

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





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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 utmost 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.

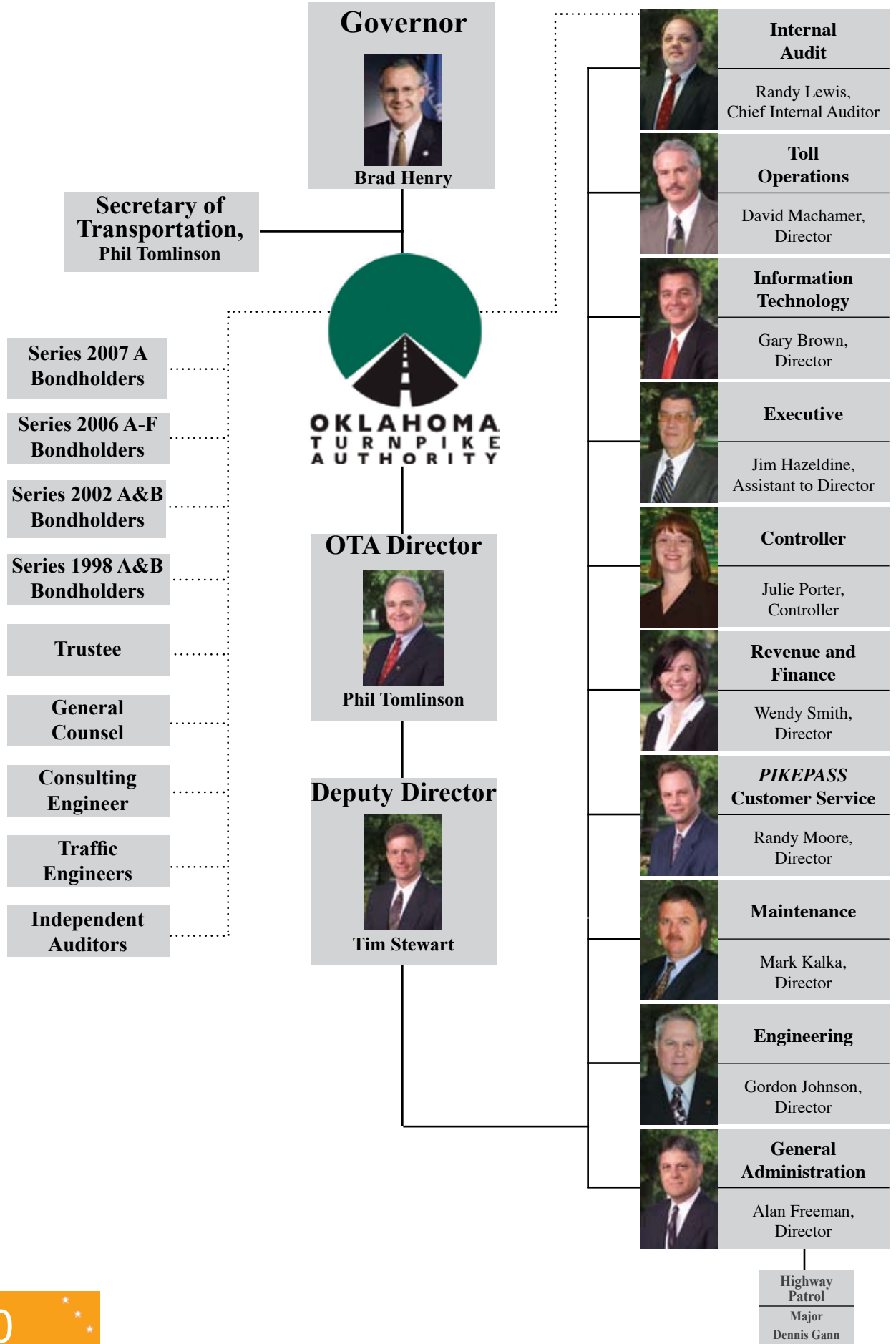


President

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.