnpike				
Passenger	9,580,793	9,770,742	9,558,405	9,252,419
Commercial	3,980,235	3,929,680	3,730,986	3,594,092
Total	13,561,028	13,700,422	13,289,391	12,846,511
Cimarron Turnpike				
Passenger	4,776,299	4,785,475	4,801,715	4,600,587
Commercial	3,965,054	3,862,923	3,764,924	3,537,292
Total	8,741,353	8,648,398	8,566,639	8,137,879
John Kilpatrick Turnpike				
Passenger	17,571,599	16,474,630	15,304,482	14,177,341
Commercial	2,021,176	1,885,536	1,635,595	1,434,202
Total	19,592,775	18,360,166	16,940,077	15,611,543
Cherokee Turnpike				
Passenger	4,389,806	4,355,872	4,316,863	4,248,324
Commercial	2,762,927	2,848,396	2,776,636	2,616,236
Total	7,152,733	7,204,268	7,093,499	6,864,560
Chickasaw Turnpike				
Passenger	164,052	354,625	301,830	321,462
Commercial	47,808	117,745	129,212	107,220
Total	211,860	472,370	431,042	428,682
Creek Turnpike				
Passenger	16,025,186	15,241,816	14,335,159	13,332,368
Commercial	1,794,680	1,729,660	1,576,670	1,516,611
Total	17,819,866	16,971,476	15,911,829	14,848,979
Totals				
Passenger	111,130,161	109,847,275	108,050,915	104,677,498
Commercial	83,402,803	81,346,219	77,842,079	74,664,355
Total Revenues	\$ 194,532,964	\$ 191,193,494	\$ 185,892,994	\$ 179,341,853

2002	2001	2000	1999	1998	1997
\$ 23,403,492	\$ 22,108,158	\$ 17,998,272	\$ 17,987,428	\$ 17,676,376	\$ 16,754,726
25,321,822	24,745,886	20,723,600	20,028,976	19,057,581	17,435,072
<u>48,725,314</u>	<u>46,854,044</u>	<u>38,721,872</u>	<u>38,016,404</u>	<u>36,733,957</u>	<u>34,189,798</u>
15,244,453	14,282,884	12,117,554	12,390,866	12,106,504	11,493,541
28,040,771	26,936,300	22,407,537	21,871,193	20,744,430	19,199,089
<u>43,285,224</u>	<u>41,219,184</u>	<u>34,525,091</u>	<u>34,262,059</u>	<u>32,850,934</u>	<u>30,692,630</u>
13,092,517	12,056,705	10,499,563	10,728,035	10,352,078	10,134,572
4,367,701	4,356,577	3,604,128	3,480,590	3,303,951	3,252,368
<u>17,460,218</u>	<u>16,413,282</u>	<u>14,103,691</u>	<u>14,208,625</u>	<u>13,656,029</u>	<u>13,386,940</u>
6,321,984	6,022,296	5,012,804	5,262,648	4,931,365	4,739,420
5,022,261	4,841,725	3,765,484	3,749,926	3,721,196	3,472,483
<u>11,344,245</u>	<u>10,864,021</u>	<u>8,778,288</u>	<u>9,012,574</u>	<u>8,652,561</u>	<u>8,211,903</u>
9,054,339	8,917,308	7,847,707	7,862,470	7,695,254	7,078,919
3,622,759	3,823,898	3,062,549	3,150,880	2,840,232	2,740,045
<u>12,677,098</u>	<u>12,741,206</u>	<u>10,910,256</u>	<u>11,013,350</u>	<u>10,535,486</u>	<u>9,818,964</u>
4,598,325	4,510,779	4,181,192	4,200,296	4,041,796	3,916,624
3,538,825	3,565,853	2,820,514	2,865,757	2,661,470	2,546,206
<u>8,137,150</u>	<u>8,076,632</u>	<u>7,001,706</u>	<u>7,066,053</u>	<u>6,703,266</u>	<u>6,462,830</u>
13,204,398	10,994,529	5,879,781	4,761,463	4,313,608	3,836,812
1,314,581	1,055,720	335,672	275,282	244,112	224,730
<u>14,518,979</u>	<u>12,050,249</u>	<u>6,215,453</u>	<u>5,036,745</u>	<u>4,557,720</u>	<u>4,061,542</u>
4,347,936	4,254,122	3,776,383	3,850,064	3,952,059	3,790,082
2,640,018	2,407,523	1,872,714	1,892,147	1,903,769	1,853,153
<u>6,987,954</u>	<u>6,661,645</u>	<u>5,649,097</u>	<u>5,742,211</u>	<u>5,855,828</u>	<u>5,643,235</u>
388,737	366,300	317,009	308,882	310,822	298,743
95,157	84,176	64,455	60,302	56,516	49,900
<u>483,894</u>	<u>450,476</u>	<u>381,464</u>	<u>369,184</u>	<u>367,338</u>	<u>348,643</u>
11,671,843	8,214,107	4,948,636	4,777,114	4,371,582	4,045,567
1,149,567	566,457	332,819	330,529	286,025	305,731
<u>12,821,410</u>	<u>8,780,564</u>	<u>5,281,455</u>	<u>5,107,643</u>	<u>4,657,607</u>	<u>4,351,298</u>
101,328,024	91,727,188	72,578,901	72,129,266	69,751,444	66,089,006
75,113,462	72,384,115	58,989,472	57,705,582	54,819,282	51,078,777
<u>\$ 176,441,486</u>	<u>\$ 164,111,303</u>	<u>\$ 131,568,373</u>	<u>\$ 129,834,848</u>	<u>\$ 124,570,726</u>	<u>\$ 117,167,783</u>

Schedule 4
Oklahoma Turnpike Authority
Toll Transactions by Type and Turnpike,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Turner Turnpike				
Passenger	12,491,283	12,738,934	12,305,237	12,170,221
Commercial	2,463,486	2,419,004	2,283,985	2,171,039
Total	14,954,769	15,157,938	14,589,222	14,341,260
Will Rogers Turnpike				
Passenger	10,082,944	9,957,742	9,624,649	9,598,985
Commercial	3,249,483	3,185,026	3,038,181	2,904,118
Total	13,332,427	13,142,768	12,662,830	12,503,103
H.E. Bailey Turnpike				
Passenger	14,512,215	14,119,460	13,995,332	13,446,035
Commercial	1,509,997	1,484,562	1,462,258	1,397,426
Total	16,022,212	15,604,022	15,457,590	14,843,461
Indian Nation Turnpike				
Passenger	4,707,212	4,760,160	4,778,270	4,713,808
Commercial	1,334,938	1,257,066	1,190,295	1,145,400
Total	6,042,150	6,017,226	5,968,565	5,859,208
Muskogee Turnpike				
Passenger	8,984,772	9,149,564	8,643,953	8,405,846
Commercial	1,238,946	1,240,669	1,239,749	1,137,777
Total	10,223,718	10,390,233	9,883,702	9,543,623
Cimarron Turnpike				
Passenger	5,767,316	5,776,786	5,763,597	5,526,691
Commercial	1,057,461	1,015,737	985,234	932,922
Total	6,824,777	6,792,523	6,748,831	6,459,613
John Kilpatrick Turnpike				
Passenger	30,397,380	27,991,590	25,647,878	23,637,861
Commercial	837,310	743,802	652,176	591,174
Total	31,234,690	28,735,392	26,300,054	24,229,035
Cherokee Turnpike				
Passenger	3,581,192	3,580,500	3,439,673	3,347,185
Commercial	483,598	495,948	487,313	458,623
Total	4,064,790	4,076,448	3,926,986	3,805,808
Chickasaw Turnpike				
Passenger	303,273	676,395	574,958	591,044
Commercial	34,379	87,192	93,296	68,574
Total	337,652	763,587	668,254	659,618
Creek Turnpike				
Passenger	31,006,531	29,414,103	27,402,586	25,271,890
Commercial	1,038,728	990,977	870,950	849,056
Total	32,045,259	30,405,080	28,273,536	26,120,946
Totals				
Passenger	121,834,118	118,165,234	112,176,133	106,709,566
Commercial	13,248,326	12,919,983	12,303,437	11,656,109
Total Transactions	135,082,444	131,085,217	124,479,570	118,365,675

2002	2001	2000	1999	1998	1997
11,821,366	11,089,240	9,948,252	9,926,622	9,685,850	9,052,241
<u>2,221,406</u>	<u>2,175,434</u>	<u>2,461,771</u>	<u>2,387,628</u>	<u>2,272,346</u>	<u>2,088,218</u>
14,042,772	13,264,674	12,410,023	12,314,250	11,958,196	11,140,459
8,762,480	8,119,829	7,672,653	7,655,048	7,376,432	6,888,961
<u>2,861,681</u>	<u>2,746,586</u>	<u>3,009,357</u>	<u>2,948,616</u>	<u>2,803,264</u>	<u>2,586,783</u>
11,624,161	10,866,415	10,682,010	10,603,664	10,179,696	9,475,744
12,747,156	11,577,225	10,788,837	10,927,281	10,480,888	10,224,134
<u>1,377,605</u>	<u>1,355,669</u>	<u>1,444,081</u>	<u>1,412,797</u>	<u>1,327,360</u>	<u>1,292,558</u>
14,124,761	12,932,894	12,232,918	12,340,078	11,808,248	11,516,692
4,744,798	4,501,285	4,301,329	4,396,334	4,199,136	4,044,118
<u>1,170,193</u>	<u>1,128,011</u>	<u>1,170,480</u>	<u>1,200,762</u>	<u>1,149,400</u>	<u>1,072,844</u>
5,914,991	5,629,296	5,471,809	5,597,096	5,348,536	5,116,962
8,274,892	8,159,816	7,821,470	7,944,115	7,606,968	7,007,576
<u>1,099,527</u>	<u>1,153,589</u>	<u>1,268,420</u>	<u>1,242,894</u>	<u>1,173,424</u>	<u>1,143,582</u>
9,374,419	9,313,405	9,089,890	9,187,009	8,780,392	8,151,158
5,414,449	5,255,223	5,141,949	5,132,978	4,907,582	4,802,229
<u>926,135</u>	<u>948,499</u>	<u>973,502</u>	<u>977,443</u>	<u>914,869</u>	<u>876,687</u>
6,340,584	6,203,722	6,115,451	6,110,421	5,822,451	5,678,916
21,657,450	18,630,181	12,754,353	10,675,823	9,783,369	8,589,716
<u>557,550</u>	<u>426,383</u>	<u>319,701</u>	<u>257,189</u>	<u>231,048</u>	<u>208,365</u>
22,215,000	19,056,564	13,074,054	10,933,012	10,014,417	8,798,081
3,373,968	3,309,633	3,250,196	3,280,673	3,261,360	3,087,021
<u>460,583</u>	<u>402,597</u>	<u>444,090</u>	<u>450,224</u>	<u>448,897</u>	<u>433,902</u>
3,834,551	3,712,230	3,694,286	3,730,897	3,710,257	3,520,923
690,130	653,177	639,236	621,341	613,482	605,196
<u>49,616</u>	<u>43,668</u>	<u>48,154</u>	<u>45,589</u>	<u>43,550</u>	<u>39,074</u>
739,746	696,845	687,390	666,930	657,032	644,270
22,471,130	16,480,051	12,851,942	12,320,383	11,287,597	10,354,570
<u>681,193</u>	<u>374,549</u>	<u>436,444</u>	<u>432,065</u>	<u>365,261</u>	<u>350,510</u>
23,152,323	16,854,600	13,288,386	12,752,448	11,652,858	10,705,080
99,957,819	87,775,660	75,170,217	72,880,598	69,202,664	64,655,762
<u>11,405,489</u>	<u>10,754,985</u>	<u>11,576,000</u>	<u>11,355,207</u>	<u>10,729,419</u>	<u>10,092,523</u>
<u>111,363,308</u>	<u>98,530,645</u>	<u>86,746,217</u>	<u>84,235,805</u>	<u>79,932,083</u>	<u>74,748,285</u>

Schedule 5

Oklahoma Turnpike Authority

Toll Revenues by Principal Revenue Payers: Payment Method, Class and Turnpike, Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Toll revenues				
<i>PIKEPASS</i>	\$ 98,459,153	\$ 94,802,306	\$ 89,526,359	\$ 83,909,705
Cash	96,073,811	96,391,188	96,366,635	95,432,148
Percentage of total revenues				
<i>PIKEPASS</i>	50.6%	49.6%	48.2%	46.8%
Cash	49.4%	50.4%	51.8%	53.2%
Toll transactions				
<i>PIKEPASS</i>	83,291,461	78,860,757	73,842,679	68,046,748
Cash	51,790,983	52,224,460	50,636,891	50,318,927
Percentage of total transactions				
<i>PIKEPASS</i>	61.7%	60.2%	59.3%	57.5%
Cash	38.3%	39.8%	40.7%	42.5%
Turner Turnpike				
2-axle vehicles	\$ 23,297,099	\$ 23,334,402	\$ 23,590,204	\$ 23,413,499
3-axle vehicles	709,756	714,671	651,091	630,259
4-axle vehicles	1,657,506	1,581,653	1,620,608	1,582,652
5-axle vehicles	24,458,833	23,963,858	22,773,837	21,911,689
6-axle vehicles	704,788	619,185	591,800	518,082
Total	50,827,982	50,213,769	49,227,540	48,056,181
Will Rogers Turnpike				
2-axle vehicles	15,201,170	15,355,969	15,541,719	15,569,560
3-axle vehicles	639,185	651,261	594,951	575,085
4-axle vehicles	1,665,107	1,609,157	1,636,730	1,605,411
5-axle vehicles	27,981,723	27,328,493	26,343,779	25,445,539
6-axle vehicles	642,519	526,614	486,998	452,527
Total	46,129,704	45,471,494	44,604,177	43,648,122
H.E. Bailey Turnpike				
2-axle vehicles	13,950,970	13,945,008	14,000,261	13,528,419
3-axle vehicles	268,818	289,470	302,967	298,633
4-axle vehicles	479,906	458,864	481,962	499,549
5-axle vehicles	3,911,387	3,794,782	3,582,532	3,434,334
6-axle vehicles	98,490	93,456	76,633	57,713
Total	18,709,571	18,581,580	18,444,355	17,818,648
Muskogee Turnpike				
2-axle vehicles	9,580,793	9,770,742	9,558,405	9,252,419
3-axle vehicles	225,357	250,710	241,302	205,758
4-axle vehicles	305,395	307,225	302,013	292,920
5-axle vehicles	3,311,215	3,247,293	3,062,617	3,020,154
6-axle vehicles	138,268	124,452	125,054	75,260
Total	13,561,028	13,700,422	13,289,391	12,846,511

2002	2001	2000	1999	1998	1997
\$ 80,224,420 96,217,066	\$ 74,219,171 89,892,132	\$ 53,556,698 78,011,675	\$ 51,308,957 78,525,891	\$ 47,746,158 76,824,568	\$ 44,040,259 73,127,524
45.5% 54.5%	45.2% 54.8%	40.7% 59.3%	39.5% 60.5%	38.3% 61.7%	37.6% 62.4%
61,761,722 49,601,586	49,436,219 49,094,426	42,123,502 44,622,715	39,059,125 45,176,680	35,558,754 44,373,329	31,520,600 43,227,685
55.5% 44.5%	50.2% 49.8%	48.6% 51.4%	46.4% 53.6%	44.5% 55.5%	42.2% 57.8%
\$ 23,403,492 647,388 1,602,120 22,571,011 501,303 48,725,314	\$ 22,108,158 629,059 1,546,404 22,099,173 471,250 46,854,044	\$ 18,148,023 553,776 1,392,828 18,256,017 371,228 38,721,872	\$ 18,101,828 554,362 1,403,634 17,611,014 345,566 38,016,404	\$ 17,755,854 517,898 1,339,677 16,821,420 299,108 36,733,957	\$ 16,797,428 534,357 1,315,000 15,311,310 231,703 34,189,798
15,244,453 555,388 1,621,625 25,458,634 405,124 43,285,224	14,282,884 511,789 1,529,946 24,528,548 366,017 41,219,184	12,026,257 488,701 1,371,219 20,338,375 300,539 34,525,091	12,270,240 489,611 1,393,381 19,838,327 270,500 34,262,059	11,953,946 465,857 1,339,487 18,846,779 244,865 32,850,934	11,337,286 456,781 1,279,659 17,408,305 210,599 30,692,630
13,092,517 248,742 486,210 3,588,015 44,734 17,460,218	12,056,705 236,135 459,615 3,616,213 44,614 16,413,282	10,528,804 217,022 421,691 2,883,586 52,588 14,103,691	10,751,588 217,927 425,936 2,763,602 49,572 14,208,625	10,363,348 208,089 408,977 2,631,771 43,844 13,656,029	10,137,273 211,660 412,870 2,578,375 46,762 13,386,940
9,054,339 173,843 279,653 3,106,734 62,529 12,677,098	8,917,308 174,149 280,872 3,314,600 54,277 12,741,206	7,943,805 162,341 269,384 2,503,407 31,319 10,910,256	7,914,678 175,713 303,807 2,588,215 30,937 11,013,350	7,750,912 165,294 266,243 2,323,017 30,020 10,535,486	7,143,309 154,142 265,776 2,224,046 31,691 9,818,964

(Continued)

	2006	2005	2004	2003
Indian Nation Turnpike				
2-axle vehicles	\$ 6,173,187	\$ 6,228,736	\$ 6,300,277	\$ 6,233,519
3-axle vehicles	205,790	197,596	186,418	177,274
4-axle vehicles	549,203	516,523	498,348	496,627
5-axle vehicles	4,744,763	4,523,789	4,309,909	4,096,259
6-axle vehicles	113,149	102,907	89,493	77,069
Total	11,786,092	11,569,551	11,384,445	11,080,748
Cimarron Turnpike				
2-axle vehicles	4,776,299	4,785,475	4,801,715	4,600,587
3-axle vehicles	155,490	149,001	139,841	129,222
4-axle vehicles	304,874	293,155	288,028	274,971
5-axle vehicles	3,398,194	3,327,189	3,246,439	3,050,158
6-axle vehicles	106,496	93,578	90,616	82,941
Total	8,741,353	8,648,398	8,566,639	8,137,879
John Kilpatrick Turnpike				
2-axle vehicles	17,571,599	16,474,630	15,304,482	14,177,341
3-axle vehicles	216,557	188,358	161,231	142,870
4-axle vehicles	226,795	184,030	177,995	163,262
5-axle vehicles	1,429,437	1,390,290	1,200,200	1,049,877
6-axle vehicles	148,387	122,858	96,169	78,193
Total	19,592,775	18,360,166	16,940,077	15,611,543
Cherokee Turnpike				
2-axle vehicles	4,389,806	4,355,872	4,316,863	4,248,324
3-axle vehicles	111,543	113,430	119,902	115,912
4-axle vehicles	202,884	194,091	199,217	199,195
5-axle vehicles	2,396,576	2,496,695	2,417,211	2,267,493
6-axle vehicles	51,924	44,180	40,306	33,636
Total	7,152,733	7,204,268	7,093,499	6,864,560
Chickasaw Turnpike				
2-axle vehicles	164,052	354,625	301,830	321,462
3-axle vehicles	6,243	22,756	33,188	19,905
4-axle vehicles	3,047	11,580	15,863	10,530
5-axle vehicles	37,848	82,350	79,382	76,101
6-axle vehicles	670	1,059	779	684
Total	211,860	472,370	431,042	428,682
Creek Turnpike				
2-axle vehicles	16,025,186	15,241,816	14,335,159	13,332,368
3-axle vehicles	216,625	202,927	169,282	176,163
4-axle vehicles	155,840	147,811	143,344	137,717
5-axle vehicles	1,307,660	1,291,921	1,189,155	1,154,194
6-axle vehicles	114,555	87,001	74,889	48,537
Total	17,819,866	16,971,476	15,911,829	14,848,979
All Turnpikes				
2-axle vehicles	111,130,161	109,847,275	108,050,915	104,677,498
3-axle vehicles	2,755,364	2,780,180	2,600,173	2,471,081
4-axle vehicles	5,550,557	5,304,089	5,364,108	5,262,834
5-axle vehicles	72,977,636	71,446,660	68,205,061	65,505,798
6-axle vehicles	2,119,246	1,815,290	1,672,737	1,424,642
Total	<u>\$ 194,532,964</u>	<u>\$ 191,193,494</u>	<u>\$ 185,892,994</u>	<u>\$ 179,341,853</u>

2002	2001	2000	1999	1998	1997
\$ 6,321,984	\$ 6,022,296	\$ 4,937,718	\$ 5,173,160	\$ 4,830,273	\$ 4,631,685
186,850	186,252	170,484	176,754	172,780	179,688
522,018	502,446	444,621	438,531	442,348	407,239
4,232,417	4,067,493	3,159,406	3,157,692	3,144,131	2,933,733
80,976	85,534	66,059	66,437	63,029	59,558
11,344,245	10,864,021	8,778,288	9,012,574	8,652,561	8,211,903
4,598,325	4,510,779	4,159,045	4,170,147	4,009,729	3,881,593
129,872	115,513	105,982	106,648	106,425	102,726
284,776	283,632	236,803	244,238	231,209	219,897
3,040,264	3,102,074	2,449,772	2,499,645	2,314,097	2,211,128
83,913	64,634	50,104	45,375	41,806	47,486
8,137,150	8,076,632	7,001,706	7,066,053	6,703,266	6,462,830
13,204,398	10,994,529	5,932,617	4,794,552	4,343,448	3,868,431
132,183	91,741	34,106	26,146	24,169	16,748
143,627	103,124	30,498	22,357	14,851	15,073
979,992	821,362	209,687	183,837	167,483	154,438
58,779	39,493	8,545	9,853	7,769	6,852
14,518,979	12,050,249	6,215,453	5,036,745	4,557,720	4,061,542
4,347,936	4,254,122	3,766,186	3,837,597	3,934,196	3,764,510
119,775	98,849	87,789	90,257	90,087	91,193
222,986	189,088	183,738	186,007	182,380	176,797
2,267,327	2,089,159	1,595,883	1,614,036	1,635,853	1,597,619
29,930	30,427	15,501	14,314	13,312	13,116
6,987,954	6,661,645	5,649,097	5,742,211	5,855,828	5,643,235
388,737	366,300	319,621	311,449	313,671	300,849
2,884	2,571	2,668	2,577	2,174	1,852
2,092	1,801	1,198	1,219	1,103	1,199
88,972	79,225	57,439	53,334	50,068	44,467
1,209	579	538	605	322	276
483,894	450,476	381,464	369,184	367,338	348,643
11,671,843	8,214,107	5,009,964	4,832,570	4,416,548	4,086,311
146,155	79,760	54,570	54,388	40,909	37,174
101,689	46,144	23,093	24,572	19,099	16,943
858,702	417,361	188,124	189,552	175,768	205,746
43,021	23,192	5,704	6,561	5,283	5,124
12,821,410	8,780,564	5,281,455	5,107,643	4,657,607	4,351,298
101,328,024	91,727,188	72,772,040	72,157,809	69,671,925	65,948,675
2,343,080	2,125,818	1,877,439	1,894,383	1,793,682	1,786,321
5,266,796	4,943,072	4,375,073	4,443,682	4,245,374	4,110,453
66,192,068	64,135,208	51,641,696	50,499,254	48,110,387	44,669,167
1,311,518	1,180,017	902,125	839,720	749,358	653,167
\$ 176,441,486	\$ 164,111,303	\$ 131,568,373	\$ 129,834,848	\$ 124,570,726	\$ 117,167,783

Schedule 6
Oklahoma Turnpike Authority
Toll Rates by Turnpike, Class and Type,
Ten Years Ended December 31, 1997-2006

Toll Rates Effective January 1, 2001

Turner Turnpike

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City-SH 66 Wellston	0.95	1.00	1.35	1.50	1.80	2.00	3.25	3.50	4.05	4.25
SH 18-Chandler	1.20	1.25	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
SH 99-Stroud	1.65	1.75	2.70	3.00	4.05	4.50	7.15	7.50	8.55	9.00
US 66-Bristow	2.15	2.25	3.85	4.25	5.40	6.00	9.50	10.00	11.40	12.00
Kellyville	2.85	3.00	4.30	4.75	6.30	7.00	11.15	11.75	13.55	14.25
SH 97-Sapulpa	3.10	3.25	4.75	5.25	7.20	8.00	12.35	13.00	15.20	16.00
Creek West	3.10	3.50	4.75	5.75	7.20	8.50	12.35	14.25	15.20	17.25
Tulsa	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25
SH 66-Wellston-SH 18-Chandler	0.35	1.25	0.55	2.00	0.80	3.25	1.40	5.50	1.70	6.75
SH 99-Stroud	0.75	1.75	1.15	3.00	1.70	4.50	3.00	7.50	3.65	9.00
US 66-Bristow	1.50	2.25	2.35	4.25	3.45	6.00	6.15	10.00	7.75	12.00
Kellyville	2.15	3.00	3.35	4.75	4.90	7.00	8.65	11.75	10.50	14.25
SH 97-Sapulpa	2.30	3.25	3.55	5.25	5.25	8.00	9.30	13.00	11.25	16.00
Creek West	2.30	3.50	3.55	5.75	5.25	8.50	9.30	14.25	11.25	17.25
Tulsa	2.50	3.50	3.85	5.75	5.70	8.50	10.00	14.25	12.20	17.25
SH 18-Chandler-SH 99-Stroud	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 66-Bristow	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
Kellyville	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
SH 97-Sapulpa	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
Creek West	1.65	2.00	3.15	3.75	4.30	5.25	7.10	8.75	8.50	10.50
Tulsa	1.90	2.00	3.40	3.75	4.75	5.25	8.30	8.75	10.00	10.50
SH 99-Stroud-US 66-Bristow	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
Kellyville	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.00	5.25
SH 97-Sapulpa	1.45	1.50	2.05	2.25	2.95	3.25	5.45	5.75	6.65	7.00
Creek West	1.15	1.50	1.95	2.50	3.35	4.25	5.20	6.75	6.15	8.00
Tulsa	1.45	1.50	2.25	2.50	3.85	4.25	6.40	6.75	7.60	8.00
US 66-Bristow-Kellyville	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
SH 97-Sapulpa	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
Creek West	0.70	1.00	1.00	1.50	1.60	2.50	2.55	4.00	3.35	5.25
Tulsa	0.95	1.00	1.35	1.50	2.25	2.50	3.80	4.00	5.00	5.25
Kellyville-SH 97-Sapulpa	0.25	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Creek West	0.20	0.50	0.45	1.00	0.70	1.50	0.90	2.25	1.40	3.00
Tulsa	0.45	0.50	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
SH 97-Sapulpa-Tulsa	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	1.20	1.25

Note: (pages 64-81)
For Toll Rates Effective January 1, 2001:

Classification is by number of axles

Toll Rates Effective Prior to January 1, 2001

Turner Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.35	1.50	1.80	2.00	2.50	2.75	2.95	3.25
0.90	1.00	1.60	1.75	2.05	2.25	1.35	1.50	1.80	2.00	2.95	3.25	3.85	4.25	4.75	5.25
1.35	1.50	2.05	2.25	2.70	3.00	1.80	2.00	2.70	3.00	4.05	4.50	5.20	5.75	6.30	7.00
1.80	2.00	2.95	3.25	3.60	4.00	2.50	2.75	3.85	4.25	5.40	6.00	7.00	7.75	8.35	9.25
2.25	2.50	3.60	4.00	4.50	5.00	2.95	3.25	4.30	4.75	6.30	7.00	8.10	9.00	9.90	11.00
2.50	2.75	4.05	4.50	4.95	5.50	3.40	3.75	4.75	5.25	7.20	8.00	9.00	10.00	11.05	12.25
Location not open to traffic prior to January 1, 2001															
2.70	3.00	4.30	4.75	5.40	6.00	3.60	4.00	5.20	5.75	7.65	8.50	9.90	11.00	11.95	13.25
0.20	1.00	0.45	1.75	0.70	2.25	0.45	1.50	0.45	2.00	1.15	3.25	1.35	4.25	1.80	5.25
0.65	1.50	0.90	2.25	1.35	3.00	0.90	2.00	1.35	3.00	2.25	4.50	2.70	5.75	3.35	7.00
1.10	2.00	1.80	3.25	2.25	4.00	1.60	2.75	2.50	4.25	3.60	6.00	4.50	7.75	5.40	9.25
1.55	2.50	2.45	4.00	3.15	5.00	2.05	3.25	2.95	4.75	4.50	7.00	5.60	9.00	6.95	11.00
1.80	2.75	2.90	4.50	3.60	5.50	2.50	3.75	3.40	5.25	5.40	8.00	6.50	10.00	8.10	12.25
Location not open to traffic prior to January 1, 2001															
2.00	3.00	3.15	4.75	4.05	6.00	2.70	4.00	3.85	5.75	5.85	8.50	7.40	11.00	9.00	13.25
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.50	2.75	3.40	3.75	4.05	4.50
1.15	1.25	1.80	2.00	2.25	2.50	1.60	1.75	2.25	2.50	3.60	4.00	4.50	5.00	5.40	6.00
1.35	1.50	2.25	2.50	2.95	3.25	1.80	2.00	2.70	3.00	4.30	4.75	5.40	6.00	6.55	7.25
Location not open to traffic prior to January 1, 2001															
1.60	1.75	2.50	2.75	3.15	3.50	2.05	2.25	3.40	3.75	4.75	5.25	6.10	6.75	7.20	8.00
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.35	1.50	1.80	2.00	2.05	2.25
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.60	4.00
1.15	1.25	1.60	1.75	2.05	2.25	1.35	1.50	2.05	2.25	2.95	3.25	4.05	4.50	4.95	5.50
Location not open to traffic prior to January 1, 2001															
1.15	1.25	2.05	2.25	2.50	2.75	1.60	1.75	2.25	2.50	3.85	4.25	4.75	5.25	5.65	6.25
0.45	0.50	0.70	0.75	0.90	1.00	0.45	0.50	0.70	0.75	1.15	1.25	1.35	1.50	1.60	1.75
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.60	1.75	2.05	2.25	2.50	2.75
Location not open to traffic prior to January 1, 2001															
0.70	0.75	1.15	1.25	1.60	1.75	0.90	1.00	1.35	1.50	2.25	2.50	2.70	3.00	3.60	4.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
Location not open to traffic prior to January 1, 2001															
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.35	1.50	1.60	1.75	2.05	2.25
0.25	0.25	0.25	0.25	0.45	0.50	0.25	0.25	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00

Note: (pages 64-81)

For Toll Rates Effective Prior to January 1, 2001:

- Vehicle Class 1: Passenger car
- Vehicle Class 2: Passenger car with one-axle trailer
- Vehicle Class 3: Passenger car with two-axle trailer
- Vehicle Class 4: Two-axle truck or bus
- Vehicle Class 5: Three-axle truck or bus
- Vehicle Class 6: Four-axle truck
- Vehicle Class 7: Five-axle truck
- Vehicle Class 8: Six-axle truck

(Continued)

Toll Rates Effective January 1, 2001

Will Rogers Turnpike

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa-State Hwy 266	0.45	0.50	0.70	0.75	0.95	1.00	1.20	1.25	1.45	1.50
SH 20-Claremore	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
State Hwy 28	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
US 69-Big Cabin	1.45	1.50	2.25	2.50	3.60	4.00	6.40	6.75	7.60	8.00
Vinita	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
Afton	2.15	2.25	3.60	4.00	5.40	6.00	9.25	9.75	11.15	11.75
SH 10-Miami	2.85	3.00	4.30	4.75	6.30	7.00	10.70	11.75	13.55	14.25
State Line	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25
State Hwy 266-SH 20-Claremore	0.45	0.50	0.45	1.00	0.70	1.25	0.70	2.25	0.95	2.50
State Hwy 28	0.70	1.25	1.45	1.75	2.35	2.75	2.85	5.00	3.55	5.75
US 69-Big Cabin	1.20	1.50	1.90	2.50	3.35	4.00	5.00	6.75	6.25	8.00
Vinita	1.45	1.75	2.60	3.00	4.05	4.75	6.15	7.75	7.35	9.50
Afton	1.90	2.25	3.55	4.00	5.00	6.00	7.95	9.75	9.50	11.75
SH 10-Miami	2.45	3.00	4.25	4.75	5.70	7.00	9.75	11.75	13.75	14.25
State Line	3.05	3.50	5.00	5.75	7.35	8.50	12.35	14.25	15.00	17.25
SH 20-Claremore-State Hwy 28	0.70	0.75	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
US 69-Big Cabin	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
Vinita	1.20	1.25	2.05	2.25	2.95	3.25	5.45	5.75	6.40	6.75
Afton	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	8.55	9.00
SH 10-Miami	1.90	2.00	3.60	4.00	5.20	5.75	9.05	9.50	10.70	11.25
State Line	2.85	3.00	4.50	5.00	6.55	7.25	11.40	12.00	13.80	14.50
US 69-Big Cabin-Vinita	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Afton	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
SH 10-Miami	1.20	1.25	1.80	2.00	2.70	3.00	5.00	5.25	5.95	6.25
State Line	1.65	1.75	2.70	3.00	4.30	4.75	7.15	7.50	8.55	9.00
Vinita-Afton	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
SH 10-Miami	0.95	1.00	1.35	1.50	2.05	2.25	3.35	3.50	4.75	5.00
State Line	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
Afton-SH 10-Miami	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	2.15	2.25
State Line	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
SH 10-Miami-State Line	0.45	0.50	0.90	1.00	1.35	1.50	2.40	2.50	2.85	3.00

Toll Rates Effective January 1, 2001

H.E. Bailey Turnpike

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City-Wichita Falls	3.80	4.00	4.95	5.50	7.00	7.75	11.90	12.50	14.75	15.50
Chickasha	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
Chickasha-State Hwy 62	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
Lawton	1.45	1.50	1.60	1.75	2.50	2.75	4.50	4.75	5.50	5.75
Elgin-Lawton	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	0.95	1.00
Lawton-Wichita Falls	1.20	1.25	1.60	1.75	2.25	2.50	4.45	4.50	4.75	5.75
Walters	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
Walters-Wichita Falls	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
H.E. Bailey Spur-State Hwy 76	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
State Hwy 9	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
Chickasha	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
Oklahoma City	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
State Hwy 9-Chickasha	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60	5.95
Oklahoma City	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
SH-76-Spur	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
State Hwy 76-Chickasha	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60	5.95
Oklahoma City	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95

Toll Rates Effective Prior to January 1, 2001

Will Rogers Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Location not open to traffic prior to January 1, 2001															
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.90	1.00	1.35	1.50	1.80	2.00	1.15	1.25	1.60	1.75	2.50	2.75	3.40	3.75	4.05	4.50
1.15	1.25	1.80	2.00	2.50	2.75	1.60	1.75	2.25	2.50	3.60	4.00	4.75	5.25	5.65	6.25
1.35	1.50	2.25	2.50	2.95	3.25	1.80	2.00	2.70	3.00	4.30	4.75	5.40	6.00	6.55	7.25
1.80	2.00	2.70	3.00	3.60	4.00	2.25	2.50	3.60	4.00	5.40	6.00	6.75	7.50	8.10	9.00
2.25	2.50	3.60	4.00	4.50	5.00	2.95	3.25	4.30	4.75	6.30	7.00	7.90	8.75	9.90	11.00
2.70	3.00	4.30	4.75	5.40	6.00	3.60	4.00	5.20	5.75	7.65	8.50	9.90	11.00	11.95	13.25

Location not open to traffic prior to January 1, 2001

0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.35	1.50	1.60	1.75	2.05	2.25
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.85	4.25
0.90	1.00	1.60	1.75	2.05	2.25	1.35	1.50	2.05	2.25	2.95	3.25	4.05	4.50	4.75	5.25
1.35	1.50	2.25	2.50	2.70	3.00	1.80	2.00	2.70	3.00	4.30	4.75	5.40	6.00	6.30	7.00
1.60	1.75	2.70	3.00	3.40	3.75	2.25	2.50	3.60	4.00	5.20	5.75	6.55	7.25	7.90	8.75
2.25	2.50	3.60	4.00	4.50	5.00	3.15	3.50	4.50	5.00	6.55	7.25	8.35	9.25	10.15	11.25
0.25	0.25	0.45	0.50	0.45	0.50	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.60	1.75	2.05	2.25	2.50	2.75
0.90	1.00	1.35	1.50	1.80	2.00	1.15	1.25	1.80	2.00	2.70	3.00	3.60	4.00	4.30	4.75
1.35	1.50	2.25	2.50	2.70	3.00	1.80	2.00	2.70	3.00	4.30	4.75	5.20	5.75	6.30	7.00
0.45	0.50	0.70	0.75	0.70	0.75	0.45	0.50	0.70	0.75	1.15	1.25	1.35	1.50	1.60	1.75
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.35	1.50	2.05	2.25	2.50	2.75	3.40	3.75
1.15	1.25	1.80	2.00	2.25	2.50	1.60	1.75	2.25	2.50	3.60	4.00	4.50	5.00	5.40	6.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.85	4.25
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.35	1.50	1.80	2.00	2.05	2.25

Toll Rates Effective Prior to January 1, 2001

H.E. Bailey Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
3.20	3.50	4.55	5.00	5.90	6.50	3.45	3.75	5.00	5.50	7.00	7.75	9.05	10.00	10.80	12.00
1.15	1.25	1.35	1.50	2.05	2.25	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
1.15	1.25	1.60	1.75	2.05	2.25	1.15	1.25	1.60	1.75	2.50	2.75	3.15	3.50	3.60	4.00
0.25	0.25	0.45	0.50	0.45	0.50	0.25	0.25	0.45	0.50	0.45	0.50	0.70	0.75	0.70	0.75
0.90	1.00	1.60	1.75	1.80	2.00	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.60	4.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001

Indian Nation Turnpike

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Henryetta-Hugo		4.55	4.75	5.40	6.00	8.60	9.50	15.25	16.00	18.55	19.50
State Hwy 9		0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
McAlester		1.65	1.75	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
State Hwy 9-McAlester		0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
US-270-Ulan-McAlester		0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
McAlester-Daisy		1.45	1.50	1.80	2.00	2.95	3.25	5.00	5.25	5.95	6.25
Daisy-Antlers		0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
Hugo		1.45	1.50	1.80	2.00	2.70	3.00	5.00	5.25	6.20	6.50
Antlers-Hugo		0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50

Toll Rates Effective January 1, 2001

Muskogee Turnpike

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa-Webbers Falls		2.40	2.50	3.15	3.50	4.50	5.00	7.60	8.00	8.60	9.00
SH 51-Coweta		0.95	1.00	1.35	1.50	1.35	1.50	2.15	2.25	2.40	2.50
Muskogee		1.20	1.25	2.05	2.25	2.50	2.75	4.30	4.50	4.75	5.00
SH 51-Coweta-Muskogee		0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 69-Wagoner-Muskogee		0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Muskogee-Webbers Falls		1.20	1.25	1.20	1.25	2.05	2.25	3.35	3.50	3.80	4.00

Toll Rates Effective January 1, 2001

Cimarron Turnpike

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa-I-35		2.35	2.50	3.15	3.50	5.40	6.00	9.55	10.00	11.45	12.00
US 177		1.65	1.75	2.25	2.50	4.05	4.50	7.15	7.50	8.10	8.50
Morrison		1.15	1.25	1.60	1.75	3.15	3.50	5.45	5.75	6.65	7.00
Stillwater		1.15	1.25	2.05	2.25	3.60	4.00	6.40	6.75	7.60	8.00
State Hwy 18		0.70	0.75	1.15	1.25	2.50	2.75	4.30	4.50	5.25	5.50
SH 99-Hallett		0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
SH 99-Hallett-State Hwy 18		0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
State Hwy 18-I-35		1.65	1.75	2.05	2.25	2.95	3.25	5.25	5.50	6.20	6.50
US 177		0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.10	3.25
Morrison		0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Stillwater		0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 177-I-35		0.95	1.00	0.90	1.00	1.35	1.50	2.40	2.50	3.10	3.25

Toll Rates Effective January 1, 2001

John Kilpatrick Turnpike

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35-Eastern		0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
US 77-Brdwy Ext		0.40	0.50	0.55	0.75	0.80	1.00	1.40	1.60	1.70	1.95
Western		0.50	1.00	0.75	1.45	1.05	2.00	1.70	3.40	2.05	4.10
Pennsylvania		0.60	1.00	0.85	1.45	1.20	2.00	2.00	3.40	2.40	4.10
May		0.65	1.00	1.05	1.45	1.45	2.00	2.25	3.40	2.75	4.10
Portland		0.80	1.00	1.20	1.45	1.60	2.00	2.80	3.40	3.40	4.10
Meridian		0.90	1.00	1.25	1.45	1.75	2.00	3.10	3.40	3.75	4.10
MacArthur		0.95	1.00	1.35	1.45	1.90	2.00	3.30	3.40	3.90	4.10
Rockwell		1.05	1.30	1.75	2.05	2.45	2.90	3.35	4.70	4.45	5.70
SH 3-NW Exp		1.35	1.50	2.00	2.20	2.75	3.00	4.50	5.00	5.45	6.05
Wilshire		1.50	2.00	2.10	2.75	2.85	4.00	5.05	6.80	6.20	8.20
SH 66-39 Exp		1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20
NW 10th		1.80	2.00	2.35	2.75	3.30	4.00	6.20	6.80	7.45	8.20
I-40		1.90	2.00	2.45	2.75	3.45	4.00	6.45	6.80	7.80	8.20

Toll Rates Effective Prior to January 1, 2001

Indian Nation Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
3.65	4.00	4.75	5.25	6.35	7.00	3.65	4.00	5.40	6.00	8.60	9.50	11.05	12.25	13.55	15.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
1.35	1.50	1.80	2.00	2.25	2.50	1.35	1.50	1.80	2.00	2.95	3.25	3.85	4.25	4.75	5.25
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.15	1.25	1.60	1.75	2.05	2.25	2.50	2.75
0.25	0.25	0.45	0.50	0.45	0.50	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
1.15	1.25	1.35	1.50	2.05	2.25	1.15	1.25	1.80	2.00	2.95	3.25	3.60	4.00	4.30	4.75
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.35	1.50	1.80	2.00	2.05	2.25
1.15	1.25	1.60	1.75	2.05	2.25	1.15	1.25	1.80	2.00	2.70	3.00	3.60	4.00	4.50	5.00
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00

Toll Rates Effective Prior to January 1, 2001

Muskogee Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
2.05	2.25	2.95	3.25	3.60	4.00	2.25	2.50	3.20	3.50	4.55	5.00	5.65	6.25	6.30	7.00
0.70	0.75	1.15	1.25	1.35	1.50	1.15	1.25	1.35	1.50	1.35	1.50	1.60	1.75	1.80	2.00
1.15	1.25	1.80	2.00	2.25	2.50	1.35	1.50	2.05	2.25	2.50	2.75	3.15	3.50	3.60	4.00
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
0.90	1.00	1.15	1.25	1.35	1.50	0.90	1.00	1.15	1.25	2.05	2.25	2.50	2.75	2.70	3.00

Toll Rates Effective Prior to January 1, 2001

Cimarron Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
2.05	2.25	2.95	3.25	3.65	4.00	2.30	2.50	3.20	3.50	5.45	6.00	7.00	7.75	8.35	9.25
1.35	1.50	2.05	2.25	2.50	2.75	1.60	1.75	2.25	2.50	4.05	4.50	5.20	5.75	6.10	6.75
1.15	1.25	1.60	1.75	2.05	2.25	1.35	1.50	1.60	1.75	3.15	3.50	4.05	4.50	4.95	5.50
1.15	1.25	1.60	1.75	2.05	2.25	1.60	1.75	2.05	2.25	3.60	4.00	4.75	5.25	5.65	6.25
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.15	1.25	2.50	2.75	3.15	3.50	3.85	4.25
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
1.35	1.50	1.80	2.00	2.25	2.50	1.35	1.50	2.05	2.25	2.95	3.25	3.85	4.25	4.50	5.00
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.60	1.75	2.05	2.25	2.25	2.50
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
0.45	0.50	0.45	0.50	0.70	0.75	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	0.90	1.00	1.35	1.50	1.80	2.00	2.25	2.50

Toll Rates Effective Prior to January 1, 2001

John Kilpatrick Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.35	0.50	0.45	0.50	0.65	0.75	0.45	0.50	0.55	0.75	0.80	1.00	1.00	1.25	1.25	1.50
0.45	0.80	0.60	1.05	0.90	1.55	0.60	1.05	0.75	1.30	1.05	1.80	1.35	2.35	1.65	2.85
0.55	0.80	0.70	1.05	1.05	1.55	0.70	1.05	0.85	1.30	1.20	1.80	1.55	2.35	1.90	2.85
0.65	0.80	0.85	1.05	1.25	1.55	0.85	1.05	1.05	1.30	1.45	1.80	1.90	2.35	2.30	2.85
0.70	0.80	0.95	1.05	1.40	1.55	0.95	1.05	1.20	1.30	1.60	1.80	2.10	2.35	2.55	2.85

Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.

(Continued)

Toll Rates Effective January 1, 2001

John Kilpatrick Turnpike (Continued)

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Eastern-US 77-Brdwy Ext	0.25	0.50	0.40	0.75	0.55	1.00	0.75	1.60	0.90	1.95
Western	0.25	1.00	0.40	1.45	0.55	2.00	0.85	3.40	0.90	4.10
Pennsylvania	0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
May	0.50	1.00	0.70	1.45	0.95	2.00	1.70	3.40	2.05	4.10
Portland	0.60	1.00	0.80	1.45	1.10	2.00	2.00	3.40	2.40	4.10
Meridian	0.65	1.00	0.90	1.45	1.25	2.00	2.25	3.40	2.70	4.10
MacArthur	0.75	1.00	1.00	1.45	1.40	2.00	2.50	3.40	3.05	4.10
Rockwell	0.85	1.30	1.40	2.05	1.95	2.90	2.80	4.70	3.40	5.70
SH 3-NW Exp	1.05	1.50	1.65	2.20	2.25	3.00	3.65	5.00	4.40	6.05
Wilshire	1.20	2.00	1.75	2.75	2.40	4.00	4.20	6.80	5.10	8.20
SH 66-39th Exp	1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.80	8.20
NW 10th	1.60	2.00	2.05	2.75	2.85	4.00	5.35	6.80	6.45	8.20
I-40	1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20
US 77-Brdway Ext-Western	0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
Pennsylvania	0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
May	0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
Portland	0.40	1.00	0.60	1.45	0.85	2.00	1.40	3.40	1.70	4.10
Meridian	0.50	1.00	0.70	1.45	1.00	2.00	1.70	3.40	2.05	4.10
MacArthur	0.60	1.00	0.80	1.45	1.15	2.00	2.00	3.40	2.40	4.10
Rockwell	0.75	1.30	1.20	2.05	1.70	2.90	2.35	4.70	2.75	5.70
SH 3-NW Exp	0.90	1.50	1.45	2.20	2.00	3.00	3.05	5.00	3.75	6.05
Wilshire	0.95	2.00	1.55	2.75	2.15	4.00	3.80	6.80	3.95	8.20
SH 66-39th Exp	1.25	2.00	1.60	2.75	2.25	4.00	4.40	6.80	5.10	8.20
NW 10th	1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.75	8.20
I-40	1.50	2.00	1.95	2.75	2.70	4.00	5.05	6.80	6.10	8.20
Western-Pennsylvania	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
May	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
Portland	0.25	0.30	0.45	0.50	0.60	0.75	1.15	1.30	1.20	1.60
Meridian	0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
MacArthur	0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
Rockwell	0.50	0.60	0.85	1.10	1.15	1.65	2.00	2.60	2.40	3.20
SH 3-NW Exp	0.65	0.80	1.10	1.25	1.45	1.75	2.80	2.90	3.35	3.55
Wilshire	0.90	1.30	1.30	1.80	1.75	2.75	3.40	4.70	3.80	5.70
SH 66-39th Exp	1.15	1.30	1.50	1.80	2.10	2.75	3.95	4.70	4.75	5.70
NW 10th	1.20	1.30	1.55	1.80	2.25	2.75	4.45	4.70	5.40	5.70
I-40	1.25	1.30	1.60	1.80	2.30	2.75	4.50	4.70	5.45	5.70
Pennsylvania-May	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
Portland	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
Meridian	0.25	0.30	0.40	0.50	0.55	0.75	1.15	1.30	1.35	1.60
MacArthur	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.50	1.60
Rockwell	0.50	0.60	0.80	1.10	1.10	1.65	1.70	2.60	2.05	3.20
SH 3-NW Exp	0.65	0.80	1.05	1.25	1.40	1.75	2.50	2.90	3.05	3.55
Wilshire	0.90	1.30	1.25	1.80	1.60	2.75	3.10	4.70	3.70	5.70
SH 66-39th Exp	1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.40	5.70
NW 10th	1.20	1.30	1.60	1.80	2.25	2.75	4.20	4.70	5.10	5.70
I-40	1.25	1.30	1.65	1.80	2.30	2.75	4.45	4.70	5.45	5.70

Toll Rates Effective Prior to January 1, 2001

John Kilpatrick Turnpike (Continued)

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.25	0.50	0.35	0.50	0.45	0.75	0.30	0.50	0.40	0.75	0.55	1.00	0.75	1.25	0.90	1.50
0.25	0.80	0.35	1.05	0.45	1.55	0.30	1.05	0.40	1.30	0.55	1.80	0.75	2.35	0.90	2.85
0.30	0.80	0.40	1.05	0.60	1.55	0.40	1.05	0.50	1.30	0.70	1.80	0.90	2.35	1.10	2.85
0.40	0.80	0.55	1.05	0.80	1.55	0.55	1.05	0.70	1.30	0.95	1.80	1.25	2.35	1.50	2.85
0.50	0.80	0.65	1.05	0.95	1.55	0.65	1.05	0.80	1.30	1.10	1.80	1.45	2.35	1.75	2.85
0.55	0.90	0.75	1.15	1.10	1.70	0.75	1.15	0.90	1.45	1.25	2.00	1.70	2.60	2.00	3.15
0.60	0.90	0.85	1.15	1.25	1.70	0.85	1.15	1.00	1.45	1.40	2.00	1.90	2.60	2.25	3.15

Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.

0.25	0.80	0.35	1.05	0.45	1.55	0.30	1.05	0.40	1.30	0.55	1.80	0.75	2.35	0.90	2.85
0.25	0.80	0.35	1.05	0.45	1.55	0.30	1.05	0.40	1.30	0.55	1.80	0.75	2.35	0.90	2.85
0.30	0.80	0.40	1.05	0.60	1.55	0.40	1.05	0.50	1.30	0.70	1.80	0.90	2.35	1.10	2.85
0.40	0.80	0.50	1.05	0.75	1.55	0.50	1.05	0.60	1.30	0.85	1.80	1.15	2.35	1.35	2.85
0.45	0.90	0.60	1.15	0.90	1.70	0.60	1.15	0.70	1.45	1.00	2.00	1.40	2.60	1.60	3.15
0.50	0.90	0.70	1.15	1.05	1.70	0.70	1.15	0.80	1.45	1.15	2.00	1.60	2.60	1.85	3.15

Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.

0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.50	0.50	0.35	0.50	0.45	0.50	0.60	0.75	0.80	1.00	0.95	1.25
0.25	0.25	0.35	0.50	0.50	0.50	0.35	0.50	0.45	0.50	0.60	0.75	0.80	1.00	0.95	1.25
0.25	0.25	0.35	0.50	0.50	0.50	0.35	0.50	0.45	0.50	0.60	0.75	0.80	1.00	0.95	1.25

Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.

0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25

Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.

(Continued)

Toll Rates Effective January 1, 2001

John Kilpatrick Turnpike (Continued)

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Portland-Meridian	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
MacArthur	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
Rockwell	0.50	0.60	0.80	1.10	1.10	1.65	1.50	2.60	1.80	3.20
SH 3-NW Exp	0.65	0.80	1.05	1.25	1.40	1.75	1.85	2.90	2.20	3.55
Wilshire	0.80	1.30	1.10	1.80	1.45	2.75	2.50	4.70	2.80	5.70
SH 66-39th Exp	0.85	1.30	1.15	1.80	1.50	2.75	2.80	4.70	3.40	5.70
NW 10th	1.00	1.30	1.30	1.80	1.80	2.75	3.40	4.70	4.10	5.70
I-40	1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.45	5.70
MacArthur-Rockwell	0.25	0.30	0.40	0.60	0.55	0.90	0.75	1.30	0.90	1.60
SH 3-NW Exp	0.40	0.50	0.65	0.75	0.85	1.00	1.50	1.60	1.85	1.95
Wilshire	0.70	1.00	0.85	1.30	1.25	2.00	2.30	3.40	2.60	4.10
SH 66-39th Exp	0.85	1.00	1.10	1.30	1.50	2.00	2.75	3.40	3.40	4.10
NW 10th	0.90	1.00	1.20	1.30	1.70	2.00	3.25	3.40	3.90	4.10
I-40	0.95	1.00	1.25	1.30	1.75	2.00	3.30	3.40	3.90	4.10
Rockwell-SH 3-NW Exp	0.40	0.50	0.50	0.75	0.70	1.00	1.40	1.60	1.70	1.95
Wilshire	0.65	1.00	0.75	1.30	1.10	2.00	2.15	3.40	2.30	4.10
SH 66-39th Exp	0.75	1.00	0.95	1.30	1.35	2.00	2.55	3.40	3.05	4.10
NW 10th	0.90	1.00	1.20	1.30	1.65	2.00	3.10	3.40	3.75	4.10
I-40	0.95	1.00	1.25	1.30	1.75	2.00	3.25	3.40	3.90	4.10
Council-SH 3-NW Exp	0.25	0.50	0.40	0.75	0.55	1.00	0.65	1.60	0.80	1.95
Wilshire	0.45	1.00	0.55	1.30	0.75	2.00	1.20	3.40	1.45	4.10
SH 66-39th Exp	0.65	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
NW 10th	0.70	1.00	0.85	1.30	1.20	2.00	2.25	3.40	2.75	4.10
I-40	0.75	1.00	1.00	1.30	1.35	2.00	2.50	3.40	3.05	4.10
SH 3-NW Exp-Wilshire	0.25	1.00	0.35	1.30	0.50	2.00	1.00	3.40	1.00	4.10
SH 66-39th Exp	0.35	1.00	0.45	1.30	0.60	2.00	1.15	3.40	1.40	4.10
NW 10th	0.50	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
I-40	0.55	1.00	0.75	1.30	1.05	2.00	1.95	3.40	2.40	4.10
Wilshire-SH 66-39th Exp	0.25	0.50	0.30	0.85	0.40	1.25	0.75	2.20	0.90	2.70
NW 10th	0.40	0.50	0.50	0.85	0.70	1.25	1.30	2.20	1.60	2.70
I-40	0.45	0.50	0.65	0.85	0.85	1.25	1.60	2.20	1.95	2.70
SH 66-39th Exp-NW 10th	0.25	0.30	0.45	0.50	0.55	0.75	0.60	1.30	0.70	1.60
I-40	0.25	0.30	0.45	0.50	0.55	0.75	0.85	1.30	1.05	1.60

Toll Rates Effective January 1, 2001

Cherokee Turnpike

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Flint Creek-SH 10-Kansas	0.25	0.25	0.45	0.50	0.60	1.00	1.10	1.50	1.30	2.00
ALT 412-Leach	1.05	2.25	1.50	3.25	2.05	4.50	3.45	7.50	4.15	9.00
State Hwy 82	1.80	2.25	2.50	3.25	3.45	4.50	6.05	7.50	7.25	9.00
US 69	2.15	2.25	2.95	3.25	4.05	4.50	7.15	7.50	8.55	9.00
SH 10-Kansas-ALT 412-Leach	0.75	2.25	1.05	3.25	1.45	4.50	2.60	7.50	3.10	9.00
State Hwy 82	1.50	2.25	1.50	3.25	2.80	4.50	4.95	7.50	5.95	9.00
US 69	1.80	2.25	2.50	3.25	3.50	4.50	6.05	7.50	7.25	9.00
ALT 412-Leach-State Hwy 82	0.70	1.25	1.00	1.75	1.40	2.25	2.40	3.50	2.85	4.25
US 69	1.10	1.25	1.50	1.75	2.05	2.25	3.35	3.50	4.05	4.25
State Hwy 82-US 69	0.25	0.25	0.45	0.50	0.70	1.00	1.10	1.25	1.30	1.50

Toll Rates Effective Prior to January 1, 2001

John Kilpatrick Turnpike (Continued)

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

Toll Rates Effective Prior to January 1, 2001

Cherokee Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.25	0.25	0.40	0.50	0.50	0.50	0.30	0.50	0.45	0.50	0.60	1.00	0.80	1.25	0.95	1.50
0.90	2.00	1.35	3.00	1.70	3.75	0.90	2.00	1.50	3.25	2.05	4.50	2.60	5.75	3.20	7.00
1.50	2.00	2.30	3.00	2.85	3.75	1.55	2.00	2.50	3.25	3.45	4.50	4.40	5.75	5.35	7.00
1.80	2.00	2.75	3.00	3.40	3.75	1.80	2.00	2.95	3.25	4.05	4.50	5.25	5.75	6.30	7.00
0.65	2.00	0.95	3.00	1.20	3.75	0.65	2.00	1.05	3.25	1.45	4.50	1.85	5.75	2.25	7.00
1.25	2.00	1.90	3.00	2.35	3.75	1.25	2.00	2.05	3.25	2.80	4.50	3.60	5.75	4.40	7.00
1.55	2.00	2.35	3.00	2.90	3.75	1.55	2.00	2.50	3.25	3.50	4.50	4.45	5.75	5.45	7.00
0.60	1.00	0.90	1.50	1.15	1.75	0.60	1.25	1.00	1.75	1.40	2.25	1.75	2.75	2.15	3.25
0.90	1.00	1.35	1.50	1.70	1.75	0.90	1.25	1.50	1.75	2.05	2.25	2.65	2.75	3.20	3.25
0.25	0.25	0.45	0.50	0.50	0.50	0.30	0.50	0.50	0.50	0.70	1.00	0.85	1.00	1.05	1.25

(Continued)

Toll Rates Effective January 1, 2001

Chickasaw Turnpike

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
SH 1-Roff-US 177	.45	.55	.65	.75	1.00	1.25	1.65	2.25	1.75	2.25
State Hwy 7	.50	.55	.70	.75	1.15	1.25	2.15	2.25	2.15	2.25

Toll Rates Effective January 1, 2001

Creek Turnpike

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
412-Admiral-11th	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
31st	0.25	0.30	0.45	0.50	0.60	0.75	0.90	1.30	1.25	1.60
51st-Omaha	0.55	0.75	0.65	1.05	0.90	1.30	1.40	2.25	1.90	3.00
71st-Kenosha	0.65	0.75	0.85	1.05	1.10	1.30	1.90	2.25	2.55	3.00
Muskogee Turnpike	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00
State Hwy 51	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60
101st-New Orleans	0.95	1.05	1.45	1.55	1.95	2.05	3.40	3.55	4.35	4.60
193rd-County Line Rd	1.05	1.15	1.60	1.70	2.10	2.20	3.60	3.80	4.70	4.95
161st-Elm	1.15	1.25	1.75	1.85	2.20	2.30	3.90	4.10	5.05	5.30
129th-Olive	1.25	1.35	1.90	2.00	2.30	2.45	4.15	4.35	5.35	5.65
Mingo-US 64	1.40	1.50	2.00	2.10	2.50	2.60	4.30	4.50	5.70	6.00
Yale	1.65	1.80	2.40	2.60	3.05	3.35	5.55	5.80	7.25	7.60
Riverside Pkwy	1.65	1.80	2.45	2.60	3.05	3.35	5.55	5.80	7.25	7.60
Peoria-Elm	1.95	2.10	2.65	3.10	3.30	3.85	6.15	6.45	7.85	8.25
US 75	2.00	2.15	2.95	3.15	3.65	3.90	6.20	6.50	7.90	8.30
S 49th West Ave	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90
State Hwy 66	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90
11th-31st	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60
51st-Omaha	0.50	0.75	0.70	1.05	0.75	1.30	1.15	2.25	1.60	3.00
71st-Kenosha	0.55	0.75	0.80	1.05	0.95	1.30	1.65	2.25	2.25	3.00
Muskogee Turnpike	0.60	0.75	0.90	1.05	1.10	1.30	1.90	2.25	2.55	3.00
State Hwy 51	0.85	1.05	1.15	1.55	1.35	2.05	2.30	3.55	3.00	4.60
101st-New Orleans	0.85	1.05	1.35	1.55	1.80	2.05	3.15	3.55	4.05	4.60
193rd-County Line Rd	0.95	1.15	1.50	1.70	1.95	2.20	3.35	3.80	4.40	4.95
161st-Elm	1.05	1.25	1.65	1.85	2.05	2.30	3.65	4.10	4.75	5.30
129th-Olive	1.15	1.35	1.80	2.00	2.15	2.45	3.90	4.35	5.05	5.65
Mingo-US 64	1.30	1.50	1.90	2.10	2.35	2.60	4.05	4.50	5.40	6.00
Yale	1.55	1.80	2.30	2.60	2.90	3.35	5.30	5.80	6.95	7.60
Riverside Pkwy	1.55	1.80	2.35	2.60	2.90	3.35	5.30	5.80	6.95	7.60
Peoria-Elm	1.85	2.10	2.55	3.10	3.15	3.85	5.90	6.45	7.55	8.25
US 75	1.90	2.15	2.85	3.15	3.50	3.90	5.95	6.50	7.60	8.30
S 49th West Ave	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90
State Hwy 66	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90

Toll Rates Effective Prior to January 1, 2001

Chickasaw Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.40	0.50	0.65	0.75	0.80	1.00	0.40	0.50	0.65	0.75	1.00	1.25	1.40	1.75	1.40	1.75
0.45	0.50	0.70	0.75	0.85	1.00	0.45	0.50	0.70	0.75	1.15	1.25	1.60	1.75	1.60	1.75

Toll Rates Effective Prior to January 1, 2001

Creek Turnpike

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001

Creek Turnpike (Continued)

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
31st-51st-Omaha	0.25	0.75	0.40	1.05	0.45	1.30	0.75	2.25	0.80	3.00
71st-Kenosha	0.45	0.75	0.60	1.05	0.70	1.30	1.15	2.25	1.60	3.00
Muskogee Turnpike	0.50	0.75	0.80	1.05	1.00	1.30	1.40	2.25	2.20	3.00
State Hwy 51	0.75	1.05	1.05	1.55	1.25	2.05	1.80	3.55	2.65	4.60
101st-New Orleans	0.75	1.05	1.25	1.55	1.70	2.05	2.65	3.55	3.70	4.60
193rd-County Line Rd	0.85	1.15	1.40	1.70	1.85	2.20	2.85	3.80	4.05	4.95
161st-Elm	0.95	1.25	1.55	1.85	1.95	2.30	3.15	4.10	4.40	5.30
129th-Olive	1.05	1.35	1.70	2.00	2.05	2.45	3.40	4.35	4.70	5.65
Mingo-US 64	1.20	1.50	1.80	2.10	2.25	2.60	3.55	4.50	5.05	6.00
Yale	1.45	1.80	2.20	2.60	2.80	3.35	4.80	5.80	6.60	7.60
Riverside Pkwy	1.45	1.80	2.25	2.60	2.80	3.35	4.80	5.80	6.60	7.60
Peoria-Elm	1.75	2.10	2.45	3.10	3.05	3.85	5.40	6.45	7.20	8.25
US 75	1.80	2.15	2.75	3.15	3.40	3.90	5.45	6.50	7.25	8.30
S 49th West Ave	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90
State Hwy 66	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90
51st-Omaha-71st-Kenosha	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60
Muskogee Turnpike	0.25	0.30	0.45	0.50	0.70	0.75	1.00	1.30	1.30	1.60
State Hwy 51	0.50	0.60	0.70	1.00	0.95	1.50	1.40	2.60	1.75	3.20
101st-New Orleans	0.50	0.60	0.90	1.00	1.40	1.50	2.25	2.60	2.80	3.20
193rd-County Line Rd	0.60	0.70	1.05	1.15	1.55	1.65	2.45	2.85	3.15	3.55
161st-Elm	0.70	0.80	1.20	1.30	1.65	1.75	2.75	3.15	3.50	3.90
129th-Olive	0.80	0.90	1.35	1.45	1.75	1.90	3.00	3.40	3.80	4.25
Mingo-US 64	0.95	1.05	1.45	1.55	1.95	2.05	3.15	3.55	4.15	4.60
Yale	1.20	1.35	1.85	2.05	2.50	2.80	4.40	4.85	5.70	6.20
Riverside Pkwy	1.20	1.35	1.90	2.05	2.50	2.80	4.40	4.85	5.70	6.20
Peoria-Elm	1.50	1.65	2.10	2.55	2.75	3.30	5.00	5.50	6.30	6.85
US 75	1.55	1.70	2.40	2.60	3.10	3.35	5.05	5.55	6.35	6.90
S 49th West Ave	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50
State Hwy 66	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50
71st-Kenosha-Muskogee Turnpike	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
State Hwy 51	0.50	0.60	0.50	1.00	0.50	1.50	0.80	2.60	0.90	3.20
101st-New Orleans	0.50	0.60	0.70	1.00	0.95	1.50	1.65	2.60	1.95	3.20
193rd-County Line Rd	0.60	0.70	0.85	1.15	1.10	1.65	1.85	2.85	2.30	3.55
161st-Elm	0.70	0.80	1.00	1.30	1.20	1.75	2.15	3.15	2.65	3.90
129th-Olive	0.80	0.90	1.15	1.45	1.30	1.90	2.40	3.40	2.95	4.25
Mingo-US 64	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60
Yale	1.20	1.35	1.65	2.05	2.05	2.80	3.80	4.85	4.85	6.20
Riverside Pkwy	1.20	1.35	1.70	2.05	2.05	2.80	3.80	4.85	4.85	6.20
Peoria-Elm	1.50	1.65	1.90	2.55	2.30	3.30	4.40	5.50	5.45	6.85
US 75	1.55	1.70	2.20	2.60	2.65	3.35	4.45	5.55	5.50	6.90
S 49th West Ave	1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50
State Hwy 66	1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50

Toll Rates Effective Prior to January 1, 2001

Creek Turnpike (Continued)

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001

Creek Turnpike (Continued)

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Muskogee Turnpike-State Hwy 51	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
101st-New Orleans	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
193rd-County Line Rd	0.35	0.40	0.60	0.65	0.85	0.90	1.45	1.55	1.85	1.95
161st-Elm	0.45	0.50	0.75	0.80	0.95	1.00	1.75	1.85	2.20	2.30
129th-Olive	0.55	0.60	0.90	0.95	1.05	1.15	2.00	2.10	2.50	2.65
Mingo-US 64	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00
Yale	0.95	1.05	1.40	1.55	1.80	2.05	3.40	3.55	4.40	4.60
Riverside Pkwy	0.95	1.05	1.45	1.55	1.80	2.05	3.40	3.55	4.40	4.60
Peoria-Elm	1.25	1.35	1.65	2.05	2.05	2.55	4.00	4.20	5.00	5.25
US 75	1.30	1.40	1.95	2.10	2.40	2.60	4.05	4.25	5.05	5.30
S 49th West Ave	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90
State Hwy 66	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90
101st-New Orleans-193rd-Cty Ln Rd	0.30	0.40	0.50	0.65	0.75	0.90	1.30	1.55	1.65	1.95
161st-Elm	0.40	0.50	0.65	0.80	0.85	1.00	1.60	1.85	1.95	2.30
129th-Olive	0.50	0.60	0.80	0.95	0.95	1.15	1.85	2.10	2.25	2.65
Mingo-US 64	0.65	0.75	0.95	1.05	1.15	1.30	2.05	2.25	2.50	3.00
Yale	0.90	1.05	1.35	1.55	1.70	2.05	3.30	3.55	4.05	4.60
Riverside Pkwy	1.15	1.35	1.80	2.05	2.25	2.80	4.55	4.85	5.60	6.20
Peoria-Elm	1.20	1.35	1.60	2.05	1.95	2.55	3.90	4.20	4.65	5.25
US 75	1.25	1.40	1.90	2.10	2.30	2.60	3.95	4.25	4.70	5.30
S 49th West Ave	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
State Hwy 66	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
193rd-County Line Rd-161st-Elm	0.30	0.50	0.50	0.80	0.70	1.00	1.45	1.85	1.80	2.30
129th-Olive	0.40	0.60	0.65	0.95	0.80	1.15	1.70	2.10	2.00	2.65
Mingo-US 64	0.60	0.75	0.90	1.05	1.05	1.30	1.95	2.25	2.10	3.00
Yale	0.85	1.05	1.30	1.55	1.60	2.05	3.20	3.55	3.65	4.60
Riverside Pkwy	0.85	1.05	1.35	1.55	1.60	2.05	3.20	3.55	3.65	4.60
Peoria-Elm	1.15	1.35	1.55	2.05	1.85	2.55	3.80	4.20	4.25	5.25
US 75	1.20	1.40	1.85	2.10	2.20	2.60	3.85	4.25	4.30	5.30
S 49th West Ave	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
State Hwy 66	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
161st-Elm-129th-Olive	0.25	0.60	0.50	0.95	0.75	1.15	1.45	2.10	1.65	2.65
Mingo-US 64	0.50	0.75	0.75	1.05	0.90	1.30	1.55	2.25	1.70	3.00
Yale	0.75	1.05	1.45	1.55	1.95	2.05	3.35	3.55	4.35	4.60
Riverside Pkwy	0.75	1.05	1.20	1.55	1.45	2.05	2.80	3.55	3.25	4.60
Peoria-Elm	1.05	1.35	1.40	2.05	1.70	2.55	3.40	4.20	3.85	5.25
US 75	1.10	1.40	1.70	2.10	2.05	2.60	3.45	4.25	3.90	5.30
S 49th West Ave	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
State Hwy 66	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
129th-Olive-Mingo-US 64	0.40	0.75	0.60	1.05	0.75	1.30	1.15	2.25	1.30	3.00
Yale	0.65	1.05	1.00	1.55	1.30	2.05	2.40	3.55	2.85	4.60
Riverside Pkwy	0.65	1.05	1.05	1.55	1.30	2.05	2.40	3.55	2.85	4.60
Peoria-Elm	0.95	1.35	1.25	2.05	1.55	2.55	3.00	4.20	3.45	5.25
US 75	1.00	1.40	1.55	2.10	1.90	2.60	3.05	4.25	3.50	5.30
S 49th West Ave	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90
State Hwy 66	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90

Toll Rates Effective Prior to January 1, 2001

Creek Turnpike (Continued)

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001

Creek Turnpike (Continued)

Vehicle Classification	2 axle		3 axle		4 axle		5 axle		6 axle	
	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Mingo-US-64-Yale	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.55	1.60
Riverside Pkwy	0.25	0.30	0.45	0.50	0.55	0.75	1.25	1.30	1.55	1.60
Peoria-Elm	0.55	0.60	0.65	1.00	0.80	1.25	1.85	1.95	2.15	2.25
US 75	0.60	0.65	0.95	1.05	1.15	1.30	1.90	2.00	2.20	2.30
S 49th West Ave	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
State Hwy 66	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Yale-Riverside Pkwy	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
Peoria-Elm	0.35	0.60	0.40	1.00	0.55	1.25	1.15	1.95	1.30	2.25
US 75	0.60	0.65	0.70	1.05	0.85	1.30	1.90	2.00	2.20	2.30
S 49th West Ave	0.90	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90
State Hwy 66	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Riverside Pkwy-Peoria-Elm	0.25	0.60	0.40	1.00	0.55	1.25	0.75	1.95	0.90	2.25
US 75	0.35	0.65	0.45	1.05	0.55	1.30	1.15	2.00	1.30	2.30
S 49th West Ave	0.65	0.95	1.00	1.55	1.25	2.05	1.90	3.30	2.20	3.90
State Hwy 66	0.85	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90
Peoria-Elm-US 75	0.25	0.65	0.40	1.05	0.55	1.30	0.75	2.00	0.90	2.30
S 49th West Ave	0.50	0.95	0.80	1.55	1.00	2.05	1.55	3.30	1.75	3.90
State Hwy 66	0.75	0.95	1.20	1.55	1.50	2.05	2.30	3.30	2.65	3.90
US 75-S 49th West Ave	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
State Hwy 66	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
Hickory Hill-State Hwy 66	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60

Schedule 7 Oklahoma Turnpike Authority Concessions Revenue by Turnpike, Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Turnpike:				
Turner Turnpike	\$ 431,204	\$ 420,980	\$ 409,404	\$ 382,609
Will Rogers Turnpike	180,512	176,574	168,435	158,411
H.E. Bailey Turnpike	263,131	261,879	242,223	218,755
Indian Nation Turnpike	235,172	232,710	218,189	198,041
Muskogee Turnpike	164,116	160,552	155,265	145,205
Cimarron Turnpike	154,636	148,175	147,431	145,379
Cherokee Turnpike	67,127	66,240	65,976	62,423
Totals	\$ 1,495,898	\$ 1,467,110	\$ 1,406,923	\$ 1,310,823

Toll Rates Effective Prior to January 1, 2001

Creek Turnpike (Continued)

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.45	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.35	0.50	0.50	0.75	0.65	1.00	0.35	0.50	0.65	1.00	0.80	1.25	0.95	1.50	1.10	1.75
0.50	0.55	0.75	0.80	0.95	1.05	0.50	0.55	0.95	1.05	1.15	1.30	1.40	1.55	1.60	1.80
Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.															
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.50	0.35	0.75	0.45	1.00	0.30	0.50	0.40	1.00	0.55	1.25	0.75	1.50	0.90	1.75
0.35	0.55	0.45	0.80	0.70	1.05	0.35	0.55	0.70	1.05	0.85	1.30	1.05	1.55	1.20	1.80
Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.															
0.25	0.50	0.35	0.75	0.45	1.00	0.30	0.50	0.40	1.00	0.55	1.25	0.75	1.50	0.90	1.75
0.25	0.55	0.35	0.80	0.45	1.05	0.30	0.55	0.45	1.05	0.55	1.30	0.75	1.55	0.90	1.80
Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.															
0.25	0.55	0.35	0.80	0.45	1.05	0.30	0.55	0.40	1.05	0.55	1.30	0.75	1.55	0.90	1.80
Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.															

2002	2001	2000	1999	1998	1997
\$ 337,726	\$ 335,927	\$ 338,804	\$ 349,569	\$ 364,148	\$ 338,455
148,717	138,063	148,095	179,358	172,765	156,890
209,846	210,324	202,074	206,477	197,659	186,775
194,795	187,847	183,216	180,283	176,690	166,201
142,623	144,484	137,511	139,308	135,746	125,117
143,012	140,165	140,950	138,680	132,215	124,003
62,974	67,279	60,000	60,000	60,000	60,000
<u>\$ 1,239,693</u>	<u>\$ 1,224,089</u>	<u>\$ 1,210,650</u>	<u>\$ 1,253,675</u>	<u>\$ 1,239,223</u>	<u>\$ 1,157,441</u>

Schedule 8
Oklahoma Turnpike Authority
Ratios of Outstanding Debt,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Revenue bonds outstanding (\$)	1,167,341,402	1,193,784,004	1,217,604,358	1,240,216,717
Total toll transactions	135,082,444	131,085,217	124,479,570	118,365,675
Debt per transaction (\$)	8.64	9.11	9.78	10.48

Note: In 1998 the Authority issued \$687,010,000 in Second Senior Revenue Bonds for the purpose of funding the capital costs to extend the John Kilpatrick, Creek, and H.E. Bailey Turnpikes and for right-of-way acquisition for the Muskogee Turnpike.

Schedule 9
Oklahoma Turnpike Authority
Pledged-Revenue Coverage,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Gross revenues (1)	\$ 208,480,080	\$ 205,857,574	\$ 199,296,081	\$ 193,079,741
Operating expenses (2)	64,818,702	59,882,569	53,339,893	52,440,889
Net revenues available for debt service	143,661,378	145,975,005	145,956,188	140,638,852
Debt service:				
Principal	36,870,000	27,845,000	27,125,000	26,010,000
Interest (3)	53,741,816	61,430,764	62,390,894	63,936,897
Total current debt service	90,611,816	89,275,764	89,515,894	89,946,897
Debt service coverage (4)	1.59	1.64	1.63	1.56

(1) Includes total operating revenues and interest earnings from investments

(2) Total operating expenses excluding depreciation

(3) Net of amounts provided from Interest During Construction Account and from Turnpike Trust Fund

(4) Debt Service Coverage equals Net Revenues Available for Debt Service divided by Total Current Debt Service

2002	2001	2000	1999	1998	1997
1,244,617,061	1,262,813,304	1,260,971,485	1,284,996,904	1,295,010,491	618,969,803
111,363,308	98,530,645	86,746,217	84,235,805	79,932,083	74,748,285
<u>11.18</u>	<u>12.82</u>	<u>14.54</u>	<u>15.25</u>	<u>16.20</u>	<u>8.28</u>

2002	2001	2000	1999	1998	1997
\$ 189,829,974	\$ 176,323,546	\$ 146,309,226	\$ 143,546,433	\$ 137,105,327	\$ 128,403,128
<u>48,796,505</u>	<u>45,868,089</u>	<u>40,865,107</u>	<u>40,931,741</u>	<u>36,544,602</u>	<u>32,713,328</u>
141,033,469	130,455,457	105,444,119	102,614,692	100,560,725	95,689,800
10,155,000	14,790,000	14,015,000	13,295,000	12,630,000	12,025,000
<u>61,910,066</u>	<u>44,956,171</u>	<u>36,686,060</u>	<u>37,452,319</u>	<u>38,088,085</u>	<u>38,754,343</u>
72,065,066	59,746,171	50,701,060	50,747,319	50,718,085	50,779,343
<u>1.96</u>	<u>2.18</u>	<u>2.08</u>	<u>2.02</u>	<u>1.98</u>	<u>1.88</u>

**Schedule 10
Oklahoma Turnpike Authority
Demographic and Economic Statistics,
Ten Years Ended December 31, 1997-2006**

	2006	2005	2004	2003
Population:				
Oklahoma (thousands)	3,579	3,543	3,523	3,504
U.S. (thousands)	299,398	296,507	293,638	290,796
Per capita income:				
Oklahoma	\$ *	\$ 29,908	\$ 28,370	\$ 26,417
U.S.	31,805	30,473	29,562	28,064
Total personal income:				
Oklahoma (thousands)	*	106,111	99,963	92,591
U.S.(millions)	10,884	10,239	9,731	9,164
Gross product:				
Oklahoma (thousands)	*	121,490	111,838	103,824
U.S. (millions)	13,245	12,456	11,713	10,961
Total labor force:				
Oklahoma (thousands)	1,727	1,712	1,694	1,692
U.S. (thousands)	152,519	150,139	148,034	146,753
% rate of unemployment:				
Oklahoma	3.8%	4.2%	4.5%	5.4%
U.S.	4.6%	5.1%	5.5%	6.0%
Motor vehicle registration:				
Oklahoma passenger vehicles (thousands)	2,781	2,735	2,728	2,651
Oklahoma total vehicles (thousands)	3,815	3,756	3,894	3,476

Sources: Web sites of the U.S. Department of Commerce, U.S. Census Bureau, U.S. Department of Labor, and Oklahoma Tax Commission

Note: Motor vehicle registration figures are as of June 30 of the indicated year; Population figures are as of July 1 of the indicated year.

**Schedule 11
Oklahoma Turnpike Authority
Full-Time Employees,
Ten Years Ended December 31, 1997-2006**

	2006	2005	2004	2003
Administration	77	76	73	72
Toll Operations	247	269	269	264
Turnpike Maintenance	162	161	152	151
Highway Patrol	116	125	126	122
PIKEPASS Operations	55	59	50	46
Total	657	690	670	655

	2002		2001		2000		1999		1998		1997
	3,488		3,467		3,455		3,358		3,347		3,317
	288,126		285,226		282,217		272,691		270,299		268,765
\$	25,861	\$	26,015	\$	24,407	\$	22,567	\$	21,766	\$	20,671
	27,174		25,708		25,485		23,968		23,161		21,940
	90,178		90,161		84,310		77,565		74,118		69,720
	8,882		8,724		8,430		7,802		7,423		6,915
	97,170		94,329		89,757		83,220		79,341		78,019
	10,470		10,128		9,817		9,268		8,747		8,304
	1,688		1,689		1,662		1,655		1,649		1,620
	144,994		144,030		142,864		139,866		138,280		136,773
	5.3%		4.6%		2.9%		3.3%		4.2%		4.0%
	5.8%		4.7%		4.0%		4.2%		4.5%		4.9%
	2,623		2,755		2,474		2,423		2,437		2,430
	3,638		3,868		3,587		3,480		3,471		3,423

	2002		2001		2000		1999		1998		1997
	72		72		76		78		70		61
	247		246		231		231		266		292
	147		141		137		138		145		192
	134		117		107		103		105		105
	44		33		24		27		0		0
	644		609		575		577		586		650

Schedule 12
Oklahoma Turnpike Authority
Operating Indicators,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Concessions:				
Concessionaire restaurant sales (\$)	18,903,882	18,413,879	17,411,933	15,663,633
Concessionaire service station non-fuel sales (\$)	9,959,747	9,736,062	9,528,683	9,508,919
Concessionaire gasoline sales (gallons)	16,854,353	17,854,748	18,957,491	17,529,381
Concessionaire diesel sales (gallons)	11,959,881	11,948,827	11,475,710	11,060,143
Concessionaire rent paid to OTA (\$)	1,495,898	1,467,110	1,406,923	1,310,823
Highway Patrol:				
Total citations	33,136	34,667	34,682	40,679
Total warnings	95,871	97,733	98,749	104,153
Motorist assists	14,704	26,127	25,659	24,656
Accidents	1,259	1,163	1,197	1,098
Accidents per 100 million miles	38.37	39.89	41.39	40.16
Fatalities	33	27	32	27
Fatalities per 100 million miles	1.09	0.93	1.11	0.99
PIKEPASS:				
Total active <i>PIKEPASS</i> accounts	424,731	395,647	367,240	355,937
Total active <i>PIKEPASS</i> tags	780,787	715,696	650,529	641,475
Total calls received	529,318	491,076	500,286	432,447
Turnpike maintenance:				
Joint and crack sealing (linear feet)	1,925,917	2,229,045	1,527,430	1,714,268
Fence Repair/Replacement (linear feet)	238,653	97,233	62,257	77,518
Vegetation management (acres)	39,964	47,290	36,039	32,309
Snow removal operations (lane miles)	76,433	28,174	26,648	113,370
Turnpike operations:				
Average toll collected (\$):				
<i>(toll revenues / transactions)</i>				
Passenger	0.91	0.93	0.96	0.98
Commercial	6.30	6.30	6.33	6.41
Average trip length (miles):				
<i>(mileage / transactions)</i>				
Passenger	20.0	19.8	20.9	20.8
Commercial	45.0	44.4	44.6	43.8
Average toll/mile (¢)				
<i>(toll revenues / mileage)</i>				
Passenger	4.6	4.7	4.6	4.7
Commercial	14.0	14.2	14.2	14.6

Source: Various OTA Divisions

2002	2001	2000	1999	1998	1997
14,697,986	14,528,060	14,703,472	15,440,087	15,400,762	14,668,168
9,424,690	8,921,582	8,623,822	8,561,309	8,089,188	7,016,144
17,130,747	15,820,236	15,739,882	17,771,862	17,083,991	15,991,501
10,633,282	10,370,704	9,880,102	9,992,168	8,671,401	7,863,282
1,239,693	1,224,089	1,210,650	1,253,675	1,239,223	1,157,441
40,361	33,334	34,617	34,298	37,455	28,865
100,750	89,541	81,083	78,491	78,286	54,975
25,469	28,015	29,098	29,455	34,397	50,757
1,206	1,201	1,279	1,146	1,209	1,062
47.64	49.21	53.88	48.8	52.63	48.43
27	18	25	24	32	47
1.07	0.74	1.05	1.02	1.39	2.14
328,846	294,150	260,780	245,036	224,223	197,317
582,742	520,593	467,188	439,959	401,697	351,804
404,205	318,805	250,624	247,065	233,649	190,880
1,382,396	1,429,156	1,323,219	1,702,312	*	*
70,376	82,740	92,466	1,140	*	*
41,928	34,301	40,362	36,826	*	*
115,027	67,293	183,843	36,854	*	*
1.01	1.05	0.97	0.99	1.01	1.02
6.59	6.73	5.10	5.08	5.11	5.06
20.2	20.9	23.4	24.6	25.7	26.4
44.7	46.8	48.0	47.8	48.3	47.8
5.0	5.0	4.1	4.0	3.9	3.9
15.0	14.4	10.6	10.6	10.6	10.6

**Schedule 13
Oklahoma Turnpike Authority
Capital Asset Statistics,
Ten Years Ended December 31, 1997-2006**

	2006	2005	2004	2003
Turnpikes under operation (total length in miles)	604.9	604.9	604.9	604.9
Turner (opened 1953)	86.0	86.0	86.0	86.0
Will Rogers (opened 1957)	88.5	88.5	88.5	88.5
H.E. Bailey (opened 1964, 1987 and 2001)	94.6	94.6	94.6	94.6
Indian Nation (opened 1966 and 1970)	105.2	105.2	105.2	105.2
Muskogee (opened 1969)	53.1	53.1	53.1	53.1
Cimarron (opened 1975)	67.7	67.7	67.7	67.7
John Kilpatrick (opened 1991, 2000 and 2001)	25.3	25.3	25.3	25.3
Cherokee (opened 1991)	32.8	32.8	32.8	32.8
Chickasaw (opened 1991)	17.3	17.3	17.3	17.3
Creek (opened 1992, 2000, 2001 and 2002)	34.4	34.4	34.4	34.4
 Lane miles:	 2,388.6	 2,388.6	 2,388.6	 2,388.6
 Right-of-Way area: (acres)	 32,992.2	 33,003.0	 33,028.0	 33,174.9
 Facilities:	 266	 244	 233	 226
Interchanges	84	84	84	84
Service areas	14	14	14	14
Maintenance buildings	165	143	132	125
Administration building	1	1	1	1
PIKEPASS customer service centers/stores	2	2	2	2
 Total number of crossings over/under turnpikes:	 789	 789	 789	 789
Other highways or interchange ramps	499	499	499	499
Railroads	29	29	29	29
Rivers and streams	261	261	261	261

Note: During 1997-1999, the untolled portion of the Chickasaw Turnpike was included in total turnpike length. Beginning in 2000, only the tolled portion was included.

2002	2001	2000	1999	1998	1997
604.9	590.1	574.7	565.9	563.9	563.9
86.0	86.0	86.0	86.0	86.0	86.0
88.5	88.5	88.5	88.5	88.5	88.5
94.6	94.6	86.4	86.4	86.4	86.4
105.2	105.2	105.2	105.2	105.2	105.2
53.1	53.1	53.1	53.1	53.1	53.1
67.7	67.7	67.7	67.7	67.7	67.7
25.3	25.3	25.3	11.5	9.5	9.5
32.8	32.8	32.8	32.8	32.8	32.8
17.3	17.3	17.3	27.1	27.1	27.1
34.4	19.6	12.4	7.6	7.6	7.6
2,388.6	2,325.8	2,264.2	2,220.72	2,212.72	2,212.72
33,174.9	33,174.9	29,098.6	29,098.6	29,017.1	29,017.1
232	229	220	201	199	204
84	84	76	61	59	59
14	14	14	14	14	14
131	128	127	123	123	128
1	1	1	1	1	1
2	2	2	2	2	2
789	554	528	503	499	499
499	400	382	365	362	362
29	29	28	26	26	26
261	125	118	112	111	111

Schedule 14
Oklahoma Turnpike Authority
Mileage by Type and Turnpike,
Ten Years Ended December 31, 1997-2006

	2006	2005	2004	2003
Turner Turnpike				
Passenger	645,511,741	555,822,473	575,182,332	531,851,917
Commercial	190,537,941	178,663,299	169,754,455	161,649,040
Total	836,049,682	734,485,772	744,936,787	693,500,957
Will Rogers Turnpike				
Passenger	480,708,268	482,706,303	487,405,789	480,446,106
Commercial	230,203,360	224,364,592	213,941,868	193,785,717
Total	710,911,628	707,070,895	701,347,657	674,231,823
H.E. Bailey Turnpike				
Passenger	314,987,297	306,632,515	307,123,407	298,073,566
Commercial	39,425,930	38,380,089	37,077,281	36,607,531
Total	354,413,227	345,012,604	344,200,688	334,681,097
Indian Nation Turnpike				
Passenger	149,815,868	150,123,861	152,766,679	155,135,149
Commercial	44,222,295	41,530,457	39,895,744	37,978,206
Total	194,038,163	191,654,318	192,662,423	193,113,355
Muskogee Turnpike				
Passenger	218,564,717	225,425,071	226,095,366	207,948,757
Commercial	30,615,630	30,109,602	29,348,430	28,704,685
Total	249,180,347	255,534,673	255,443,796	236,653,442
Cimarron Turnpike				
Passenger	121,062,348	121,199,914	121,881,482	116,068,725
Commercial	27,403,627	26,630,190	25,794,345	23,766,631
Total	148,465,975	147,830,104	147,675,827	139,835,356
John Kilpatrick Turnpike				
Passenger	212,428,064	211,646,433	195,789,240	179,869,125
Commercial	9,681,977	9,105,524	8,025,233	6,216,758
Total	222,110,041	220,751,957	203,814,473	186,085,883
Cherokee Turnpike				
Passenger	73,140,873	72,806,858	72,402,224	70,478,132
Commercial	14,233,004	14,668,566	14,361,534	13,477,526
Total	87,373,877	87,475,424	86,763,758	83,955,658
Chickasaw Turnpike				
Passenger	5,182,936	11,331,026	10,591,372	9,242,452
Commercial	587,539	1,455,197	1,520,892	1,059,753
Total	5,770,475	12,786,223	12,112,264	10,302,205
Creek Turnpike				
Passenger	214,013,965	203,709,095	194,374,326	174,526,274
Commercial	9,461,661	9,210,080	8,565,556	7,056,881
Total	223,475,626	212,919,175	202,939,882	181,583,155
Totals				
Passenger	2,435,416,077	2,341,403,549	2,343,612,217	2,223,640,203
Commercial	596,372,964	574,117,596	548,285,338	510,302,728
Total Miles	3,031,789,041	2,915,521,145	2,891,897,555	2,733,942,931

2002	2001	2000	1999	1998	1997
496,426,128	506,873,716	540,054,899	543,658,460	535,561,282	507,583,498
196,480,057	163,601,525	187,447,105	181,572,092	172,319,415	158,272,151
692,906,185	670,475,241	727,502,004	725,230,552	707,880,697	665,855,649
407,247,878	405,285,880	385,046,345	393,677,831	386,193,293	367,527,720
164,571,471	198,210,228	215,254,948	209,995,226	199,980,445	185,376,509
571,819,349	603,496,108	600,301,293	603,673,057	586,173,738	552,904,229
279,216,530	268,973,131	254,534,205	253,588,918	250,810,915	247,067,963
36,335,281	36,636,942	39,309,575	38,348,365	36,191,110	35,446,463
315,551,811	305,610,073	293,843,780	291,937,283	287,002,025	282,514,426
150,535,233	142,006,423	135,575,032	139,851,695	135,340,285	134,263,595
40,476,886	38,677,640	40,211,856	40,862,976	39,236,317	36,695,479
191,012,119	180,684,063	175,786,888	180,714,671	174,576,602	170,959,074
193,402,967	189,765,729	176,930,158	167,664,098	177,942,498	170,226,350
28,348,065	29,712,291	32,117,580	30,208,864	30,184,282	29,048,486
221,751,032	219,478,020	209,047,738	197,872,962	208,126,780	199,274,836
113,436,821	110,408,509	109,192,646	109,658,266	105,989,617	108,764,604
22,739,810	22,446,984	23,912,739	24,257,633	22,553,199	21,496,505
136,176,631	132,855,493	133,105,385	133,915,899	128,542,816	130,261,109
165,285,639	43,490,443	38,108,612	59,511,530	54,119,258	48,120,121
3,346,313	918,305	1,485,154	1,554,013	1,370,469	1,250,723
168,631,952	44,408,748	39,593,766	61,065,543	55,489,727	49,370,844
66,457,935	70,454,334	64,296,373	65,339,496	66,992,665	64,252,458
13,149,558	11,764,888	13,050,639	13,169,091	13,215,020	12,804,315
79,607,493	82,219,222	77,347,012	78,508,587	80,207,685	77,056,773
9,925,647	8,575,020	9,147,723	8,892,870	8,653,533	8,469,598
644,369	555,597	700,128	686,679	663,818	573,050
10,570,016	9,130,617	9,847,851	9,579,549	9,317,351	9,042,648
140,195,692	85,734,775	46,272,113	50,394,399	58,016,018	53,642,824
3,234,586	1,052,962	2,309,704	2,350,302	1,986,899	1,927,663
143,430,278	86,787,737	48,581,817	52,744,701	60,002,917	55,570,487
2,022,130,470	1,831,567,960	1,759,158,106	1,792,237,563	1,779,619,364	1,709,918,731
509,326,396	503,577,362	555,799,428	543,005,241	517,700,974	482,891,344
2,531,456,866	2,335,145,322	2,314,957,534	2,335,242,804	2,297,320,338	2,192,810,075

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Oklahoma Turnpike Authority

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