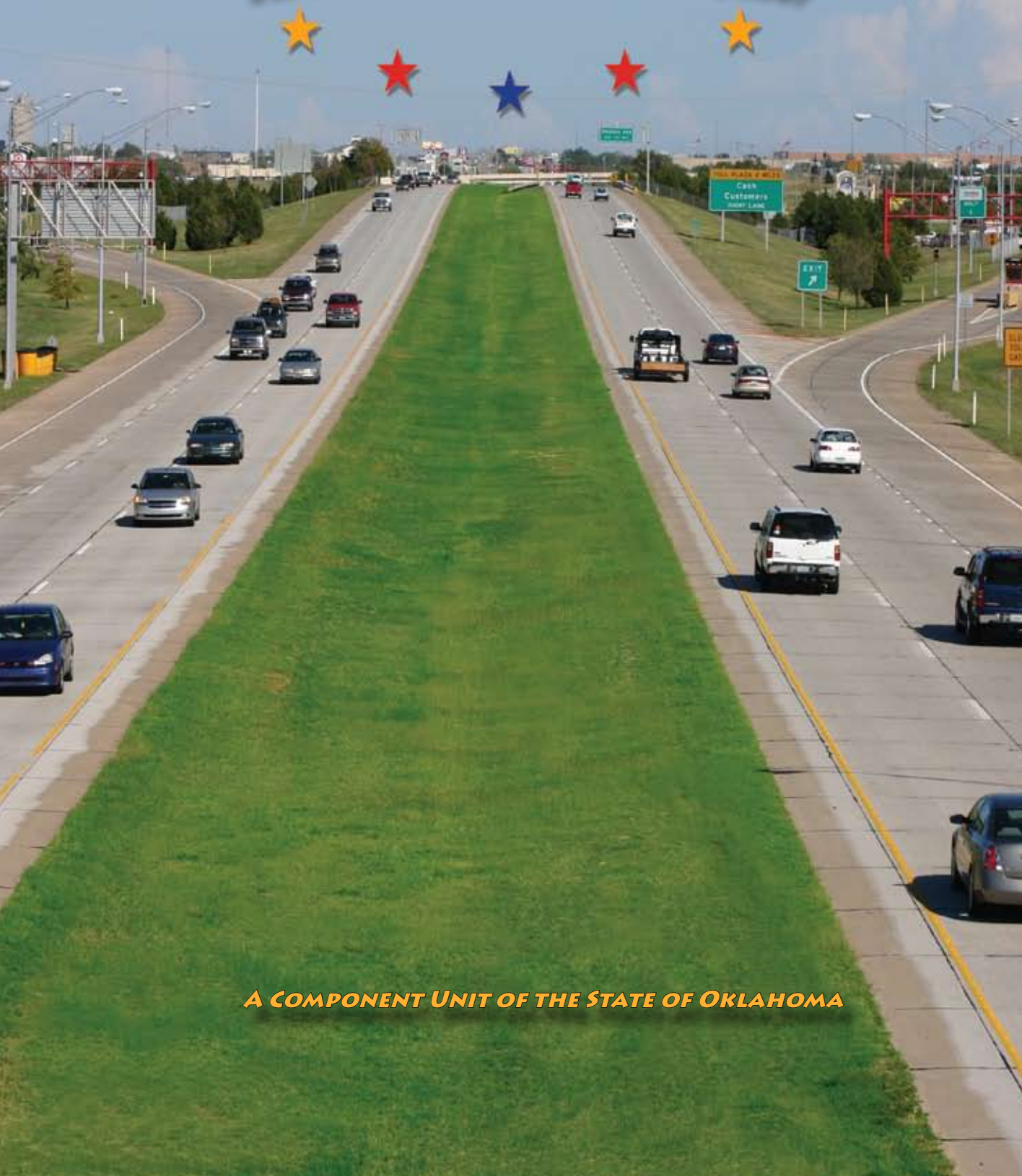


OKLAHOMA TURNPIKE AUTHORITY

*Comprehensive Annual Financial Report
For The Year Ended December 31, 2007*



A COMPONENT UNIT OF THE STATE OF OKLAHOMA

CELEBRATING 100 YEARS
OF STATEHOOD



1907 - 2007

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Year Ended December 31, 2007



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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INDIAN NATION TURNPIKE



INTRODUCTORY SECTION



Above photograph courtesy of The Oklahoma Capitol Complex and Centennial Commemoration Commission.



CIMARRON
TURNPIKE
-
PAVEMENT
REHABILITATION



WILL ROGERS
TURNPIKE
-
OKLAHOMA
HIGHWAY PATROL



INDIAN NATION
TURNPIKE
-
DRAINAGE WORK





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, 2008

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

On behalf of the Oklahoma Turnpike Authority (OTA), we are pleased to transmit this comprehensive annual financial report (CAFR) for calendar year 2007. The Controller Division has 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.

Management of the OTA is responsible for the establishment and maintenance of internal accounting controls that have been designed to ensure assets are safeguarded and financial transactions are properly recorded and adequately documented. 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.

This report is presented in three sections. The Introductory Section contains a general overview of the OTA, the local economy and the OTA's major initiatives. The Financial Section contains the independent auditor's report, the Management's Discussion and Analysis (MD&A), the basic financial statements, notes to the financial statements and other supplementary information. The MD&A is a narrative introduction, overview and analysis to accompany the basic financial statements. Readers are encouraged to review this information. The Statistical Section provides selected comparative, multi-year comprehensive annual financial and demographic information.

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, 2007 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 directly 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 outstanding bonds. 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.

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.

LOCAL ECONOMY

Oklahoma celebrated its Statehood Centennial with festivities that were held throughout the State. Some of the activities included The Oklahoma Centennial Horse Show at the State Fairgrounds, the Oklahoma Centennial Riverfest held at the Oklahoma River, the Plymouth Belvedere Time Capsule exhumed near Tulsa County Courthouse, the Oklahoma Centennial Gala/Spectacular staged at the Ford Center to name a few. These events helped to underscore some of the features that make Oklahoma an attractive place to live and conduct business. In fact, this year has been a strong year for Oklahoma's economy which has posted job and income growth rates above the national levels. According to the 2008 Economic Outlook published by the Oklahoma State University (OSU) Center for Applied Economic Research, Oklahoma's population growth has surged above 1% and will show a 1.5% increase in State job and income growth as compared to the national 1.3% increase. This trend is expected to continue throughout the next year, although at a slower rate.

Oklahoma is also known for its abundant resources. With the State well positioned in the oil and gas sector, the surge in wage and income in this market has resulted in a strong overall income gain for the State. Furthermore, with oil and gas deposits distributed throughout the State, rural and outlying cities are also experiencing growth in population, job and income rates. Most major industry sectors are anticipated to continue adding jobs in Oklahoma over the next year.



While the national housing market has been significantly impacted by sub-prime mortgages, Oklahoma has not seen the same magnitude of decline in this area. According to the OSU 2008 Economic Outlook, the State housing price index increased 4.1% for 2007 and anticipates a 2.4% increase in 2008. In contrast, nationally, a 6.1% decrease is anticipated for the housing price index. Job gains are still expected in the residential housing related areas, such as residential construction, financial services, and real estate, but the State will see much smaller increases in these sectors.

The Oklahoma State Treasurer's office reported in early January on the first six months of the fiscal year 2008. General revenue fund collections indicate steady, but slowing growth, with 0.4% growth over that of the same period last year. Gross production tax on natural gas, from July 2007 through December 2007, grew 23.4% above the prior year. Sales tax collections were \$58.6 million ahead of one year ago. Due to cuts in 2007 to the marginal income tax rates, net income taxes through the first half of fiscal 2008 reflect a 8.1% decline when compared with this time last year, but exceed estimated projections by \$18.3 million or 1.5%.

As reported by the OSU 2008 Economic Outlook, Oklahoma City is expected to recognize a 1.7% job gain for 2007 and Tulsa a 1.6% increase in job growth. Oklahoma County, with its influence of high-paying white collar oil and gas jobs, has been recognized among the top counties nationally for the past two years in wage gains. 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 continued to steadily increase on these two Turnpikes. These Turnpikes were originally constructed in the early 1990s; additional turnpike miles were opened to traffic on these urban Turnpikes between 2000 and 2002 to accommodate the growing population in these areas. As of December 31, 2007, total transactions have increased over levels at December 31, 2000 by 147% on the John Kilpatrick Turnpike and 152% 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.

Correspondingly, operating expenses for the OTA 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, benefit increases and the increase in the employer retirement rate 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 geographically serves as a transportation crossroads for three of the nation's most important transportation and shipping corridors, as U.S. Interstates 35, 40, and 44 intersect within the State. The Turnpike System plays an important role in providing infrastructure to facilitate movement along these corridors and assists the State in accessing the opportunities available through interstate commercial activity. The Turnpike System contributes to the State's economic development by bridging communities both in and out of 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.



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 2008 through 2012 approximates \$334 million.

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.

On June 6, 2007, the Oklahoma Turnpike Authority (OTA) closed on the delivery of the Series 2007A Refunding Second Senior Revenue Bonds totaling \$45,680,000. These bonds were structured as tax-exempt fixed rate “AAA” insured bonds and refunded the portion of the Series 2002A and B Refunding Second Senior Revenue Bonds eligible for advanced refunding. Through this refunding, the OTA realized a net present value savings of over \$1.6 million and a total reduction in debt service payments of nearly \$4.6 million.

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 the 2007 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. Considering the fluctuation of fuel prices and the impact on traffic patterns, revenues are projected to result in forecasted toll revenue for 2008 of approximately \$202 million.

MAJOR INITIATIVES

Achieving system maintenance, rehabilitation and improvements identified in the five-year Capital Improvement Program remains a priority for the OTA. In keeping with this program, several major projects were completed in 2007, including various interchange rehabilitation, pavement rehabilitation, bridge rehabilitation, and other rehabilitation projects throughout the Turnpike System.

A focus was made on the rehabilitation of three interchanges on the Will Rogers Turnpike. Ramp rehabilitation is nearing completion at the Afton Interchanges, as well as, bridge and ramp rehabilitation at the Big Cabin and Vinita Interchanges. The Cimarron Turnpike had a stretch of 18 miles of pavement rehabilitation completed. Shoulder pavement rehabilitation occurred on the Indian Nation Turnpike. The Will Rogers Turnpike has undergone 44 miles of asphalt concrete rehabilitation.

Maintaining safe bridges throughout the System is a top priority for the OTA. The conditions of the bridges throughout the System are closely monitored by The Benham Companies, the OTA’s Consulting Engineer. The implementation of recommendations by the Consulting Engineer resulted in bridge rehabilitation projects being completed on the H.E. Bailey, Indian Nation, Muskogee, Turner and Will Rogers Turnpikes.



A variety of other rehabilitation projects occurred throughout the System. New tollbooths were installed on the H.E. Bailey, Indian Nation and Will Rogers Turnpikes. The Indian Nation Turnpike has undergone an extensive sign replacement project, and the replacement of signs is underway on the Muskogee Turnpike. The signing program was used to update regulatory, warning, and information signs that were faded or had lost their reflectivity. These signs are informative, aesthetically pleasing, and conform to national standards.

Progress continues on several joint projects between OTA and other entities. The OTA and Oklahoma Department of Transportation (ODOT) entered into a bridge replacement participation agreement for the replacement of five bridges that cross over the Turner and Will Rogers Turnpikes. Also, plans are being made for a dynamic message sign agreement with ODOT for the placement of nine dynamic message signs on ODOT and OTA right-of-way. These nine signs will focus on traffic traveling the John Kilpatrick, Turner, Will Rogers and Creek Turnpikes. Dynamic message signs are permanent, changeable message structures that provide notice to the motoring public of roadway and driving conditions and hazards affecting public safety, such as roadway and lane closures, accidents, snow and ice conditions, and roadway obstructions. Agreements were made between OTA and the Department of Public Safety to share the costs of construction and maintenance for an Oklahoma Highway Patrol (OHP) Law Enforcement Office on the Will Rogers Turnpike near Vinita, on the H.E. Bailey Turnpike near Chickasha and on the Indian Nation Turnpike near McAlester. These facilities allow both entities to operate more efficiently and effectively.

OTA's Maintenance Division provides a vital role for the Turnpike System. Maintenance Division staff completed an extensive routine diamond grinding project on the Indian Nation 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, Cimarron, and Cherokee Turnpikes continued use of high-density polyurethane injectable material on roadway slabs was performed to physically raise concrete slabs at the ends of bridges and allow for a smooth transition from the roadway to a bridge.

Maintenance crews have the necessary equipment and training to handle the difficult weather conditions that occasionally occur on Oklahoma roads. In 2007, Oklahoma experienced historical winter weather events in both the early months of the year as well as mid-December. Maintenance crews plowed and sanded over 122,000 lane miles and pre-treated over 1,600 lane miles and bridge decks with magnesium chloride to improve winter travel conditions. Maintenance crews continue to equip snow plows with diamond carbide plow blades, which have virtually eliminated downtime due to their superior durability. In addition, the Maintenance Division supervised inmate labor and utilized contractors in a cost-effective and efficient manner regarding trash removal, crack sealing, fence repair/replacement, and vegetation management.

The OTA provides a special convenience through its *PIKEPASS* system for travelers desiring free-flow travel. The *PIKEPASS* system is the OTA's automated electronic toll collection system 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 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, improves safety and enhances driver satisfaction. *PIKEPASS* customers enjoy a 5% savings off the cash toll price for using their 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.



Providing first class customer service to our customers is of upmost importance to OTA whether it be while traveling the turnpike or in managing a customer *PIKEPASS* account. On May 15, 2007, a new online payment service became available to *PIKEPASS* customers. In addition to the existing services already available, *PIKEPASS* customers may pay their account online by credit or debit card through the *PIKEPASS* online system. This online service enables customers to manage their account via the internet. As of December 31, 2007, the OTA had approximately 458,000 active *PIKEPASS* accounts on the Turnpike System, with over 848,000 active *PIKEPASS* tags in use.

AWARDS AND ACKNOWLEDGEMENTS

In 2007, the Oklahoma/Arkansas Chapter of the American Concrete Pavement Association's Award Program recognized OTA as the winner in two separate categories. The first award was in the 2006 Concrete Overlay Category for construction on the Muskogee Turnpike. This same project was also awarded the Silver Award at the National level in recognition of outstanding design and construction. The second award was in the Concrete Pavement Restoration Category for construction on the John Kilpatrick Turnpike. Also, in 2007, the Oklahoma Chapter of the Associated General Contractors of America awarded the OTA as the winner in the 2006 Build Oklahoma Award for the Vinita Side Gate Toll Plaza on the Will Rogers Turnpike.

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, 2006. 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 has received this prestigious award since 1990. 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 for their professional contributions to this report and to the OTA's independent auditors for their participation in the review of this report. We would also like to thank the Oklahoma Capitol Complex and Centennial Commemoration Commission for their permission of our use of the Centennial logo and photographs. Special appreciation is extended to Governor Brad Henry and the Authority Members. 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, 2006

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.

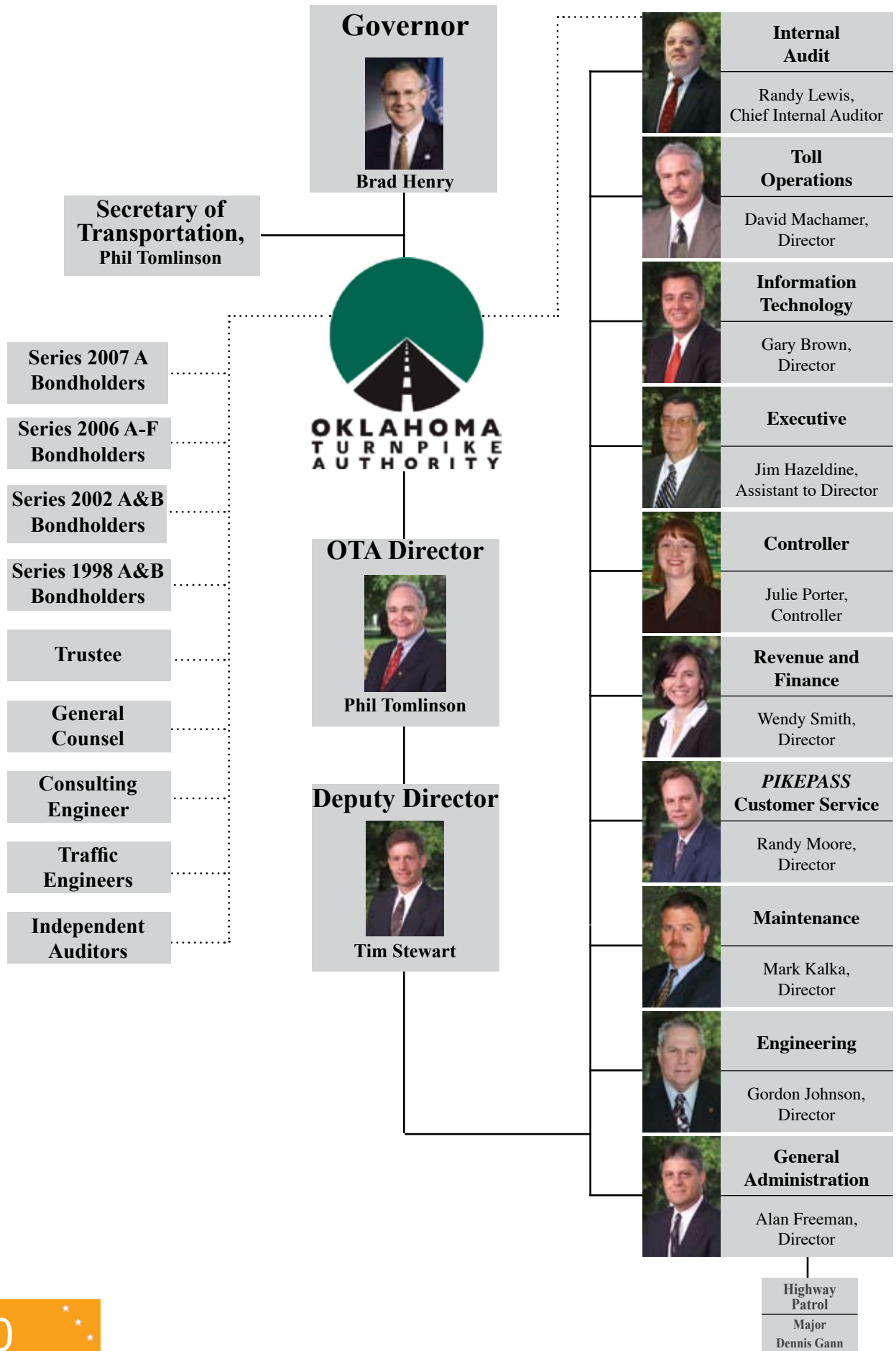


President

Executive Director



Organizational Chart





Oklahoma Turnpike Authority Members

Chairman



Douglas F. Riebel
District 1

Vice-Chairman



Mike Leonard
District 2

Secretary & Treasurer



C. Kendric Fergeson
District 5

Member



Clark Brewster
District 4

Member



David Burrage
District 6

Member



Hal Ellis
District 3

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.

CREEK TURNPIKE



FINANCIAL SECTION



Above photograph courtesy of The Oklahoma Capitol Complex and Centennial Commemoration Commission.



JOHN KILPATRICK
TURNPIKE
-
PIKEPASS STORE



INDIAN NATION
TURNPIKE
-
CONCESSION PLAZA

TURNER
TURNPIKE
-
STROUD
TOLL PLAZA



Report of Independent Certified Public Accountants

Members of the Oklahoma Turnpike Authority

We have audited the accompanying statements 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), a component unit of the State of Oklahoma, as of and for the years ended December 31, 2007 and 2006. 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 audits provide 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, 2007 and 2006, 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 21, 2008 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 and budgetary comparison information on pages 44 through 45 are not a required part of the basic financial statements but are supplementary information required by accounting principles generally accepted in the United States of America. 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 48 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, the supplementary information on pages 46 through 47 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.



Oklahoma City, Oklahoma

March 21, 2008 (except for Note 14, as to which the date is March 27, 2008)



Oklahoma Turnpike Authority Management's Discussion and Analysis Years Ended December 31, 2007 and 2006

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, 2007. 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

- On June 6, 2007, the Oklahoma Turnpike Authority (OTA) closed on the delivery of the Series 2007A Refunding Second Senior Revenue Bonds totaling \$45.68 million. These bonds were structured as tax-exempt fixed rate "AAA" insured bonds and refunded the portion of the Series 2002A and B Refunding Second Senior Revenue Bonds eligible for advanced refunding. Through this refunding, the OTA realized a net present value savings of over \$1.6 million and a reduction in debt service payments of nearly \$4.6 million.
- Toll revenues generated approximately \$196.7 million in 2007 and exceeded 2006 toll revenues by 1.1%. Toll transactions grew to roughly 141.5 million, a substantial 4.7% increase over 2006.
- Total operating expenses were approximately \$70.2 million in 2007. This represents an 8.3% increase over 2006 operating expenses and is largely the result of legislatively mandated increases in personnel costs related to salary, health and retirement benefits. These personnel costs alone accounted for approximately 50% of the total \$5.4 million increase in total operating expenses.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this annual report consists of three parts: management's discussion and analysis, 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. Over time, increases or decreases in net assets can serve as one indicator of whether the financial position is improving or deteriorating. As shown in Table A-1, the OTA's net assets have increased since 2005.

FINANCIAL ANALYSIS OF THE OTA

Net Assets

The OTA's total net assets at December 31, 2007, were approximately \$290.8 million, a substantial increase of 7.9% over December 31, 2006 (see Table A-1). Total assets decreased 0.7% to \$1,523.1 million, and total liabilities decreased 2.5% to \$1,232.2 million. As of December 31, 2006, total net assets were approximately \$269.4 million. Also, in 2006, total assets decreased 1.2% to \$1,533.2 million, and total liabilities decreased 3.1% to \$1,263.8 million when compared to December 31, 2005.



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

	2007	2006	2005	Percentage Change 2007-2006
Current assets:				
Cash and cash equivalents-unrestricted	\$ 28.6	\$ 22.3	\$ 9.5	28.3%
Investments-unrestricted	115.2	123.6	140.9	(6.8%)
Cash and cash equivalents-restricted	66.4	61.6	71.6	7.8%
Investments-restricted	29.1	36.8	82.3	(20.9%)
Other current assets	4.6	4.4	4.5	4.5%
Total current assets	<u>243.9</u>	<u>248.7</u>	<u>308.8</u>	<u>(1.9%)</u>
Noncurrent assets:				
Cash and cash equivalents-restricted	.6	.8	1.5	(25.0%)
Investments-restricted	91.1	90.2	89.3	1.0%
Capital assets	1,180.4	1,186.1	1,143.8	(0.5%)
Revenue bond issuance costs	7.1	7.4	7.8	(4.1%)
Total noncurrent assets	<u>1,279.2</u>	<u>1,284.5</u>	<u>1,242.4</u>	<u>(0.4%)</u>
Total assets	<u>1,523.1</u>	<u>1,533.2</u>	<u>1,551.2</u>	<u>(0.7%)</u>
Current liabilities	91.4	86.6	92.5	5.5%
Noncurrent liabilities	1,140.8	1,177.2	1,211.5	(3.1%)
Total liabilities	<u>1,232.2</u>	<u>1,263.8</u>	<u>1,304.0</u>	<u>(2.5%)</u>
Net Assets:				
Invested in capital assets, net of related debt	43.1	10.3	(58.9)	318.4%
Restricted for debt service	90.7	90.5	81.3	0.2%
Restricted for reserve maintenance	7.9	16.4	67.4	(51.8%)
Restricted for other purposes	.7	1.4	.9	(50.0%)
Unrestricted	148.4	150.8	156.5	(1.6%)
Total net assets	<u>\$ 290.8</u>	<u>\$ 269.4</u>	<u>\$ 247.2</u>	<u>7.9%</u>

The largest components of the total 2007 current assets are the unrestricted and restricted cash and investment accounts. The OTA's Trust Agreement defines the flow of funds and establishes various unrestricted and restricted accounts for the OTA. These accounts are referred to as "Funds" for discussion purposes, but are consolidated for the purposes of enterprise fund financial statement presentation. Unrestricted cash and investment accounts are comprised of monies held in the Revenue and General Funds and total \$143.8 million at December 31, 2007, fairly consistent with the total \$145.9 million held at December 31, 2006 in these funds. Balances of unrestricted cash and investment accounts at December 31, 2006 decreased from the previous year total of \$150.4 million. The Revenue Fund monies provide for the general operations of the Turnpike System; this fund is directly impacted by fluctuations in revenues and operating expenses. The last three years, as presented in Table A-2, have experienced continued revenue growth and also increases in 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.

At December 31, 2007, the current restricted cash and investment accounts were approximately \$95.5 million. This is a 2.9% decrease from the restricted cash and investment balances at December 31, 2006. 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 and completed in 2007, as evidenced by the noted increase in the Improvements and Buildings categories in capital assets (see Table A-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 318.4% 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 were made, but limited projects were undertaken. The current restricted cash and investment balances at December 31, 2005 were \$153.9 million. Funds grew in these accounts until construction began on several projects in 2006 and 2007. The current restricted cash and investment balances have declined from 2005 levels to \$98.4 million at December 31, 2006 and \$95.5 million at December 31, 2007. The capital assets accounts affected by these rehabilitation projects, such as construction work in progress (CWIP) and improvements, have increased in the same period as the cash and investment balances have decreased.

Total liabilities have declined during the last two financial periods primarily as a result of the restructuring of the Authority's outstanding debt. The Authority issued refunding bonds in both 2007 and 2006. See further discussion of Debt Administration on pages 20 and 21.

Total net assets for 2007 showed a strong increase of 7.9% to \$290.8 million when compared to 2006. 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 investment 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 \$8.5 million decrease in net assets restricted for reserve maintenance, rather than the issuance of additional 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. This trend began from 2005 to 2006; total net assets for 2006 showed a strong increase of 9.0% to \$269.4 million when compared to 2005.

Changes in Net Assets

As depicted in Table A-2, the OTA's total operating revenues were approximately \$198.1 million, realizing a steady 1.1% growth over 2006 revenue and a 2.8% gain above 2005 toll revenue levels. Toll transactions during 2007 were just under 141.5 million and were 4.7% higher than in 2006. Toll transactions for 2006 reported just under 135.1 million, a 3.0% increase over the prior year. 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 8.0% and 6.9%, respectively, during 2007.

Total operating income declined \$3.5 million to \$56.1 million when comparing 2007 to 2006. The decline in operating income primarily results from the \$5.4 million increase in operating expenses, as shown in Table A-3. See pages 17 and 18 for detailed discussions of operating expenses.

Total net non-operating expenses decreased to \$34.7 million in 2007 as compared to 2006. As interest rates declined through the end of 2007, OTA's long-term fixed-rate investments appreciated, resulting in a \$2.2 million increase in fair value. The decline in short-term rates, combined with a \$4.4 million reduction in total investments contributed to the \$1.2 million decline in interest earned on investments. Also contributing to the



fluctuation in expenses was the current year decrease in interest expense of \$2.0 million as a result of the issuance of the \$45.68 million Series 2007A Refunding Second Senior Revenue Bonds to defease certain maturities of the Series 2002A and B Refunding Second Senior Revenue Bonds. See the discussion on Debt Administration on pages 20 and 21 for further details. In 2005, the OTA recognized the \$9.3 million settlement of the class action litigation related to the *PIKEPASS* electronic toll collection system.

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

	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>Percentage Change 2007-2006</u>
Operating Revenues:				
Toll Revenue	\$ 196.7	\$ 194.5	\$ 191.2	1.1%
Concession revenue	1.4	1.5	1.5	(6.7%)
Total operating revenues	198.1	196.0	192.7	1.1%
Operating expenses and depreciation:				
Operating expenses	70.2	64.8	59.9	8.3%
Depreciation and amortization	71.8	71.6	71.2	0.3%
Total operating expenses and depreciation	142.0	136.4	131.1	4.1%
Operating income	56.1	59.6	61.6	(5.9%)
Non-operating revenues (expenses):				
Interest earned on investments	11.3	12.5	13.2	(9.6%)
Net increase (decrease) in fair value of investments	4.8	2.6	(3.6)	84.6%
Interest expense on revenue bonds outstanding	(52.7)	(54.7)	(64.5)	(3.7%)
Settlement of <i>PIKEPASS</i> litigation	-	-	(9.3)	-
Other	1.9	2.2	1.1	(13.6%)
Net non-operating expenses	(34.7)	(37.4)	(63.1)	(7.2%)
Change in net assets	21.4	22.2	(1.5)	(3.6%)
Total net assets, beginning of the year	269.4	247.2	248.7	9.0%
Total net assets, end of the year	\$ 290.8	\$ 269.4	\$ 247.2	7.9%

Total operating expenses before depreciation increased 8.3% over 2006 as detailed further 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 5.3% under budgeted projections. All divisions' operating expenses were impacted in 2007 throughout the entire year by the October 1, 2006, 5% legislatively mandated increase in employee and Oklahoma Highway Patrol trooper salaries. Because this salary increase occurred in the last quarter of 2006, the impact was not as significant an effect on operating expenses in 2006. Retirement costs per employee are higher than the previous year due to the July 2007 increase in the employer's rate from 12.5% to 13.5%. 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. Approximately \$2.7 million of the overall increase in total operating expenses over 2006 relates to these increases in employee salaries and benefits.



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

	2007	2006	2005	Percentage Change 2007-2006
Toll Operations	\$ 17,391	\$ 16,383	\$ 15,663	6.2%
Turnpike Maintenance	20,071	18,002	14,772	11.5%
Engineering	2,605	2,188	1,663	19.1%
Highway Patrol	12,195	11,969	11,585	1.9%
<i>PIKEPASS</i> Customer Service	8,371	7,522	7,115	11.3%
General Administration	2,194	1,940	1,755	13.1%
Information Technology	4,706	4,039	4,239	16.5%
Controller	685	648	613	5.7%
Finance and Revenue	462	688	627	(32.8%)
Executive	1,513	1,437	1,850	5.3%
Authority	4	3	1	33.3%
Total operating expenses before depreciation and amortization	\$ 70,197	\$ 64,819	\$ 59,883	8.3%

Additionally, operating expenses for the Maintenance Division increased approximately \$2.1 million over 2006 to \$20.1 million. Besides salaries, approximately \$0.4 million of this increase is represented by various Systemwide initiatives to complete necessary periodic maintenance projects scheduled for 2007. One of those initiatives was cold asphalt milling performed on the west Turner Turnpike to maintain bridge approaches. Also a signage and security fencing project was completed on the John Kilpatrick Turnpike, as well as the completion of paint projects throughout the System. Other programs included programmed diamond grinding rehabilitation, mowing and sweeping costs, and right-of-way fencing. Also, ice and snow supplies increased approximately \$0.5 million in 2007 as the result of several record-breaking winter storms in early 2007 and again in mid-December. Extensive inventory replenishment during the first quarter of 2007 was necessary in order to restock the barns from the severe storms that occurred in latter months of 2006. These supplies were utilized for the weather events that occurred in early 2007 and again restocked. Additionally, supplies at the new salt storage facilities which opened on the south end of the Muskogee Turnpike and H. E. Bailey Norman Spur had to be supplied and maintained.

Operating expenses for the *PIKEPASS* Division increased 11.3% or approximately \$0.8 million when compared to the same period last year. Approximately \$0.3 million relates to financial services charges and tag agency fees directly related to the increase in customers and transactions. The total number of *PIKEPASS* toll transactions has continued to increase over the last several years and at December 31, 2007 represented 62.4% of total toll transactions. Active accounts have increased 25% over the last three years, with total active tags up 30% over the same period. Additionally, the percentage of patron accounts that are paid by credit card has increased 13% over the last three years.

During 2007, the Information Technology Division's operating expenses increased approximately \$0.7 million or 16.5%. Approximately \$0.4 million is related to general technology consultation services, fiber optic improvements and the hire of two programmers to assist in implementing the internally developed customer service center software application. Additionally, approximately, \$0.2 million was spent to obtain software licenses and to upgrade data processing equipment.

The Engineering Division's operating expenses increased \$0.4 million or 19.1%. Approximately half of this increase is attributed to a concession location study and to engineering services related to a study on six-laning the Turner, Will Rogers, John Kilpatrick and Creek Turnpikes.



CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The OTA had invested approximately \$2,269.5 million in capital assets, including roads, bridges, buildings, land and equipment as of December 31, 2007. Accumulated depreciation and amortization on capital assets increased 6.7%, as compared to 2006, to a total of \$1,089.1 million. The increase in completed projects was offset by the decrease in CWIP and current year depreciation for a slight net 0.5% decrease in capital assets. (See Table A-4.) At December 31, 2006, net capital assets totaled approximately \$1,186.1 million, an increase (including additions and disposals, net of depreciation) of approximately 3.7% from December 31, 2005.

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

	2007	2006	2005	Percentage Change 2007-2006
Roads and bridges	\$ 543.8	\$ 571.2	\$ 598.8	(4.8%)
Construction work in progress	82.2	104.7	75.3	(21.5%)
Improvements	245.4	192.2	170.9	27.7%
Land	162.6	162.5	162.7	0.1%
Buildings	53.6	51.7	44.1	3.7%
Equipment	34.6	42.7	28.1	(19.0%)
Capitalized interest	58.2	61.1	63.9	(4.7%)
Total net capital assets	\$ 1,180.4	\$ 1,186.1	\$ 1,143.8	(0.5%)

Roads and bridges declined 4.8% in 2007 compared to the 4.6% decrease in 2006. Over \$27.7 million in depreciation expense was properly recognized for this asset category during 2007. Road and bridge rehabilitation projects are classified as Improvements. The completion of several large projects in 2007 contributed to the \$22.5 million decrease in CWIP or 21.5% from 2006. 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. The completion of several road and bridge rehabilitation projects that began in previous years comprised the largest portion of the \$53.2 million net increase in the Improvements asset category in 2007. Pavement rehabilitation was performed on the Cimarron, Indian Nation, Turner and Will Rogers Turnpikes. Shoulder rehabilitation was completed on the Indian Nation Turnpike, as well as the improvement of slope walls on the Will Rogers Turnpike. Bridge work was completed on the H. E. Bailey, Indian Nation, Muskogee and Will Rogers Turnpikes along with a number of other capital projects. Depreciation expense in the amount of \$24.5 million was recognized on Improvements, leading to an overall net increase of 27.7% in Improvements in 2007, compared to the 12.5% increase in 2006.

The Buildings asset category increased \$1.9 million or 3.7%, mainly resulting from the capitalization of the major toll plaza side gate at the Stroud location on the Turner Turnpike. Also captured in the Building category was the installation of new toll booths on the H. E. Bailey, Indian Nation and Will Rogers Turnpikes.

A decrease of 19.0% was seen in the Equipment asset category mainly as the result of the \$13.9 million in depreciation expense recognized in 2007. In 2006, the Equipment asset category had an increase of 52.0% which was the result of achieving '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 2008 portion of the OTA's five-year Capital Plan calls for spending almost \$93.7 million for capital projects. Approximately 84.8% of this funding is allocated to road and bridge rehabilitation projects, interchange improvements, joint facilities with the Oklahoma Highway Patrol (OHP) and Portland Concrete Cement grinding. Approximately 15.2% is allocated to various other capital projects including *PIKEPASS* transponders and refurbishment, upgrades to the headquarters facility and the annual replacement of vehicles for OHP troopers and maintenance equipment throughout the System. The 2008 portion of the five-year Capital Plan will be funded by a combination of resources on hand and 2008 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, 2007, the OTA had approximately \$1,160.7 million in revenue bonds outstanding. The payable to ODOT at December 31, 2007 was approximately \$48.4 million. At December 31, 2007, all \$1,160.7 million of the revenue bonds outstanding are insured and rated Aaa by Moody's Investors Service (Moody's), and AAA by both Fitch Ratings (Fitch) and Standard and Poor's Rating Service (S&P) with a positive rating outlook.

On June 6, 2007, the OTA closed on the delivery of the Series 2007A Refunding Second Senior Revenue Bonds totaling \$45.68 million. These bonds were structured as tax-exempt fixed rate "AAA" insured bonds and refunded the portion of the Series 2002A and B Refunding Second Senior Revenue Bonds eligible for advanced refunding. Through this refunding, the OTA realized a net present value savings of over \$1.6 million and a reduction in debt service payments of nearly \$4.6 million for the years 2008 through 2022, or approximately \$303,000 per year.

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, 2007, 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 \$34.9 million. 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 has weakened. Declines in the housing market and the high oil prices were then coupled with the slowdown in consumer spending in the fourth quarter of 2007. These declines are also being currently compounded with tighter credit conditions, credit quality and the volatility of the financial markets. On the positive side, steps are being taken to try to minimize the current economic condition by offering a stimulus package and cutting interest rates along with the gradual turnaround of the housing market. The Federal Reserve's major objectives are to focus on the maximization of employment and the stabilization of inflation. The Federal Open Market Committee (FOMC) projections over the four quarters of 2008 anticipate an increase in the range of 1.3% to 2.0% in real gross domestic product (GDP), steady civilian unemployment rates ranging between 5.2% and 5.3%, and an increase in personal consumption expenditures, excluding food and energy, of 2.0% to 2.2%. Inflation will be closely monitored, as well as a watchful eye kept on energy prices.

The "2008 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 when compared to the national economy. The performance will slow in relationship to the past couple of years and return to more historical norms. Oklahoma as a whole benefits from the higher energy prices and has been largely unaffected by the housing swings seen nationally. Oklahoma personal income gains are expected to be just below 5% 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 2008.

The OTA's 2008 Annual Budget, adopted by the Authority on December 5, 2007, includes approximately \$66.1 million for the Operating and Maintenance budget, \$38.2 million for the Reserve Maintenance Fund budget and \$55.5 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 expected increased energy prices. The amounts budgeted within the Reserve Maintenance and General Fund budgets finance the maintenance, rehabilitation and improvements included in the 2008 portion of the OTA's five-year Capital Plan.

OTHER SIGNIFICANT MATTERS

The Authority's Series 2006B-F Bonds were issued with a financial guaranty insurance policy by XL Capital Assurance (XL) and a standby bond purchase agreement. In the first quarter of 2008, the financial strength rating of XL was downgraded by Moody's, S&P and Fitch. Although the Authority's long-term credit rating remained unchanged, as a result of the downgrades of XL, the short-term credit rating of the Series 2006B-F Bonds was affected, and these bonds were no longer compliant with SEC Rule 2(a)(7). Consequently, the Series 2006B-F Bonds were not eligible for purchase by tax-exempt money market funds, and the interest rate borne by these bonds was negatively impacted. As a means of making the Series 2006B-F Bonds compliant with SEC Rule 2(a)(7), and therefore eligible for purchase by tax-exempt money market funds, as of March 27, 2008, the Authority, with the consent of XL, has terminated the insurance policy issued in support of the Series 2006B-F Bonds and the related interest rate swap insurance policies. The uninsured Series 2006B-F Bonds are now compliant with SEC Rule 2(a)(7) based on the Authority's long-term credit rating of Aa3 by Moody's, AA- by S&P and AA- by Fitch and a new standby bond purchase agreement. It is anticipated the Series 2006B-F Bonds will bear an interest rate similar to that borne prior to the reduction in the financial strength rating of XL. Other than the termination of the XL insurance policy, no changes were made to the Series 2006B-F Bonds, and pursuant to a bulletin issued by the U.S. Treasury Department, this termination does not result in a reissuance of the Series 2006B-F Bonds.

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, 2007 and 2006

Assets:	2007	2006
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 28,607,384	\$ 22,342,880
Investments-unrestricted (note 3)	115,225,111	123,561,010
Cash and cash equivalents-restricted (note 3)	66,371,836	61,609,019
Investments-restricted (note 3)	29,048,970	36,801,113
Accounts receivable (note 11)	1,289,097	1,425,682
Accrued interest receivable-unrestricted	1,067,839	981,787
Accrued interest receivable-restricted	598,436	625,383
Materials inventory	1,462,660	1,344,144
Prepaid expenses	181,815	17,802
Total current assets	243,853,148	248,708,820
Noncurrent assets:		
Cash and cash equivalents-restricted (note 3)	607,856	790,981
Investments-restricted (note 3)	91,084,727	90,144,031
Total noncurrent cash, cash equivalents and investments	91,692,583	90,935,012
Capital assets: (note 4)		
Depreciable, net	935,580,689	918,916,406
Land	162,596,479	162,515,857
Construction work in progress	82,242,515	104,655,776
Net capital assets	1,180,419,683	1,186,088,039
Revenue bond issuance costs (net of accumulated amortization of \$1,895,494 and \$1,390,682 in 2007 and 2006, respectively)	7,085,759	7,443,633
Total noncurrent assets	1,279,198,025	1,284,466,684
Total assets	1,523,051,173	1,533,175,504
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 11)	5,048,738	4,146,775
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 11)	9,605,485	5,620,060
Accrued interest payable	17,296,490	17,982,182
Deferred revenue	20,232,804	19,859,460
Arbitrage rebate payable to U.S. Treasury	463,263	607,500
Current portion of revenue bonds payable (note 7)	38,780,000	36,870,000
Total current liabilities	91,426,780	85,085,977
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 11)	1,503,530	1,518,131
Long-term debt: (note 7)		
Revenue bonds, net of unamortized net premiums of \$11,981,186 and \$13,706,501 in 2007 and 2006, respectively, and of unamortized net deferred debit on refundings of \$42,970,311 and \$43,265,099 in 2007 and 2006, respectively	1,090,950,875	1,130,471,402
Payable to Department of Transportation (note 10)	48,359,125	46,696,369
Total noncurrent liabilities	1,140,813,530	1,178,685,902
Total liabilities	1,232,240,310	1,263,771,879
Net assets:		
Invested in capital assets, net of related debt	43,085,816	10,289,643
Restricted for debt service	90,727,882	90,479,086
Restricted for reserve maintenance	7,897,458	16,428,935
Restricted for other purposes	732,310	1,425,549
Unrestricted	148,367,397	150,780,412
Commitments and contingencies (notes 12 and 13)	-	-
Total net assets	\$ 290,810,863	\$ 269,403,625

See accompanying notes to financial statements



Oklahoma Turnpike Authority

Statements of Revenues, Expenses and Changes in Net Assets

Years Ended December 31, 2007 and 2006

	<u>2007</u>	<u>2006</u>
Operating revenues:		
Tolls	\$ 196,698,759	\$ 194,532,964
Concessions	<u>1,390,843</u>	<u>1,495,898</u>
Total operating revenues	198,089,602	196,028,862
Operating expenses:		
Toll Operations	17,391,152	16,382,957
Turnpike Maintenance	20,070,747	18,002,340
Engineering	2,604,878	2,187,872
Highway Patrol	12,194,849	11,968,828
PIKEPASS Customer Service	8,371,232	7,521,854
General Administration	2,193,466	1,939,993
Information Technology	4,705,685	4,038,943
Controller	685,329	647,622
Finance and Revenue	462,029	688,528
Executive	1,513,371	1,436,646
Authority	<u>3,840</u>	<u>3,119</u>
Total operating expenses before depreciation and amortization	<u>70,196,578</u>	<u>64,818,702</u>
Operating income before depreciation and amortization	127,893,024	131,210,160
Depreciation and amortization (note 4)	<u>(71,821,310)</u>	<u>(71,626,297)</u>
Operating income	<u>56,071,714</u>	<u>59,583,863</u>
Non-operating revenues (expenses):		
Interest earned on investments	11,320,057	12,451,218
Net increase in fair value of investments	4,859,754	2,605,191
Interest expense on revenue bonds outstanding	(52,733,844)	(54,700,687)
Other	<u>1,889,557</u>	<u>2,250,130</u>
Net non-operating expenses	<u>(34,664,476)</u>	<u>(37,394,148)</u>
Change in net assets	21,407,238	22,189,715
Total net assets, beginning of the year	<u>269,403,625</u>	<u>247,213,910</u>
Total net assets, end of the year	<u><u>\$ 290,810,863</u></u>	<u><u>\$ 269,403,625</u></u>

See accompanying notes to financial statements



Oklahoma Turnpike Authority

Statements of Cash Flows

Years Ended December 31, 2007 and 2006

	<u>2007</u>	<u>2006</u>
Cash flows from operating activities:		
Receipts from patrons	\$ 198,494,537	\$ 191,019,141
Receipts from concessionaires	1,419,224	1,493,580
Receipts from other sources	132,581	1,734,278
Payments to service providers	(39,602,382)	(36,439,046)
Payments to employees	(29,491,189)	(26,911,575)
	<u>130,952,771</u>	<u>130,896,378</u>
Net cash flows provided by operating activities		
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	41,438,854	40,752,494
Payments to the Department of Transportation (ODOT)	(41,438,854)	(33,738,194)
Payments to State Insurance Department	-	(7,014,300)
Interest earned and recorded as payable to ODOT	1,662,757	1,103,665
	<u>1,662,757</u>	<u>1,103,665</u>
Net cash flows provided by noncapital financing activities		
Cash flows from capital and related financing activities:		
Issuance of 2006 refinancing bonds	-	635,590,000
Issuance of 2007 refinancing bonds	45,680,000	-
Premium on issuance of 2006 refinancing bonds	-	104,383
Premium on issuance of 2007 refinancing bonds	178,313	-
Payment to refund 1992 and 1998 bonds	-	(632,385,194)
Payment to refund 2002 bonds	(48,056,961)	-
Payment of bond issuance costs	(563,973)	(3,298,992)
Acquisition and construction of capital assets	(61,610,352)	(113,785,854)
Principal payment to retire revenue bonds	(36,870,000)	(27,845,000)
Interest paid on revenue bonds outstanding	(51,652,174)	(66,108,888)
	<u>(152,895,147)</u>	<u>(207,729,545)</u>
Net cash flows used in capital and related financing activities		
Cash flows from investing activities:		
Purchase of investments	(150,717,010)	(172,758,635)
Proceeds from sales and maturities of investments	170,724,110	237,312,780
Interest received	11,260,952	12,545,363
(Decrease) increase in arbitrage funds payable to U. S. Treasury	(144,237)	607,500
	<u>31,123,815</u>	<u>77,707,008</u>
Net cash flows provided by investing activities		
Net increase in cash and cash equivalents	<u>10,844,196</u>	<u>1,977,506</u>
Cash and cash equivalents, January 1 (including \$62,400,000 and \$73,198,015 for 2007 and 2006, respectively, reported in restricted assets)	<u>84,742,880</u>	<u>82,765,374</u>
Cash and cash equivalents, December 31 (including \$66,979,692 and \$62,400,000 for 2007 and 2006, respectively, reported in restricted assets)	<u>\$ 95,587,076</u>	<u>\$ 84,742,880</u>

See accompanying notes to financial statements

(Continued)



Oklahoma Turnpike Authority

Statements of Cash Flows

Years Ended December 31, 2007 and 2006

	<u>2007</u>	<u>2006</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 56,071,714	\$ 59,583,863
Adjustments to reconcile operating income to net cash provided by operating activities:		
Utilization of toll credits	(154,486)	(4,505,237)
Depreciation and amortization	71,821,310	71,626,297
Other non-operating revenue	1,889,557	2,250,130
Changes in assets and liabilities:		
Increase in accounts receivable	(216,827)	(42,021)
(Increase) decrease in prepaid expense	(164,013)	21,490
(Increase) in materials inventory	(118,516)	(81,916)
Increase in accounts payable and accrued expenses	1,296,203	1,602,244
Increase in deferred revenue	527,829	441,528
Total adjustments	<u>74,881,057</u>	<u>71,312,515</u>
Net cash flows provided by operating activities	<u>\$ 130,952,771</u>	<u>\$ 130,896,378</u>
Noncash investing, capital, and financing items:		
Unrealized gain on investments	4,293,043	3,758,253
(Increase) decrease in receivables related to acquisition and construction of capital assets	(321,355)	14,598
Decrease in contractual obligations related to acquisition and construction of capital assets	(1,596,585)	(16,271)
Accretion of capital appreciation bonds	-	(248,055)

See accompanying notes to financial statements



Oklahoma Turnpike Authority

Notes to Financial Statements

December 31, 2007 and 2006

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Oklahoma Turnpike Authority

Notes to Financial Statements

December 31, 2007 and 2006

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. The portion that is estimated to be due within one year is included with the current liabilities. 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 2007 or 2006. 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 \$855,000 and \$872,000 at December 31, 2007 and 2006, 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 2007 and 2006 of approximately \$613,000 and \$499,000, 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. In July 2007, the Authority made an anniversary payment to the IRS totaling approximately \$764,000 for the Authority’s current rebatable arbitrage liability on the Series 2002A and B Bonds. The Authority’s policy is to record annually as a liability the estimated amount owed. The Authority’s cumulative arbitrage rebate liability at December 31, 2007 and 2006 was approximately \$463,300 and \$607,500, respectively.

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 2006 financial statements have been reclassified to conform to the 2007 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 2007 or 2006.

Note 3. Deposits and Investments

Deposits. At December 31, 2007 and 2006, the carrying amounts of the Authority's cash deposits were \$1,669,572 and \$4,460,022, respectively. The bank balances were \$2,628,420 and \$3,351,481, respectively. At December 31, 2007 and 2006, the carrying amount and bank balances of the Authority's cash equivalents were \$93,917,504 and \$80,282,858, 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 2007 and 2006.

Investments. The fair values of the Authority's investments at December 31, 2007 and 2006 were \$235,358,808 and \$250,506,154, respectively.

Credit Risk. The Trust Agreement establishes the investment policy for the Authority. 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 2007 and 2006.



Interest Rate Risk. The Trust Agreement also specifically defines the maturity periods for each of the Authority's funds and accounts (see Note 1(G)). 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 2007 and 2006.

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 19.9% and 23.7% of total investments at December 31, 2007 and 2006, respectively. The Authority also has a significant investment in a JPMorgan Chase Bank (JPMorgan) Repurchase Agreement, representing 21.6% and 20.3% of total investments at December 31, 2007 and 2006, 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 Aa2 by Moody's and AA- 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, 2007 and 2006 include the following for each year, respectively: U.S. Treasuries \$120,721,710 and \$122,000,295; U. S. Strips \$1,369,899 and \$3,053,816; FHLB debt securities \$46,859,038 and \$59,454,342; FHLMC debt securities \$5,496,215 and \$5,848,445; FNMA debt securities \$1,304,426 and \$801,595; an open-end mutual fund \$4,751,195 and \$4,590,996; closed-end equity funds of \$3,892,575 and \$3,792,915; and 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. See individual investment details as of December 31, 2007 and 2006 in the following schedules of Cash, Cash Equivalents and Investments.

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2007

	<u>Applicable</u> <u>Interest Rate</u>	<u>Purchase</u> <u>Date</u>	<u>Maturity</u> <u>Date</u>	<u>Original</u> <u>Cost</u>	<u>Fair</u> <u>Value</u>
Unrestricted:					
General Fund:					
American Performance Treasury Fund	- %	12/31/07	Demand	\$ 769,677	\$ 769,677
Commercial Paper	0.900	12/31/07	Demand	15,337,206	15,337,206
FHLB	4.500	03/31/05	06/30/08	3,000,000	3,000,000
FHLB	4.500	09/26/05	09/26/08	2,000,000	2,004,070
FHLB	3.250	06/18/03	12/18/08	4,000,000	3,970,620
FHLB	3.500	06/19/03	06/19/09	6,000,000	5,979,390
FHLB	4.400	01/25/05	01/25/10	5,000,000	5,000,000
FHLB	4.300	04/01/03	04/01/10	6,000,000	6,000,000
FHLB	5.050	08/25/05	08/25/10	1,000,000	1,001,560
FHLB	5.020	05/03/07	05/03/12	2,565,000	2,649,170
FHLB	5.050	05/07/07	05/07/12	2,435,000	2,517,193
FHLB	5.125	05/25/07	05/25/12	5,000,000	5,182,825
FHLB	5.700	09/26/07	09/26/14	500,000	505,392
FHLMC	4.020	04/15/04	04/15/10	5,000,000	4,993,900
U. S. Treasury Notes	5.500	04/08/05	02/15/08	1,045,625	1,002,890
U. S. Treasury Notes	5.625	08/16/04	05/15/08	18,745,938	18,150,480
U. S. Treasury Notes	3.750	11/16/07	05/15/08	5,004,883	5,007,425
U. S. Treasury Notes	3.250	08/16/04	08/15/08	7,014,766	6,998,915
U. S. Treasury Notes	4.875	02/15/07	01/31/09	5,000,781	5,090,225
U. S. Treasury Notes	4.875	05/16/06	05/15/09	4,984,376	5,119,525
U. S. Treasury Notes	4.625	Various	11/15/09	14,994,531	15,437,100
U. S. Treasury Notes	4.750	Various	02/15/10	12,033,787	12,418,140
U. S. Treasury Notes	5.000	06/11/07	02/15/11	2,999,297	3,168,991
State and Local Government Security	-	11/30/90	02/21/21	27,300	27,300
				<u>130,458,167</u>	<u>131,331,994</u>
Revenue Fund:					
American Performance Treasury Fund	-	12/31/07	Demand	1,866,177	1,866,177
Commercial Paper	0.900	12/31/07	Demand	10,682,171	10,682,171
				<u>12,548,348</u>	<u>12,548,348</u>
Total unrestricted cash equivalents & investments				<u>143,006,515</u>	<u>143,880,342</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	- %	12/31/07	Demand	\$ 934,382	\$ 934,382
Commercial Paper	0.900	12/31/07	Demand	6,638,860	6,638,860
FHLB	4.300	05/09/05	05/09/08	2,000,000	1,997,500
FHLB	4.500	09/26/05	09/26/08	2,000,000	2,004,070
U. S. Treasury Notes	5.500	04/08/05	02/15/08	2,038,025	2,005,780
U. S. Treasury Notes	5.000	02/09/07	07/31/08	2,000,703	2,018,130
U. S. Treasury Notes	4.875	05/10/07	05/15/09	2,502,507	2,559,762
				<u>18,114,477</u>	<u>18,158,484</u>
1998 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	19,041,202	19,041,202
				<u>19,041,202</u>	<u>19,041,202</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	-	12/31/07	Demand	32,935,360	32,935,360
				<u>32,935,360</u>	<u>32,935,360</u>
2006 Fixed Rate Debt Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	1,999,682	1,999,682
				<u>1,999,682</u>	<u>1,999,682</u>
2006 Variable Rate Debt Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	1,650,065	1,650,065
				<u>1,650,065</u>	<u>1,650,065</u>
2007 Bond Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	1,080,109	1,080,109
				<u>1,080,109</u>	<u>1,080,109</u>
Turnpike Trust Fund:					
American Performance Treasury Fund	-	12/31/07	Demand	607,856	607,856
U. S. Treasury Notes	5.625	Various	05/15/08	6,964,609	6,806,428
U. S. Treasury Notes	3.750	11/19/07	05/15/08	1,501,465	1,502,228
U. S. Treasury Notes	3.250	08/16/04	08/15/08	1,803,797	1,799,721
U. S. Treasury Notes	4.125	Various	08/15/08	4,977,109	5,022,650
U. S. Treasury Notes	4.375	Various	11/15/08	996,719	1,008,205
U. S. Treasury Notes	4.875	05/16/06	05/15/09	9,496,328	9,727,098
U. S. Treasury Notes	5.500	Various	05/15/09	1,016,164	1,032,815
U. S. Treasury Notes	4.000	Various	06/15/09	3,450,211	3,546,760
U. S. Treasury Notes	4.750	02/16/07	02/15/10	5,509,570	5,691,648
U. S. Treasury Notes	5.000	Various	02/15/11	2,518,656	2,640,825
U. S. Treasury Strips	-	Various	02/15/08	1,232,338	1,369,899
				<u>40,074,822</u>	<u>40,756,133</u>



Prepaid *PIKEPASS* Fund:

	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</u>
American Performance Treasury Fund	- %	12/31/07	Demand	\$ 374,757	\$ 374,757
FHLB	4.100	11/19/03	11/19/08	1,000,000	999,221
FHLB	3.050	06/30/03	12/30/08	500,000	495,313
FHLB	3.280	07/16/03	01/16/09	500,000	496,563
FHLB	4.450	05/27/04	05/27/09	500,000	500,000
FHLB	4.350	12/03/07	09/03/10	500,000	500,860
FHLB	4.000	04/15/04	10/15/10	300,000	299,627
FHLB	4.800	11/24/03	11/24/10	750,000	750,000
FHLB	4.750	12/15/03	12/15/10	250,000	250,000
FHLB	4.650	12/19/07	12/19/11	500,000	503,438
FHLB	6.000	06/15/06	06/18/13	250,000	252,226
FHLMC	6.000	04/24/06	04/04/16	496,250	502,315
FNMA	5.300	02/26/07	02/26/10	1,000,000	1,002,035
FNMA	6.000	05/30/06	05/30/13	300,000	302,391
U. S. Treasury Notes	5.625	08/16/04	05/15/08	646,750	605,016
U. S. Treasury Notes	5.000	01/10/07	07/31/08	150,258	151,360
U. S. Treasury Notes	5.500	07/07/06	05/15/09	354,467	361,485
U. S. Treasury Notes	4.000	11/30/07	06/15/09	253,496	253,340
U. S. Treasury Notes	5.750	Various	08/15/10	518,936	533,673
U. S. Treasury Notes	4.875	02/10/06	02/15/12	1,009,248	1,061,095
Vanguard 500 Index Trust (open-end mutual fund)	-	Various	Demand	4,016,421	4,751,195
Ishares Morgan Stanley Capital International Europe Asia Far East Index (closed-end equity fund)	-	Various	Demand	559,810	824,250
Ishares Russell Midcap Index (closed-end equity fund)	-	Various	Demand	193,463	181,195
Ishares Russell 2000 Index (closed-end equity fund)	-	Various	Demand	181,357	227,760
Ishares S&P Midcap 4000 (closed-end equity fund)	-	Various	Demand	270,420	254,820
Ishares S&P Smallcap 600 (closed-end equity fund)	-	Various	Demand	288,310	357,610
S&P 500 Depository Receipts (closed-end equity fund)	-	Various	Demand	1,674,804	2,046,940
				<u>17,338,747</u>	<u>18,838,485</u>
				<u>183,170,914</u>	<u>185,395,970</u>
Total restricted cash equivalents and investments					
Cash balance (unrestricted & restricted)				-	1,669,572
Total Cash, Cash Equivalents and Investments				<u>\$ 326,177,429</u>	<u>\$ 330,945,884</u>



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

	<u>Applicable</u> <u>Interest Rate</u>	<u>Purchase</u> <u>Date</u>	<u>Maturity</u> <u>Date</u>	<u>Original</u> <u>Cost</u>	<u>Fair</u> <u>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>
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>



	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</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>
Prepaid PIKEPASS 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)				-	4,460,022
Total Cash, Cash Equivalents and Investments				<u>\$ 331,983,172</u>	<u>\$ 335,249,034</u>



Note 4. Capital Assets

The following schedules summarize the capital assets of the Authority as of December 31, 2007 and 2006:

2007	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated				
Land	\$ 162,515,857	\$ 158,654	\$ (78,032)	\$ 162,596,479
Construction work in progress	104,655,776	67,963,010	(90,376,271)	82,242,515
Total capital assets, not being depreciated	<u>267,171,633</u>	<u>68,121,664</u>	<u>(90,454,303)</u>	<u>244,838,994</u>
Capital assets, being depreciated:				
Roads and bridges	1,102,992,888	310,158	-	1,103,303,046
Improvements	510,727,514	78,661,253	(1,171,692)	588,217,075
Buildings	81,716,868	4,163,808	(23,430)	85,857,246
Equipment	131,922,607	5,971,486	(2,470,722)	135,423,371
Capitalized interest	111,896,612	-	-	111,896,612
Total capital assets, being depreciated	<u>1,939,256,489</u>	<u>89,106,705</u>	<u>(3,665,844)</u>	<u>2,024,697,350</u>
Less accumulated depreciation for:				
Roads and bridges	(531,758,189)	(27,727,764)	-	(559,485,953)
Improvements	(318,512,735)	(24,452,629)	156,901	(342,808,463)
Buildings	(30,031,850)	(2,288,233)	12,105	(32,307,978)
Equipment	(89,207,272)	(13,901,324)	2,263,120	(100,845,476)
Capitalized interest	(50,830,037)	(2,838,754)	-	(53,668,791)
Total accumulated depreciation	<u>(1,020,340,083)</u>	<u>(71,208,704)</u>	<u>2,432,126</u>	<u>(1,089,116,661)</u>
Total capital assets, being depreciated, net	<u>918,916,406</u>	<u>17,898,001</u>	<u>(1,233,718)</u>	<u>935,580,689</u>
Total capital assets, net	<u>\$ 1,186,088,039</u>	<u>\$ 86,019,665</u>	<u>\$ (91,688,021)</u>	<u>\$ 1,180,419,683</u>

2006	Beginning Balance	Increases	Decreases	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>



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 \$1,160,400,000. 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 to reduce the overall exposure of risk to the Authority. There were no settlements in excess of insurance coverage in 2007, 2006 and 2005.

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 the end of both December 31, 2007 and 2006 and accumulated depreciation totaled \$19,478,553 and \$18,756,876, respectively. Total future minimum rental payments to be received as of December 31, 2007, are approximately:

Year	Minimum Lease Rentals
2008	\$ 138,764
2009	108,794
2010	79,977
2011	66,794
2012	56,794
Thereafter	61,729
Total	\$ 512,852

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. As of December 31, 2007, the Authority has Series 1998 Revenue Bonds (fixed rate), Series 2002 Refunding Bonds (fixed rate), Series 2006 Refunding Bonds (fixed and variable rate), and Series 2007 Refunding Bonds (fixed rate) outstanding. The following schedule summarizes the revenue bonds outstanding as of December 31, 2007:

2007	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 1998A	05/01/1998	26,905,000	-	(8,480,000)	18,425,000	8,945,000
Series 1998B	07/01/1998	26,350,000	-	(8,345,000)	18,005,000	8,760,000
Series 2002A-B	05/01/2002	508,055,000	-	(65,035,000)	443,020,000	21,075,000
Series 2006A	08/24/2006	104,790,000	-	-	104,790,000	-
Series 2006B-F	08/24/2006	530,800,000	-	-	530,800,000	-
Series 2007A	06/06/2007	-	45,680,000	-	45,680,000	-
Total		\$ 1,196,900,000	\$ 45,680,000	\$ (81,860,000)	\$ 1,160,720,000	\$ 38,780,000



The following schedule summarizes the revenue bonds outstanding as of December 31, 2006:

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>

Description of Fixed Rate Debt - On June 6, 2007, the Authority closed on the delivery of Series 2007A Refunding Second Senior Revenue Bonds totaling \$45,680,000. The Series 2007A Bonds were issued for the purpose of (1) refunding the portion of the Series 2002A and B Refunding Second Senior Revenue Bonds eligible for advanced refunding and (2) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate “AAA” insured bonds. The principal amount of the bonds refunded and defeased through an escrow deposit was \$44,990,000, and the liability was removed from the Statement of Net Assets. The Series 2007 Bonds are series bonds due in annual installments through January 1, 2022. Consistent with the Authority’s other outstanding Revenue Bonds, the Series 2007 Bonds are payable from and secured by a pledge of net revenues from the operation of the Turnpike System. The Series 2007 Bonds were issued pursuant to the prevailing Trust Agreement, dated February 1, 1989 and as amended with supplements thereto (the Trust Agreement), 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, 2008, with interest rates ranging from 4.0% to 4.25%.

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 fixed rate portion of these bonds was \$104,790,000 Series 2006A Refunding Second Senior Revenue Bonds. 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, 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 ranging 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, 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 ranging 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 of New York serves as Escrow Trustee having acquired the trust services of Bank One Trust Company, the previous Escrow Trustee. Defeased Series 1989 Bonds outstanding at December 31, 2007 and 2006 were \$29,000,000.

(c) In October 1992, the Series 1992 F and G Bonds were issued consisting of certain maturities of Capital Appreciation Bonds (CABs). The CABs were issued in initial amounts and accreted at interest rates set forth in the Official Statement to arrive at the Compound Accreted Value at maturity. With the issuance of the Series 2006 Bonds, the outstanding Series 1992F



CABs were defeased to maturity, as they are not subject to optional redemption. The defeased maturity amount for the Series 1992F was \$1,500,000 and \$3,000,000 at December 31, 2007 and 2006, respectively.

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, 2007, 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, 2007:

Year Ended January 1	Total Revenue Bonds - Fixed	
	Principal	Interest
2008	\$ 38,780,000	\$ 29,826,058
2009	42,320,000	28,771,055
2010	45,095,000	26,563,180
2011	48,645,000	24,615,105
2012	49,100,000	22,411,105
2013-2017	201,595,000	79,637,196
2018-2022	204,385,000	31,214,120
	<u>\$ 629,920,000</u>	<u>\$ 243,037,819</u>

Description of Variable Rate Debt -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. As part of that sale, 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
Notional 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 Payer	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA 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/SIFMA - The Securities Industry and Financial Markets Association
LIBOR - The London Interbank Offering Rate



Objective of hedge, nature of hedged risk and type of hedge: 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. This is a discrete cash flow hedge.

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 and c) the amortization of the 2006 Swaps matches the amortization of the Series 2006B-F Bonds.

Fair Value: On a current mark-to-market basis, using a termination date of December 31, 2007, 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 \$34,918,000.

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, 2007, 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. However, fluctuating market conditions could have a material impact on the effectiveness of the hedge.

Basis Risk: From the initial issuance of the Series 2006B-F Bonds through December 31, 2007, the remarketing agents for these bonds have obtained rates at or below the BMA/SIFMA weekly rate index. Since the variable rate paid by the counterparties on the interest rate swaps is the BMA/SIFMA index, and will remain so through January 1, 2009 before converting to 68% of one-month LIBOR, the hedging relationship has been effective in providing a synthetic fixed rate on the Series 2006B-F Bonds. The net cash flow of the underlying swap agreements compared to the variable rate bonds resulted in net cash savings of approximately \$253,000 and \$22,000 for the years ended December 31, 2007 and December 31, 2006, respectively.

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.

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.

The variable rate revenue bond debt service requirements below are prepared as of December 31, 2007:

Year Ended January 1	Total Revenue Bonds - Variable	
	Principal	Interest*
2008	\$ -	\$ 21,393,052
2009	-	21,393,052
2010	-	21,393,052
2011	-	21,393,052
2012	-	21,393,052
2013-2017	62,825,000	104,560,153
2018-2022	89,475,000	86,919,349
2023-2027	308,725,000	52,438,772
2028	69,775,000	2,812,171
	<u>\$ 530,800,000</u>	<u>\$ 353,695,705</u>

* Interest for the variable rate debt 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, 2007 and 2006 for the Bond Reserve Accounts were \$50,936,450 and \$52,695,637, respectively. 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 2007A Bonds refunded \$44,990,000 of eligible 2002A and B Refunding Bonds. Although the 2007A refunding resulted in the recognition of an additional \$2,327,510 increase to the deferred debit that resulted from the issuance of the 2002A and B Refunding Bonds, the Authority decreased its aggregate debt service payments by approximately \$4,600,000 from 2008 to 2022. The net present value savings was approximately \$1,600,000. As of December 31, 2007 and 2006, the Statements of Net Assets reflect a net deferred debit of approximately \$20,774,000 and \$19,877,000, 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 \$1,430,000 and \$1,334,000 at December 31, 2007 and 2006, 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. As of December 31, 2007 and 2006, the Statements of Net Assets reflect a deferred debit of approximately \$22,196,000 and \$23,388,000, respectively, as a component of debt resulting from accounting losses from the defeasance of debt. Approximately \$1,192,000 and \$497,000 is reflected as a component of interest expense for December 31, 2007 and 2006, respectively, 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 2007 and 2006.

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, 2007. 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%. The Authority's related contribution rate increased to 13.5% on July 1, 2007. 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 continue to increase by 1% each year until it reaches 16.5%.

The Authority's contributions to the Plan for the years ended December 31, 2007, 2006 and 2005 were approximately \$2,330,000, \$2,012,000 and \$1,734,000, 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 2007 and 2006 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. For 2007, none of the apportionments were transferred to the Insurance Department, and the entire amount received of \$41,438,855 was immediately remitted to ODOT. During the year ended December 31, 2006, the OTA received \$40,752,494 in motor fuel excise taxes; of these apportionments received, \$7,014,300 was immediately transferred to the Insurance Department and \$33,738,194 was remitted to ODOT.

The amounts frozen at July 1, 1992 (fair value of \$40,756,133 and \$38,239,375 at December 31, 2007 and 2006, respectively) are invested in interest-bearing obligations and with the interest received hereon (\$1,658,340 and \$1,484,295 during the years ended December 31, 2007 and 2006, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2007 or 2006.

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, 2007 and 2006 is \$48,359,125 and \$46,696,369, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2007	\$ 46,696,369	\$ 1,662,757	\$ -	\$ 48,359,125
2006	45,592,704	1,103,665	-	46,696,369

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.



Note 11. Disaggregation of Receivable and Payable Balances

Receivables are primarily comprised of current customer receivables representing 90.8% and 58.1%, and intergovernmental receivables representing .5% and 23.4% at December 31, 2007 and 2006, respectively. Remaining current receivables are comprised of 8.7% and 18.5% other receivables at December 31, 2007 and 2006, respectively.

Payable balances are comprised of 76% and 62% current accounts payables and accrued expenses to contractors and vendors, 14% and 21% current intergovernmental payables and 10% and 17% in other payables at December 31, 2007 and 2006, respectively.

Note 12. Litigation and Contingent Liabilities

The Authority is a defendant in various other litigation. Although the outcome of these matters is 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, 2007 and 2006, the Authority had commitments outstanding relating to equipment orders and supplies of approximately \$6,866,000 and \$1,375,000, respectively. At December 31, 2007 and 2006, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$39,806,000 and \$37,189,000, respectively.

Note 14. Subsequent Event

The Authority's Series 2006B-F Bonds were issued with a financial guaranty insurance policy by XL Capital Assurance (XL) and a standby bond purchase agreement. In the first quarter of 2008, the financial strength rating of XL was downgraded by all three financial credit rating companies, Moody's Investors Service (Moody's), Standard & Poor's Ratings Service (S&P) and Fitch Ratings (Fitch). Although the Authority's long-term credit rating remained unchanged, as a result of the downgrades of XL, the short-term credit rating of the Series 2006B-F Bonds was affected, and the Series 2006B-F Bonds were no longer compliant with SEC Rule 2(a)(7). Consequently, the Series 2006B-F Bonds were not eligible for purchase by tax-exempt money market funds, and the interest rate borne by the Series 2006B-F Bonds was negatively impacted. As a means of making the Series 2006B-F Bonds compliant with SEC Rule 2(a)(7), and therefore eligible for purchase by tax-exempt money market funds, as of March 27, 2008, the Authority, with the consent of XL, has terminated the insurance policy issued in support of the Series 2006B-F Bonds and the related interest rate swap insurance policies. As of March 27, 2008, the uninsured Series 2006B-F Bonds are now compliant with SEC Rule 2(a)(7) on the basis of the Authority's long-term credit rating of Aa3 by Moody's, AA- by S&P and AA- by Fitch and a new standby bond purchase agreement. As a result of the compliance with SEC Rule 2(a)(7), it is anticipated the Series 2006B-F Bonds will bear an interest rate similar to that borne prior to the reduction in the financial strength rating of XL. With the substitution of the standby bond purchase agreement and termination of the insurance policy issued by XL, the Series 2006B-F Bonds will continue to be remarketed in a weekly interest rate mode. Other than the termination of the XL insurance policy, no changes were made to the Series 2006B-F Bonds, and pursuant to a bulletin issued by the U.S. Treasury Department, this termination does not result in a reissuance of the Series 2006B-F Bonds.





Schedule of Budget Compared to Actual Operating Expense (Prepared on a Non-GAAP Budgetary Basis) Year Ended December 31, 2007

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	\$ 12,336,209	\$ 11,558,002	\$ 778,207
Contractual services	5,468,027	5,173,922	294,105
Commodities	293,649	377,032	(83,383)
Capital outlay and contingencies	464,050	303,048	161,002
Total	18,561,935	17,412,004	1,149,931
Turnpike Maintenance:			
Personnel services	9,058,048	9,134,214	(76,166)
Contractual services	4,444,882	4,314,388	130,494
Commodities	2,662,150	3,758,134	(1,095,984)
Capital outlay and contingencies	414,489	0	414,489
Total	16,579,569	17,206,736	(627,167)
Engineering:			
Personnel services	885,942	618,442	267,500
Contractual services	202,450	151,321	51,129
Commodities	14,000	31,299	(17,299)
Capital outlay and contingencies	36,473	43,109	(6,636)
Total	1,138,865	844,171	294,694
Highway Patrol:			
Contractual services	11,735,828	10,674,469	1,061,359
Commodities	905,167	703,922	201,245
Capital outlay and contingencies	350,282	-	350,282
Total	12,991,277	11,378,391	1,612,886
PIKEPASS Customer Service:			
Personnel services	2,871,713	2,801,530	70,183
Contractual services	4,352,568	4,332,268	20,300
Commodities	56,567	61,567	(5,000)
Capital outlay and contingencies	191,736	21,926	169,810
Total	7,472,584	7,217,291	255,293
General Administration:			
Personnel services	929,882	937,540	(7,658)
Contractual services	1,087,875	733,007	354,868
Commodities	121,475	106,984	14,491
Capital outlay and contingencies	59,468	-	59,468
Total	2,198,700	1,777,531	421,169

(Continued)



Schedule of Budget Compared to Actual Operating Expense (Prepared on a Non-GAAP Budgetary Basis) Year Ended December 31, 2007

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	\$ 1,558,583	\$ 1,555,507	\$ 3,076
Contractual services	1,172,267	1,161,373	10,894
Commodities	99,450	87,352	12,098
Capital outlay and contingencies	76,370	-	76,370
Total	2,906,670	2,804,232	102,438
Controller:			
Personnel services	689,479	640,867	48,612
Contractual services	154,120	46,799	107,321
Commodities	3,200	1,084	2,116
Capital outlay and contingencies	21,713	-	21,713
Total	868,512	688,750	179,762
Finance and Revenue:			
Personnel services	238,335	177,697	60,638
Contractual services	276,600	265,161	11,439
Commodities	300	19	281
Capital outlay and contingencies	13,211	-	13,211
Total	528,446	442,877	85,569
Executive:			
Personnel services	929,702	1,052,269	(122,567)
Contractual services	365,750	331,965	33,785
Commodities	9,450	7,780	1,670
Capital outlay and contingencies	33,459	-	33,459
Total	1,338,361	1,392,014	(53,653)
Authority:			
Contractual services	10,000	3,840	6,160
Capital outlay and contingencies	256	-	256
Total	10,256	3,840	6,416
Total expenses	\$ 64,595,175	\$ 61,167,837	\$ 3,427,338

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

	2007	2006
Budgetary basis	\$ 61,167,837	\$ 57,073,989
Increase (decrease) due to:		
Current expenses reclassified as capital assets	(368,083)	(279,804)
Non-Revenue Fund operating expenses	8,583,564	7,505,122
Other GAAP adjustments	813,260	519,395
GAAP basis	\$ 70,196,578	\$ 64,818,702



Oklahoma Turnpike Authority Schedule of Insurance in Force as of December 31, 2007

Coverage	Policy Term	Policy		Coverage	Deductible	Annual or Last Premium
Fire & extended coverage for buildings and contents, bridges and computers	08/01/07-08	State of Oklahoma Certificate #978	\$ 96,279,355 1,064,119,925	Buildings & contents Bridges (100%)	\$ 10,000 200,000	\$ 49,372 229,318
Auto liability	07/01/07-08	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	- (all claims)	34,996
Comprehensive general liability and personal injury liability	07/01/07-08	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	- (all claims)	25,513
Directors & Officer's insurance	10/30/07-08	State of Oklahoma Certificate #978	35,000,000 5,000,000	Aggregate Per occurrence	150,000	38,700
Public Employee Dishonesty Insurance	07/01/05-08	State of Oklahoma Certificate #978	50,000	Per Employee	5,000	No Charge (provided by state)
Special machinery	12/07/07-08	America First Insurance Policy #IM9660259	100,000 100,000	Bridge machine Paint striping machine	5,000	2,449
Aircraft hull & liability	07/01/07-08	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	3,496
Workers compensation	01/01/08-09	CompSource Oklahoma #00338640	100,000	Employee injuries	-	487,889
Health benefits	01/01/07-08	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, and dental	Various	5,449,158
Surety bond	08/08/07-08	Travelers C&S Ins. #103870289	25,000	Douglas Riebel	n/a	100
Surety bond	08/26/07-08	Travelers C&S Ins. #102870290	25,000	Ken Fergeson	n/a	100
Surety bond	07/01/07-08	Travelers C&S Ins. #104468444	25,000	Clark Brewster	n/a	100
Surety bond	12/05/07-08	Travelers C&S Ins. #103870292	25,000	Mike Leonard	n/a	100
Surety bond	03/23/07-08	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
Municipal Bond Insurance-OTA Second Senior Revenue Bonds-2007A Maturing 01/01/2009-2022	Thru Maturity	Financial Security Assurance Policy #208664	45,680,000	n/a	141,486



Oklahoma Turnpike Authority

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	1998 Series Second Senior Bonds - Fixed Rate			2002 Series Second Senior Bonds - Fixed Rate		
	Principal	Interest	Total	Principal	Interest	Total
2008	\$ 17,705,000	\$ 2,048,375	\$ 19,753,375	\$ 21,075,000	\$ 22,754,931	\$ 43,829,931
2009	18,725,000	1,029,875	19,754,875	23,420,000	21,911,931	45,331,931
2010	-	-	-	24,590,000	20,740,931	45,330,931
2011	-	-	-	25,820,000	19,511,431	45,331,431
2012	-	-	-	27,110,000	18,220,431	45,330,431
2013	-	-	-	25,035,000	16,782,094	41,817,094
2014	-	-	-	26,820,000	15,436,463	42,256,463
2015	-	-	-	28,265,000	13,994,888	42,259,888
2016	-	-	-	29,745,000	12,510,975	42,255,975
2017	-	-	-	31,315,000	10,949,363	42,264,363
2018	-	-	-	32,950,000	9,305,325	42,255,325
2019	-	-	-	34,725,000	7,531,813	42,256,813
2020	-	-	-	36,595,000	5,662,713	42,257,713
2021	-	-	-	40,190,000	3,832,963	44,022,963
2022	-	-	-	35,365,000	1,823,463	37,188,463
2023	-	-	-	-	-	-
2024	-	-	-	-	-	-
2025	-	-	-	-	-	-
2026	-	-	-	-	-	-
2027	-	-	-	-	-	-
2028	-	-	-	-	-	-
Totals	\$ 36,430,000	\$ 3,078,250	\$ 39,508,250	\$ 443,020,000	\$ 200,969,715	\$ 643,989,715

(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	
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>\$ 19,767,970</u>	<u>\$ 124,557,970</u>	<u>\$ 530,800,000</u>	<u>\$ 353,695,705</u>	<u>\$ 884,495,705</u>	<u>\$ 1,009,053,675</u>

(Continued)



Oklahoma Turnpike Authority

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	2007 Series Second Senior Bonds - Fixed Rate			Total All Bonds			Outstanding Principal
	Principal	Interest	Total	Principal	Interest	Total	
2008	\$ -	\$ 1,066,658	\$ 1,066,658	\$ 38,780,000	\$ 51,219,110	\$ 89,999,110	\$ 1,121,940,000
2009	175,000	1,873,155	2,048,155	42,320,000	50,164,107	92,484,107	1,079,620,000
2010	180,000	1,866,155	2,046,155	45,095,000	47,956,232	93,051,232	1,034,525,000
2011	185,000	1,858,955	2,043,955	48,645,000	46,008,157	94,653,157	985,880,000
2012	195,000	1,851,555	2,046,555	49,100,000	43,804,157	92,904,157	936,780,000
2013	3,715,000	1,843,755	5,558,755	49,610,000	41,567,951	91,177,951	887,170,000
2014	3,925,000	1,695,155	5,620,155	49,915,000	39,291,470	89,206,470	837,255,000
2015	4,080,000	1,538,155	5,618,155	51,970,000	36,926,095	88,896,095	785,285,000
2016	4,245,000	1,374,955	5,619,955	54,415,000	34,488,027	88,903,027	730,870,000
2017	4,420,000	1,195,543	5,615,543	58,510,000	31,923,806	90,433,806	672,360,000
2018	4,610,000	1,010,555	5,620,555	55,235,000	29,176,870	84,411,870	617,125,000
2019	4,800,000	817,468	5,617,468	59,550,000	26,497,908	86,047,908	557,575,000
2020	4,995,000	620,355	5,615,355	62,465,000	23,624,619	86,089,619	495,110,000
2021	5,445,000	416,355	5,861,355	56,360,000	20,749,536	77,109,536	438,750,000
2022	4,710,000	193,110	4,903,110	60,250,000	18,084,536	78,334,536	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	\$ 45,680,000	\$ 19,221,884	\$ 64,901,884	\$ 1,160,720,000	\$ 596,733,524	\$ 1,757,453,524	

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, 2007, and have issued our report thereon dated March 21, 2008 (except for Note 14, as to which the date is March 27, 2008). 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*.

We noted certain matters that we reported to management of the Authority in a separate letter dated March 21, 2008.

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 21, 2008



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TURNER TURNPIKE



Above photograph courtesy of The Oklahoma Capitol Complex and Centennial Commemoration Commission.



INDIAN NATION
TURNPIKE
-
PAVEMENT
REHABILITATION



CHEROKEE
TURNPIKE
-
WINTER TRAVEL



WILL ROGERS
TURNPIKE
-
SWEEPING TRAIN





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

These schedules contain trend information to help the reader understand how OTA's financial performance and well-being have changed over time.

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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, 1998-2007

	2007	2006	2005	2004
Invested in capital assets, net of related debt	\$ 43,085,816	\$ 10,289,643	\$ (58,929,500)	\$ (63,177,130)
Restricted for debt service	90,727,882	90,479,086	81,309,210	83,182,503
Restricted for reserve maintenance	7,897,458	16,428,935	67,424,490	63,150,948
Restricted for construction	-	-	-	-
Restricted for other purposes	732,310	1,425,549	891,870	2,872,289
Unrestricted	148,367,397	150,780,412	156,517,840	162,711,489
Total net assets	\$ 290,810,863	\$ 269,403,625	\$ 247,213,910	\$ 248,740,099

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

Schedule 2
Oklahoma Turnpike Authority
Changes in Net Assets,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Operating revenues:				
Tolls	\$ 196,698,759	\$ 194,532,964	\$ 191,193,494	\$ 185,892,994
Concessions	1,390,843	1,495,898	1,467,110	1,406,923
Total operating revenues	198,089,602	196,028,862	192,660,604	187,299,917
Operating expenses:				
Toll Operations	17,391,152	16,382,957	15,663,092	13,277,932
Turnpike Maintenance	20,070,747	18,002,340	14,772,441	14,827,358
Engineering	2,604,878	2,187,872	1,663,266	2,034,389
Highway Patrol	12,194,849	11,968,828	11,585,109	9,501,714
PIKEPASS Customer Service	8,371,232	7,521,854	7,115,438	6,906,149
General Administration	2,193,466	1,939,993	1,755,022	1,674,259
Information Technology	4,705,685	4,038,943	4,238,476	2,839,786
Controller	685,329	647,622	612,478	677,158
Finance and Revenue	462,029	688,528	626,896	410,771
Executive	1,513,371	1,436,646	1,849,765	1,186,429
Authority	3,840	3,119	586	3,948
Total operating expenses before depreciation and amortization	70,196,578	64,818,702	59,882,569	53,339,893
Operating income before depreciation and amortization	127,893,024	131,210,160	132,778,035	133,960,024
Depreciation and amortization	(71,821,310)	(71,626,297)	(71,216,730)	(72,037,188)
Operating income	56,071,714	59,583,863	61,561,305	61,922,836
Non-operating revenues (expenses):				
Interest earned on investments	11,320,057	12,451,218	13,196,970	11,996,164
Net change in fair value of investments	4,859,754	2,605,191	(3,548,420)	(6,178,509)
Interest expense on bonds outstanding	(52,733,844)	(54,700,687)	(64,499,262)	(65,788,534)
Settlement of PIKEPASS litigation	-	-	(9,300,000)	-
Other	1,889,557	2,250,130	1,063,218	2,591,829
Net non-operating expenses	(34,664,476)	(37,394,148)	(63,087,494)	(57,379,050)
Change in net assets	\$ 21,407,238	\$ 22,189,715	\$ (1,526,189)	\$ 4,543,786

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.



2003	2002	2001	2000	1999	1998
\$ (43,105,119)	\$ (33,638,254)	\$ (57,087,831)	\$ (116,101,024)	\$ (136,182,458)	*
82,010,707	66,463,926	79,226,651	103,831,042	120,309,324	*
44,567,213	38,837,913	21,284,827	19,915,630	29,146,083	*
-	106,371	25,951,219	38,047,548	18,078,471	*
1,111,073	2,982,527	2,848,991	1,569,989	(16,171)	*
159,612,439	171,602,307	160,642,926	144,657,424	120,848,999	*
\$ 244,196,313	\$ 246,354,790	\$ 232,866,783	\$ 191,920,609	\$ 152,184,248	\$ 127,331,057

2003	2002	2001	2000	1999	1998
\$ 179,341,853	\$ 176,441,486	\$ 164,111,303	\$ 131,568,373	\$ 129,834,848	\$ 124,570,726
1,310,823	1,239,693	1,224,089	1,210,650	1,253,675	1,239,223
180,652,676	177,681,179	165,335,392	132,779,023	131,088,523	125,809,949
13,056,476	12,210,977	11,411,893	10,686,961	14,011,450	12,821,107
14,453,089	14,036,357	13,515,738	10,627,204	11,674,694	10,097,941
2,469,550	1,879,858	2,779,602	2,242,345	2,540,613	1,940,473
9,737,287	9,150,461	8,348,423	7,674,364	6,969,375	6,149,176
5,854,572	5,140,953	4,112,647	3,911,305	-	-
1,738,011	1,669,891	1,489,210	1,394,731	1,833,152	1,857,716
2,778,549	2,664,038	2,215,837	2,027,040	2,256,459	1,690,126
725,093	673,039	722,142	657,323	618,447	1,128,787
445,572	489,958	520,028	994,617	1,019,125	852,804
1,178,352	873,023	743,421	644,241	-	-
4,338	7,950	9,148	4,976	8,426	6,472
52,440,889	48,796,505	45,868,089	40,865,107	40,931,741	36,544,602
128,211,787	128,884,674	119,467,303	91,913,916	90,156,782	89,265,347
(69,440,597)	(63,179,190)	(47,561,397)	(35,585,269)	(36,148,729)	(33,320,481)
58,771,190	65,705,484	71,905,906	56,328,647	54,008,053	55,944,866
12,452,772	13,432,117	19,656,918	27,957,776	37,529,313	28,717,822
(5,335,682)	2,737,918	5,967,563	8,244,749	(2,306,116)	6,793,941
(69,275,388)	(69,067,431)	(57,612,987)	(53,948,003)	(65,406,830)	(58,881,577)
-	-	-	-	-	-
1,228,631	679,919	1,028,774	1,153,192	1,028,771	337,741
(60,929,667)	(52,217,477)	(30,959,732)	(16,592,286)	(29,154,862)	(23,032,073)
\$ (2,158,477)	\$ 13,488,007	\$ 40,946,174	\$ 39,736,361	\$ 24,853,191	\$ 32,912,793



Schedule 3
Oklahoma Turnpike Authority
Toll Revenues by Type and Turnpike,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Turner Turnpike				
Passenger	\$ 23,160,230	\$ 23,297,099	\$ 23,334,402	\$ 23,590,204
Commercial	26,988,294	27,530,883	26,879,367	25,637,336
Total	50,148,524	50,827,982	50,213,769	49,227,540
Will Rogers Turnpike				
Passenger	15,230,442	15,201,170	15,355,969	15,541,719
Commercial	30,727,931	30,928,534	30,115,525	29,062,458
Total	45,958,373	46,129,704	45,471,494	44,604,177
H. E. Bailey Turnpike				
Passenger	14,106,754	13,950,970	13,945,008	14,000,261
Commercial	4,858,639	4,758,601	4,636,572	4,444,094
Total	18,965,393	18,709,571	18,581,580	18,444,355
Indian Nation Turnpike				
Passenger	6,334,500	6,173,187	6,228,736	6,300,277
Commercial	5,548,935	5,612,905	5,340,815	5,084,168
Total	11,883,435	11,786,092	11,569,551	11,384,445
Muskogee Turnpike				
Passenger	9,638,201	9,580,793	9,770,742	9,558,405
Commercial	3,996,580	3,980,235	3,929,680	3,730,986
Total	13,634,781	13,561,028	13,700,422	13,289,391
Cimarron Turnpike				
Passenger	4,663,571	4,776,299	4,785,475	4,801,715
Commercial	3,908,175	3,965,054	3,862,923	3,764,924
Total	8,571,746	8,741,353	8,648,398	8,566,639
John Kilpatrick Turnpike				
Passenger	18,785,533	17,571,599	16,474,630	15,304,482
Commercial	2,251,798	2,021,176	1,885,536	1,635,595
Total	21,037,331	19,592,775	18,360,166	16,940,077
Cherokee Turnpike				
Passenger	4,331,597	4,389,806	4,355,872	4,316,863
Commercial	2,552,937	2,762,927	2,848,396	2,776,636
Total	6,884,534	7,152,733	7,204,268	7,093,499
Chickasaw Turnpike				
Passenger	347,589	164,052	354,625	301,830
Commercial	173,286	47,808	117,745	129,212
Total	520,875	211,860	472,370	431,042
Creek Turnpike				
Passenger	17,222,386	16,025,186	15,241,816	14,335,159
Commercial	1,871,381	1,794,680	1,729,660	1,576,670
Total	19,093,767	17,819,866	16,971,476	15,911,829
Totals				
Passenger	113,820,803	111,130,161	109,847,275	108,050,915
Commercial	82,877,956	83,402,803	81,346,219	77,842,079
Total Revenues	\$ 196,698,759	\$ 194,532,964	\$ 191,193,494	\$ 185,892,994

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.



2003	2002	2001	2000	1999	1998
\$ 23,413,499 24,642,682 <u>48,056,181</u>	\$ 23,403,492 25,321,822 <u>48,725,314</u>	\$ 22,108,158 24,745,886 <u>46,854,044</u>	\$ 17,998,272 20,723,600 <u>38,721,872</u>	\$ 17,987,428 20,028,976 <u>38,016,404</u>	\$ 17,676,376 19,057,581 <u>36,733,957</u>
15,569,560 28,078,562 <u>43,648,122</u>	15,244,453 28,040,771 <u>43,285,224</u>	14,282,884 26,936,300 <u>41,219,184</u>	12,117,554 22,407,537 <u>34,525,091</u>	12,390,866 21,871,193 <u>34,262,059</u>	12,106,504 20,744,430 <u>32,850,934</u>
13,528,419 4,290,229 <u>17,818,648</u>	13,092,517 4,367,701 <u>17,460,218</u>	12,056,705 4,356,577 <u>16,413,282</u>	10,499,563 3,604,128 <u>14,103,691</u>	10,728,035 3,480,590 <u>14,208,625</u>	10,352,078 3,303,951 <u>13,656,029</u>
6,233,519 4,847,229 <u>11,080,748</u>	6,321,984 5,022,261 <u>11,344,245</u>	6,022,296 4,841,725 <u>10,864,021</u>	5,012,804 3,765,484 <u>8,778,288</u>	5,262,648 3,749,926 <u>9,012,574</u>	4,931,365 3,721,196 <u>8,652,561</u>
9,252,419 3,594,092 <u>12,846,511</u>	9,054,339 3,622,759 <u>12,677,098</u>	8,917,308 3,823,898 <u>12,741,206</u>	7,847,707 3,062,549 <u>10,910,256</u>	7,862,470 3,150,880 <u>11,013,350</u>	7,695,254 2,840,232 <u>10,535,486</u>
4,600,587 3,537,292 <u>8,137,879</u>	4,598,325 3,538,825 <u>8,137,150</u>	4,510,779 3,565,853 <u>8,076,632</u>	4,181,192 2,820,514 <u>7,001,706</u>	4,200,296 2,865,757 <u>7,066,053</u>	4,041,796 2,661,470 <u>6,703,266</u>
14,177,341 1,434,202 <u>15,611,543</u>	13,204,398 1,314,581 <u>14,518,979</u>	10,994,529 1,055,720 <u>12,050,249</u>	5,879,781 335,672 <u>6,215,453</u>	4,761,463 275,282 <u>5,036,745</u>	4,313,608 244,112 <u>4,557,720</u>
4,248,324 2,616,236 <u>6,864,560</u>	4,347,936 2,640,018 <u>6,987,954</u>	4,254,122 2,407,523 <u>6,661,645</u>	3,776,383 1,872,714 <u>5,649,097</u>	3,850,064 1,892,147 <u>5,742,211</u>	3,952,059 1,903,769 <u>5,855,828</u>
321,462 107,220 <u>428,682</u>	388,737 95,157 <u>483,894</u>	366,300 84,176 <u>450,476</u>	317,009 64,455 <u>381,464</u>	308,882 60,302 <u>369,184</u>	310,822 56,516 <u>367,338</u>
13,332,368 1,516,611 <u>14,848,979</u>	11,671,843 1,149,567 <u>12,821,410</u>	8,214,107 566,457 <u>8,780,564</u>	4,948,636 332,819 <u>5,281,455</u>	4,777,114 330,529 <u>5,107,643</u>	4,371,582 286,025 <u>4,657,607</u>
104,677,498 74,664,355 <u>\$ 179,341,853</u>	101,328,024 75,113,462 <u>\$ 176,441,486</u>	91,727,188 72,384,115 <u>\$ 164,111,303</u>	72,578,901 58,989,472 <u>\$ 131,568,373</u>	72,129,266 57,705,582 <u>\$ 129,834,848</u>	69,751,444 54,819,282 <u>\$ 124,570,726</u>



Schedule 4
Oklahoma Turnpike Authority
Toll Transactions by Type and Turnpike,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Turner Turnpike				
Passenger	12,819,143	12,491,283	12,738,934	12,305,237
Commercial	2,453,060	2,463,486	2,419,004	2,283,985
Total	15,272,203	14,954,769	15,157,938	14,589,222
Will Rogers Turnpike				
Passenger	10,525,527	10,082,944	9,957,742	9,624,649
Commercial	3,273,027	3,249,483	3,185,026	3,038,181
Total	13,798,554	13,332,427	13,142,768	12,662,830
H.E. Bailey Turnpike				
Passenger	14,709,487	14,512,215	14,119,460	13,995,332
Commercial	1,621,475	1,509,997	1,484,562	1,462,258
Total	16,330,962	16,022,212	15,604,022	15,457,590
Indian Nation Turnpike				
Passenger	4,853,577	4,707,212	4,760,160	4,778,270
Commercial	1,336,213	1,334,938	1,257,066	1,190,295
Total	6,189,790	6,042,150	6,017,226	5,968,565
Muskogee Turnpike				
Passenger	9,004,752	8,984,772	9,149,564	8,643,953
Commercial	1,255,744	1,238,946	1,240,669	1,239,749
Total	10,260,496	10,223,718	10,390,233	9,883,702
Cimarron Turnpike				
Passenger	5,715,268	5,767,316	5,776,786	5,763,597
Commercial	1,048,501	1,057,461	1,015,737	985,234
Total	6,763,769	6,824,777	6,792,523	6,748,831
John Kilpatrick Turnpike				
Passenger	32,430,193	30,397,380	27,991,590	25,647,878
Commercial	946,983	837,310	743,802	652,176
Total	33,377,176	31,234,690	28,735,392	26,300,054
Cherokee Turnpike				
Passenger	3,581,406	3,581,192	3,580,500	3,439,673
Commercial	476,361	483,598	495,948	487,313
Total	4,057,767	4,064,790	4,076,448	3,926,986
Chickasaw Turnpike				
Passenger	693,104	303,273	676,395	574,958
Commercial	134,621	34,379	87,192	93,296
Total	827,725	337,652	763,587	668,254
Creek Turnpike				
Passenger	33,512,291	31,006,531	29,414,103	27,402,586
Commercial	1,101,930	1,038,728	990,977	870,950
Total	34,614,221	32,045,259	30,405,080	28,273,536
Totals				
Passenger	127,844,748	121,834,118	118,165,234	112,176,133
Commercial	13,647,915	13,248,326	12,919,983	12,303,437
Total Transactions	141,492,663	135,082,444	131,085,217	124,479,570

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.



2003	2002	2001	2000	1999	1998
12,170,221	11,821,366	11,089,240	9,948,252	9,926,622	9,685,850
<u>2,171,039</u>	<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>
14,341,260	14,042,772	13,264,674	12,410,023	12,314,250	11,958,196
9,598,985	8,762,480	8,119,829	7,672,653	7,655,048	7,376,432
<u>2,904,118</u>	<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>
12,503,103	11,624,161	10,866,415	10,682,010	10,603,664	10,179,696
13,446,035	12,747,156	11,577,225	10,788,837	10,927,281	10,480,888
<u>1,397,426</u>	<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>
14,843,461	14,124,761	12,932,894	12,232,918	12,340,078	11,808,248
4,713,808	4,744,798	4,501,285	4,301,329	4,396,334	4,199,136
<u>1,145,400</u>	<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>
5,859,208	5,914,991	5,629,296	5,471,809	5,597,096	5,348,536
8,405,846	8,274,892	8,159,816	7,821,470	7,944,115	7,606,968
<u>1,137,777</u>	<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>
9,543,623	9,374,419	9,313,405	9,089,890	9,187,009	8,780,392
5,526,691	5,414,449	5,255,223	5,141,949	5,132,978	4,907,582
<u>932,922</u>	<u>926,135</u>	<u>948,499</u>	<u>973,502</u>	<u>977,443</u>	<u>914,869</u>
6,459,613	6,340,584	6,203,722	6,115,451	6,110,421	5,822,451
23,637,861	21,657,450	18,630,181	12,754,353	10,675,823	9,783,369
<u>591,174</u>	<u>557,550</u>	<u>426,383</u>	<u>319,701</u>	<u>257,189</u>	<u>231,048</u>
24,229,035	22,215,000	19,056,564	13,074,054	10,933,012	10,014,417
3,347,185	3,373,968	3,309,633	3,250,196	3,280,673	3,261,360
<u>458,623</u>	<u>460,583</u>	<u>402,597</u>	<u>444,090</u>	<u>450,224</u>	<u>448,897</u>
3,805,808	3,834,551	3,712,230	3,694,286	3,730,897	3,710,257
591,044	690,130	653,177	639,236	621,341	613,482
<u>68,574</u>	<u>49,616</u>	<u>43,668</u>	<u>48,154</u>	<u>45,589</u>	<u>43,550</u>
659,618	739,746	696,845	687,390	666,930	657,032
25,271,890	22,471,130	16,480,051	12,851,942	12,320,383	11,287,597
<u>849,056</u>	<u>681,193</u>	<u>374,549</u>	<u>436,444</u>	<u>432,065</u>	<u>365,261</u>
26,120,946	23,152,323	16,854,600	13,288,386	12,752,448	11,652,858
106,709,566	99,957,819	87,775,660	75,170,217	72,880,598	69,202,664
<u>11,656,109</u>	<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>118,365,675</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>



Schedule 5
Oklahoma Turnpike Authority
Toll Revenues by Principal Revenue Payers: Payment Method, Class and Turnpike,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Toll revenues				
PIKEPASS	\$ 102,405,631	\$ 98,459,153	\$ 94,802,306	\$ 89,526,359
Cash	94,293,128	96,073,811	96,391,188	96,366,635
Percentage of total revenues				
PIKEPASS	52.1%	50.6%	49.6%	48.2%
Cash	47.9%	49.4%	50.4%	51.8%
Toll transactions				
PIKEPASS	88,926,033	83,291,461	78,860,757	73,842,679
Cash	52,566,630	51,790,983	52,224,460	50,636,891
Percentage of total transactions				
PIKEPASS	62.8%	61.7%	60.2%	59.3%
Cash	37.2%	38.3%	39.8%	40.7%
Turner Turnpike				
2-axle vehicles	\$ 23,160,230	\$ 23,297,099	\$ 23,334,402	\$ 23,590,204
3-axle vehicles	718,014	709,756	714,671	651,091
4-axle vehicles	1,572,289	1,657,506	1,581,653	1,620,608
5-axle vehicles	23,983,110	24,458,833	23,963,858	22,773,837
6-axle vehicles	714,881	704,788	619,185	591,800
Total	50,148,524	50,827,982	50,213,769	49,227,540
Will Rogers Turnpike				
2-axle vehicles	15,230,442	15,201,170	15,355,969	15,541,719
3-axle vehicles	656,761	639,185	651,261	594,951
4-axle vehicles	1,580,209	1,665,107	1,609,157	1,636,730
5-axle vehicles	27,838,547	27,981,723	27,328,493	26,343,779
6-axle vehicles	652,414	642,519	526,614	486,998
Total	45,958,373	46,129,704	45,471,494	44,604,177
H.E. Bailey Turnpike				
2-axle vehicles	14,106,754	13,950,970	13,945,008	14,000,261
3-axle vehicles	322,158	268,818	289,470	302,967
4-axle vehicles	498,055	479,906	458,864	481,962
5-axle vehicles	3,929,724	3,911,387	3,794,782	3,582,532
6-axle vehicles	108,702	98,490	93,456	76,633
Total	18,965,393	18,709,571	18,581,580	18,444,355
Muskogee Turnpike				
2-axle vehicles	9,638,201	9,580,793	9,770,742	9,558,405
3-axle vehicles	218,917	225,357	250,710	241,302
4-axle vehicles	320,276	305,395	307,225	302,013
5-axle vehicles	3,315,902	3,311,215	3,247,293	3,062,617
6-axle vehicles	141,485	138,268	124,452	125,054
Total	13,634,781	13,561,028	13,700,422	13,289,391



	2003	2002	2001	2000	1999	1998
\$	83,909,705	\$ 80,224,420	\$ 74,219,171	\$ 53,556,698	\$ 51,308,957	\$ 47,746,158
	95,432,148	96,217,066	89,892,132	78,011,675	78,525,891	76,824,568
	46.8%	45.5%	45.2%	40.7%	39.5%	38.3%
	53.2%	54.5%	54.8%	59.3%	60.5%	61.7%
	68,046,748	61,761,722	49,436,219	42,123,502	39,059,125	35,558,754
	50,318,927	49,601,586	49,094,426	44,622,715	45,176,680	44,373,329
	57.5%	55.5%	50.2%	48.6%	46.4%	44.5%
	42.5%	44.5%	49.8%	51.4%	53.6%	55.5%
\$	23,413,499	\$ 23,403,492	\$ 22,108,158	\$ 18,148,023	\$ 18,101,828	\$ 17,755,854
	630,259	647,388	629,059	553,776	554,362	517,898
	1,582,652	1,602,120	1,546,404	1,392,828	1,403,634	1,339,677
	21,911,689	22,571,011	22,099,173	18,256,017	17,611,014	16,821,420
	518,082	501,303	471,250	371,228	345,566	299,108
	48,056,181	48,725,314	46,854,044	38,721,872	38,016,404	36,733,957
	15,569,560	15,244,453	14,282,884	12,026,257	12,270,240	11,953,946
	575,085	555,388	511,789	488,701	489,611	465,857
	1,605,411	1,621,625	1,529,946	1,371,219	1,393,381	1,339,487
	25,445,539	25,458,634	24,528,548	20,338,375	19,838,327	18,846,779
	452,527	405,124	366,017	300,539	270,500	244,865
	43,648,122	43,285,224	41,219,184	34,525,091	34,262,059	32,850,934
	13,528,419	13,092,517	12,056,705	10,528,804	10,751,588	10,363,348
	298,633	248,742	236,135	217,022	217,927	208,089
	499,549	486,210	459,615	421,691	425,936	408,977
	3,434,334	3,588,015	3,616,213	2,883,586	2,763,602	2,631,771
	57,713	44,734	44,614	52,588	49,572	43,844
	17,818,648	17,460,218	16,413,282	14,103,691	14,208,625	13,656,029
	9,252,419	9,054,339	8,917,308	7,943,805	7,914,678	7,750,912
	205,758	173,843	174,149	162,341	175,713	165,294
	292,920	279,653	280,872	269,384	303,807	266,243
	3,020,154	3,106,734	3,314,600	2,503,407	2,588,215	2,323,017
	75,260	62,529	54,277	31,319	30,937	30,020
	12,846,511	12,677,098	12,741,206	10,910,256	11,013,350	10,535,486

(Continued)



	2007	2006	2005	2004
Indian Nation Turnpike				
2-axle vehicles	\$ 6,334,500	\$ 6,173,187	\$ 6,228,736	\$ 6,300,277
3-axle vehicles	226,155	205,790	197,596	186,418
4-axle vehicles	549,303	549,203	516,523	498,348
5-axle vehicles	4,668,456	4,744,763	4,523,789	4,309,909
6-axle vehicles	105,021	113,149	102,907	89,493
Total	11,883,435	11,786,092	11,569,551	11,384,445
Cimarron Turnpike				
2-axle vehicles	4,663,571	4,776,299	4,785,475	4,801,715
3-axle vehicles	156,912	155,490	149,001	139,841
4-axle vehicles	306,053	304,874	293,155	288,028
5-axle vehicles	3,351,899	3,398,194	3,327,189	3,246,439
6-axle vehicles	93,311	106,496	93,578	90,616
Total	8,571,746	8,741,353	8,648,398	8,566,639
John Kilpatrick Turnpike				
2-axle vehicles	18,785,533	17,571,599	16,474,630	15,304,482
3-axle vehicles	258,977	216,557	188,358	161,231
4-axle vehicles	263,459	226,795	184,030	177,995
5-axle vehicles	1,566,274	1,429,437	1,390,290	1,200,200
6-axle vehicles	163,088	148,387	122,858	96,169
Total	21,037,331	19,592,775	18,360,166	16,940,077
Cherokee Turnpike				
2-axle vehicles	4,331,597	4,389,806	4,355,872	4,316,863
3-axle vehicles	127,635	111,543	113,430	119,902
4-axle vehicles	202,744	202,884	194,091	199,217
5-axle vehicles	2,179,900	2,396,576	2,496,695	2,417,211
6-axle vehicles	42,658	51,924	44,180	40,306
Total	6,884,534	7,152,733	7,204,268	7,093,499
Chickasaw Turnpike				
2-axle vehicles	347,589	164,052	354,625	301,830
3-axle vehicles	41,543	6,243	22,756	33,188
4-axle vehicles	19,321	3,047	11,580	15,863
5-axle vehicles	110,619	37,848	82,350	79,382
6-axle vehicles	1,803	670	1,059	779
Total	520,875	211,860	472,370	431,042
Creek Turnpike				
2-axle vehicles	17,222,386	16,025,186	15,241,816	14,335,159
3-axle vehicles	244,782	216,625	202,927	169,282
4-axle vehicles	187,232	155,840	147,811	143,344
5-axle vehicles	1,323,714	1,307,660	1,291,921	1,189,155
6-axle vehicles	115,653	114,555	87,001	74,889
Total	19,093,767	17,819,866	16,971,476	15,911,829
All Turnpikes				
2-axle vehicles	113,820,803	111,130,161	109,847,275	108,050,915
3-axle vehicles	2,971,854	2,755,364	2,780,180	2,600,173
4-axle vehicles	5,498,941	5,550,557	5,304,089	5,364,108
5-axle vehicles	72,268,145	72,977,636	71,446,660	68,205,061
6-axle vehicles	2,139,016	2,119,246	1,815,290	1,672,737
Total	<u>\$ 196,698,759</u>	<u>\$ 194,532,964</u>	<u>\$ 191,193,494</u>	<u>\$ 185,892,994</u>

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.



	2003	2002	2001	2000	1999	1998
\$	6,233,519	\$ 6,321,984	\$ 6,022,296	\$ 4,937,718	\$ 5,173,160	\$ 4,830,273
	177,274	186,850	186,252	170,484	176,754	172,780
	496,627	522,018	502,446	444,621	438,531	442,348
	4,096,259	4,232,417	4,067,493	3,159,406	3,157,692	3,144,131
	<u>77,069</u>	<u>80,976</u>	<u>85,534</u>	<u>66,059</u>	<u>66,437</u>	<u>63,029</u>
	11,080,748	11,344,245	10,864,021	8,778,288	9,012,574	8,652,561
	4,600,587	4,598,325	4,510,779	4,159,045	4,170,147	4,009,729
	129,222	129,872	115,513	105,982	106,648	106,425
	274,971	284,776	283,632	236,803	244,238	231,209
	3,050,158	3,040,264	3,102,074	2,449,772	2,499,645	2,314,097
	<u>82,941</u>	<u>83,913</u>	<u>64,634</u>	<u>50,104</u>	<u>45,375</u>	<u>41,806</u>
	8,137,879	8,137,150	8,076,632	7,001,706	7,066,053	6,703,266
	14,177,341	13,204,398	10,994,529	5,932,617	4,794,552	4,343,448
	142,870	132,183	91,741	34,106	26,146	24,169
	163,262	143,627	103,124	30,498	22,357	14,851
	1,049,877	979,992	821,362	209,687	183,837	167,483
	<u>78,193</u>	<u>58,779</u>	<u>39,493</u>	<u>8,545</u>	<u>9,853</u>	<u>7,769</u>
	15,611,543	14,518,979	12,050,249	6,215,453	5,036,745	4,557,720
	4,248,324	4,347,936	4,254,122	3,766,186	3,837,597	3,934,196
	115,912	119,775	98,849	87,789	90,257	90,087
	199,195	222,986	189,088	183,738	186,007	182,380
	2,267,493	2,267,327	2,089,159	1,595,883	1,614,036	1,635,853
	<u>33,636</u>	<u>29,930</u>	<u>30,427</u>	<u>15,501</u>	<u>14,314</u>	<u>13,312</u>
	6,864,560	6,987,954	6,661,645	5,649,097	5,742,211	5,855,828
	321,462	388,737	366,300	319,621	311,449	313,671
	19,905	2,884	2,571	2,668	2,577	2,174
	10,530	2,092	1,801	1,198	1,219	1,103
	76,101	88,972	79,225	57,439	53,334	50,068
	<u>684</u>	<u>1,209</u>	<u>579</u>	<u>538</u>	<u>605</u>	<u>322</u>
	428,682	483,894	450,476	381,464	369,184	367,338
	13,332,368	11,671,843	8,214,107	5,009,964	4,832,570	4,416,548
	176,163	146,155	79,760	54,570	54,388	40,909
	137,717	101,689	46,144	23,093	24,572	19,099
	1,154,194	858,702	417,361	188,124	189,552	175,768
	<u>48,537</u>	<u>43,021</u>	<u>23,192</u>	<u>5,704</u>	<u>6,561</u>	<u>5,283</u>
	14,848,979	12,821,410	8,780,564	5,281,455	5,107,643	4,657,607
	104,677,498	101,328,024	91,727,188	72,772,040	72,157,809	69,671,925
	2,471,081	2,343,080	2,125,818	1,877,439	1,894,383	1,793,682
	5,262,834	5,266,796	4,943,072	4,375,073	4,443,682	4,245,374
	65,505,798	66,192,068	64,135,208	51,641,696	50,499,254	48,110,387
	<u>1,424,642</u>	<u>1,311,518</u>	<u>1,180,017</u>	<u>902,125</u>	<u>839,720</u>	<u>749,358</u>
\$	<u><u>179,341,853</u></u>	\$ <u><u>176,441,486</u></u>	\$ <u><u>164,111,303</u></u>	\$ <u><u>131,568,373</u></u>	\$ <u><u>129,834,848</u></u>	\$ <u><u>124,570,726</u></u>



Schedule 6
Oklahoma Turnpike Authority
Toll Rates by Turnpike, Class and Type,
Ten Years Ended December 31, 1998-2007

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
<i>Location not open to traffic prior to January 1, 2001</i>															
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
<i>Location not open to traffic prior to January 1, 2001</i>															
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
<i>Location not open to traffic prior to January 1, 2001</i>															
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
<i>Location not open to traffic prior to January 1, 2001</i>															
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
<i>Location not open to traffic prior to January 1, 2001</i>															
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
<i>Location not open to traffic prior to January 1, 2001</i>															
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
<i>Location not open to traffic prior to January 1, 2001</i>															
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, 1998-2007

	2007		2006		2005		2004	
Turnpike:								
Turner Turnpike	\$	367,269	\$	431,204	\$	420,980	\$	409,404
Will Rogers Turnpike		135,911		180,512		176,574		168,435
H.E. Bailey Turnpike		278,699		263,131		261,879		242,223
Indian Nation Turnpike		253,680		235,172		232,710		218,189
Muskogee Turnpike		167,149		164,116		160,552		155,265
Cimarron Turnpike		126,134		154,636		148,175		147,431
Cherokee Turnpike		62,001		67,127		66,240		65,976
Totals	\$	1,390,843	\$	1,495,898	\$	1,467,110	\$	1,406,923



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.															

2003	2002	2001	2000	1999	1998
\$ 382,609	\$ 337,726	\$ 335,927	\$ 338,804	\$ 349,569	\$ 364,148
158,411	148,717	138,063	148,095	179,358	172,765
218,755	209,846	210,324	202,074	206,477	197,659
198,041	194,795	187,847	183,216	180,283	176,690
145,205	142,623	144,484	137,511	139,308	135,746
145,379	143,012	140,165	140,950	138,680	132,215
62,423	62,974	67,279	60,000	60,000	60,000
<u>\$ 1,310,823</u>	<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>



Schedule 8
Oklahoma Turnpike Authority
Ratios of Outstanding Debt,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Revenue bonds outstanding	\$ 1,129,730,875	\$ 1,167,341,402	\$ 1,193,784,004	\$ 1,217,604,358
Total toll transactions	141,492,663	135,082,444	131,085,217	124,479,570
Debt per transaction	\$ <u>7.98</u>	\$ <u>8.64</u>	\$ <u>9.11</u>	\$ <u>9.78</u>

Schedule 9
Oklahoma Turnpike Authority
Pledged-Revenue Coverage,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Gross revenues (1)	\$ 209,409,659	\$ 208,480,080	\$ 205,857,574	\$ 199,296,081
Operating expenses (2)	<u>70,196,578</u>	<u>64,818,702</u>	<u>59,882,569</u>	<u>53,339,893</u>
Net revenues available for debt service	\$ 139,213,081	\$ 143,661,378	\$ 145,975,005	\$ 145,956,188
Debt service:				
Principal	\$ 38,780,000	\$ 36,870,000	\$ 27,845,000	\$ 27,125,000
Interest (3)	<u>50,966,482</u>	<u>53,741,816</u>	<u>61,430,764</u>	<u>62,390,894</u>
Total current debt service	\$ 89,746,482	\$ 90,611,816	\$ 89,275,764	\$ 89,515,894
Debt service coverage (4)	<u>1.55</u>	<u>1.59</u>	<u>1.64</u>	<u>1.63</u>

(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



2003	2002	2001	2000	1999	1998
\$ 1,240,216,717	\$ 1,244,617,061	\$ 1,262,813,304	\$ 1,260,971,485	\$ 1,284,996,904	\$ 1,295,010,491
118,365,675	111,363,308	98,530,645	86,746,217	84,235,805	79,932,083
\$ 10.48	\$ 11.18	\$ 12.82	\$ 14.54	\$ 15.25	\$ 16.20

2003	2002	2001	2000	1999	1998
\$ 193,079,741	\$ 189,829,974	\$ 176,323,546	\$ 146,309,226	\$ 143,546,433	\$ 137,105,327
52,440,889	48,796,505	45,868,089	40,865,107	40,931,741	36,544,602
\$ 140,638,852	\$ 141,033,469	\$ 130,455,457	\$ 105,444,119	\$ 102,614,692	\$ 100,560,725
\$ 26,010,000	\$ 10,155,000	\$ 14,790,000	\$ 14,015,000	\$ 13,295,000	\$ 12,630,000
63,936,897	61,910,066	44,956,171	36,686,060	37,452,319	38,088,085
\$ 89,946,897	\$ 72,065,066	\$ 59,746,171	\$ 50,701,060	\$ 50,747,319	\$ 50,718,085
1.56	1.96	2.18	2.08	2.02	1.98





**Schedule 10
Oklahoma Turnpike Authority
Demographic and Economic Statistics,
Ten Years Ended December 31, 1998-2007**

	2007	2006	2005	2004
Population:				
Oklahoma (thousands)	3,617	3,578	3,536	3,517
U.S. (thousands)	301,621	298,755	295,896	293,192
Per capita income:				
Oklahoma	\$ *	\$ 32,398	\$ 30,054	\$ 28,408
U.S.	33,712	32,183	30,677	29,563
Total personal income:				
Oklahoma (thousands)	*	115,960	106,493	100,078
U.S.(millions)	11,667	10,983	10,301	9,727
Gross product:				
Oklahoma (thousands)	*	134,651	121,558	111,400
U.S. (millions)	13,843	13,195	12,434	11,686
Total labor force:				
Oklahoma (thousands)	1,735	1,727	1,712	1,694
U.S. (thousands)	153,124	151,428	149,320	147,401
% rate of unemployment:				
Oklahoma	4.5%	4.0%	4.2%	4.5%
U.S.	4.6%	4.6%	5.1%	5.5%
Motor vehicle registration:				
Oklahoma passenger vehicles (thousands)	2,801	2,781	2,735	2,728
Oklahoma total vehicles (thousands)	3,786	3,815	3,756	3,894

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, 1998-2007**

	2007	2006	2005	2004
Administration	77	77	76	73
Toll Operations	244	247	269	269
Turnpike Maintenance	166	162	161	152
Highway Patrol (<i>troopers assigned to OTA</i>)	122	116	125	126
PIKEPASS Operations	62	55	59	50
Total	671	657	690	670



	2003		2002		2001		2000		1999		1998
	3,500		3,486		3,465		3,4514		3,358		3,347
	290,448		287,888		285,112		282,194		272,691		270,299
\$	26,424	\$	25,850	\$	26,008	\$	24,406	\$	22,567	\$	21,766
	28,053		27,167		25,708		25,485		23,968		23,161
	92,599		90,178		90,161		84,310		77,565		74,118
	9,164		8,882		8,724		8,430		7,802		7,423
	103,452		97,170		94,329		89,757		83,220		79,341
	10,961		10,470		10,128		9,817		9,268		8,747
	1,692		1,688		1,689		1,662		1,655		1,649
	146,510		144,863		143,734		142,583		139,368		137,673
	5.5%		5.3%		4.6%		2.9%		3.3%		4.2%
	6.0%		5.8%		4.7%		4.0%		4.2%		4.5%
	2,651		2,623		2,755		2,474		2,423		2,437
	3,476		3,638		3,868		3,587		3,480		3,471

	2003		2002		2001		2000		1999		1998
	72		72		72		76		78		70
	264		247		246		231		231		266
	151		147		141		137		138		145
	122		134		117		107		103		105
	46		44		33		24		27		0
	655		644		609		575		577		586



Schedule 12
Oklahoma Turnpike Authority
Operating Indicators,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Concessions:				
Concessionaire restaurant sales (\$)	18,895,683	18,903,882	18,413,879	17,411,933
Concessionaire service station non-fuel sales (\$)	10,285,005	9,959,747	9,736,062	9,528,683
Concessionaire gasoline sales (gallons)	16,249,063	16,854,353	17,854,748	18,957,491
Concessionaire diesel sales (gallons)	11,992,228	11,959,881	11,948,827	11,475,710
Concessionaire rent paid to OTA (\$)	1,390,843	1,495,898	1,467,110	1,406,923
Highway Patrol:				
Total citations	26,577	33,136	34,667	34,682
Total warnings	84,286	95,871	97,733	98,749
Motorist assists	10,678	14,704	26,127	25,659
Accidents	1,299	1,259	1,163	1,197
Accidents per 100 million miles	41.93	38.37	39.89	41.39
Fatalities	18	33	27	32
Fatalities per 100 million miles	0.58	1.09	0.93	1.11
PIKEPASS:				
Total active <i>PIKEPASS</i> accounts	457,681	424,731	395,647	367,240
Total active <i>PIKEPASS</i> tags	848,067	780,787	715,696	650,529
Total calls received	588,421	529,318	491,076	500,286
Turnpike maintenance:				
Joint and crack sealing (linear feet)	2,220,730	1,925,917	2,229,045	1,527,430
Fence Repair/Replacement (linear feet)	212,636	238,653	97,233	62,257
Vegetation management (acres)	31,109	39,964	47,290	36,039
Snow removal operations (lane miles)	122,576	76,433	28,174	26,648
Turnpike operations:				
Average toll collected (\$):				
<i>(toll revenues / transactions)</i>				
Passenger	0.89	0.91	0.93	0.96
Commercial	6.07	6.30	6.30	6.33
Average trip length (miles):				
<i>(mileage / transactions)</i>				
Passenger	19.6	20.0	19.8	20.9
Commercial	43.7	45.0	44.4	44.6
Average toll/mile (¢)				
<i>(toll revenues / mileage)</i>				
Passenger	4.6	4.6	4.7	4.6
Commercial	13.9	14.0	14.2	14.2

Source: Various OTA Divisions



2003	2002	2001	2000	1999	1998
15,663,633	14,697,986	14,528,060	14,703,472	15,440,087	15,400,762
9,508,919	9,424,690	8,921,582	8,623,822	8,561,309	8,089,188
17,529,381	17,130,747	15,820,236	15,739,882	17,771,862	17,083,991
11,060,143	10,633,282	10,370,704	9,880,102	9,992,168	8,671,401
1,310,823	1,239,693	1,224,089	1,210,650	1,253,675	1,239,223
40,679	40,361	33,334	34,617	34,298	37,455
104,153	100,750	89,541	81,083	78,491	78,286
24,656	25,469	28,015	29,098	29,455	34,397
1,098	1,206	1,201	1,279	1,146	1,209
40.16	47.64	49.21	53.88	48.8	52.63
27	27	18	25	24	32
0.99	1.07	0.74	1.05	1.02	1.39
355,937	328,846	294,150	260,780	245,036	224,223
641,475	582,742	520,593	467,188	439,959	401,697
432,447	404,205	318,805	250,624	247,065	233,649
1,714,268	1,382,396	1,429,156	1,323,219	1,702,312	*
77,518	70,376	82,740	92,466	1,140	*
32,309	41,928	34,301	40,362	36,826	*
113,370	115,027	67,293	183,843	36,854	*
0.98	1.01	1.05	0.97	0.99	1.01
6.41	6.59	6.73	5.10	5.08	5.11
20.8	20.2	20.9	23.4	24.6	25.7
43.8	44.7	46.8	48.0	47.8	48.3
4.7	5.0	5.0	4.1	4.0	3.9
14.6	15.0	14.4	10.6	10.6	10.6





Schedule 13
Oklahoma Turnpike Authority
Capital Asset Statistics,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
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	 32,992.2	 33,003.0	 33,028.0
 Facilities:	 263	 266	 244	 233
Interchanges	84	84	84	84
Service areas	11	14	14	14
Maintenance buildings	165	165	143	132
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 1998-1999, the untolled portion of the Chickasaw Turnpike was included in total turnpike length. Beginning in 2000, only the tolled portion was included.



2003	2002	2001	2000	1999	1998
604.9	604.9	590.1	574.7	565.9	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	94.6	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	25.3	11.5	9.5
32.8	32.8	32.8	32.8	32.8	32.8
17.3	17.3	17.3	17.3	27.1	27.1
34.4	34.4	19.6	12.4	7.6	7.6
2,388.6	2,388.6	2,325.8	2,264.2	2,220.72	2,212.72
33,174.9	33,174.9	33,174.9	29,098.6	29,098.6	29,017.1
226	232	229	220	201	199
84	84	84	76	61	59
14	14	14	14	14	14
125	131	128	127	123	123
1	1	1	1	1	1
2	2	2	2	2	2
789	789	554	528	503	499
499	499	400	382	365	362
29	29	29	28	26	26
261	261	125	118	112	111





Schedule 14
Oklahoma Turnpike Authority
Mileage by Type and Turnpike,
Ten Years Ended December 31, 1998-2007

	2007	2006	2005	2004
Turner Turnpike				
Passenger	651,869,292	645,511,741	555,822,473	575,182,332
Commercial	187,723,686	190,537,941	178,663,299	169,754,455
Total	839,592,978	836,049,682	734,485,772	744,936,787
Will Rogers Turnpike				
Passenger	489,493,092	480,708,268	482,706,303	487,405,789
Commercial	229,397,234	230,203,360	224,364,592	213,941,868
Total	718,890,326	710,911,628	707,070,895	701,347,657
H.E. Bailey Turnpike				
Passenger	319,923,078	314,987,297	306,632,515	307,123,407
Commercial	40,596,209	39,425,930	38,380,089	37,077,281
Total	360,519,287	354,413,227	345,012,604	344,200,688
Indian Nation Turnpike				
Passenger	154,364,750	149,815,868	150,123,861	152,766,679
Commercial	44,220,160	44,222,295	41,530,457	39,895,744
Total	198,584,910	194,038,163	191,654,318	192,662,423
Muskogee Turnpike				
Passenger	224,247,987	218,564,717	225,425,071	226,095,366
Commercial	31,064,038	30,615,630	30,109,602	29,348,430
Total	255,312,025	249,180,347	255,534,673	255,443,796
Cimarron Turnpike				
Passenger	120,705,345	121,062,348	121,199,914	121,881,482
Commercial	27,054,507	27,403,627	26,630,190	25,794,345
Total	147,759,852	148,465,975	147,830,104	147,675,827
John Kilpatrick Turnpike				
Passenger	227,524,361	212,428,064	211,646,433	195,789,240
Commercial	10,967,482	9,681,977	9,105,524	8,025,233
Total	238,491,843	222,110,041	220,751,957	203,814,473
Cherokee Turnpike				
Passenger	73,019,927	73,140,873	72,806,858	72,402,224
Commercial	13,445,445	14,233,004	14,668,566	14,361,534
Total	86,465,372	87,373,877	87,475,424	86,763,758
Chickasaw Turnpike				
Passenger	11,845,147	5,182,936	11,331,026	10,591,372
Commercial	2,300,675	587,539	1,455,197	1,520,892
Total	14,145,822	5,770,475	12,786,223	12,112,264
Creek Turnpike				
Passenger	228,252,703	214,013,965	203,709,095	194,374,326
Commercial	10,151,871	9,461,661	9,210,080	8,565,556
Total	238,404,574	223,475,626	212,919,175	202,939,882
Totals				
Passenger	2,501,245,682	2,435,416,077	2,341,403,549	2,343,612,217
Commercial	596,921,307	596,372,964	574,117,596	548,285,338
Total Miles	3,098,166,989	3,031,789,041	2,915,521,145	2,891,897,555

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.



2003	2002	2001	2000	1999	1998
531,851,917	496,426,128	506,873,716	540,054,899	543,658,460	535,561,282
161,649,040	196,480,057	163,601,525	187,447,105	181,572,092	172,319,415
693,500,957	692,906,185	670,475,241	727,502,004	725,230,552	707,880,697
480,446,106	407,247,878	405,285,880	385,046,345	393,677,831	386,193,293
193,785,717	164,571,471	198,210,228	215,254,948	209,995,226	199,980,445
674,231,823	571,819,349	603,496,108	600,301,293	603,673,057	586,173,738
298,073,566	279,216,530	268,973,131	254,534,205	253,588,918	250,810,915
36,607,531	36,335,281	36,636,942	39,309,575	38,348,365	36,191,110
334,681,097	315,551,811	305,610,073	293,843,780	291,937,283	287,002,025
155,135,149	150,535,233	142,006,423	135,575,032	139,851,695	135,340,285
37,978,206	40,476,886	38,677,640	40,211,856	40,862,976	39,236,317
193,113,355	191,012,119	180,684,063	175,786,888	180,714,671	174,576,602
207,948,757	193,402,967	189,765,729	176,930,158	167,664,098	177,942,498
28,704,685	28,348,065	29,712,291	32,117,580	30,208,864	30,184,282
236,653,442	221,751,032	219,478,020	209,047,738	197,872,962	208,126,780
116,068,725	113,436,821	110,408,509	109,192,646	109,658,266	105,989,617
23,766,631	22,739,810	22,446,984	23,912,739	24,257,633	22,553,199
139,835,356	136,176,631	132,855,493	133,105,385	133,915,899	128,542,816
179,869,125	165,285,639	43,490,443	38,108,612	59,511,530	54,119,258
6,216,758	3,346,313	918,305	1,485,154	1,554,013	1,370,469
186,085,883	168,631,952	44,408,748	39,593,766	61,065,543	55,489,727
70,478,132	66,457,935	70,454,334	64,296,373	65,339,496	66,992,665
13,477,526	13,149,558	11,764,888	13,050,639	13,169,091	13,215,020
83,955,658	79,607,493	82,219,222	77,347,012	78,508,587	80,207,685
9,242,452	9,925,647	8,575,020	9,147,723	8,892,870	8,653,533
1,059,753	644,369	555,597	700,128	686,679	663,818
10,302,205	10,570,016	9,130,617	9,847,851	9,579,549	9,317,351
174,526,274	140,195,692	85,734,775	46,272,113	50,394,399	58,016,018
7,056,881	3,234,586	1,052,962	2,309,704	2,350,302	1,986,899
181,583,155	143,430,278	86,787,737	48,581,817	52,744,701	60,002,917
2,223,640,203	2,022,130,470	1,831,567,960	1,759,158,106	1,792,237,563	1,779,619,364
510,302,728	509,326,396	503,577,362	555,799,428	543,005,241	517,700,974
2,733,942,931	2,531,456,866	2,335,145,322	2,314,957,534	2,335,242,804	2,297,320,338



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Oklahoma Turnpike Authority

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