OHIO Turnpike Commission

Comprehensive Annual Financial Report
For The Year Ended December 31, 2006

Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

We have reviewed the *Independent Auditors' Report* of the Ohio Turnpike Commission, Cuyahoga County prepared by Ciuni & Panichi, Inc., for the audit period January 1, 2006 through December 31, 2006. Based upon this review, we have accepted these reports in lieu of the audit required by Section 117.11, Revised Code. The Auditor of State did not audit the accompanying financial statements and, accordingly, we are unable to express, and do not express an opinion on them.

Our review was made in reference to the applicable sections of legislative criteria, as reflected by the Ohio Constitution, and the Revised Code, policies, procedures and guidelines of the Auditor of State, regulations and grant requirements. The Ohio Turnpike Commission is responsible for compliance with these laws and regulations.

Mary Taylor

Mary Taylor, CPA
Auditor of State

May 21, 2007

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OHIO Turnpike Commission

Members & Officers

Joseph A. Balog
Chairman

David O. Regula
Vice Chairman

George F. Dixon III
Secretary/Treasurer

Edward A. Kidston
Member

Gordon D. Proctor
Member Ex-Officio

Jeffry J. Armbruster
Senate Member

Stephen P. Buehrer
House Member

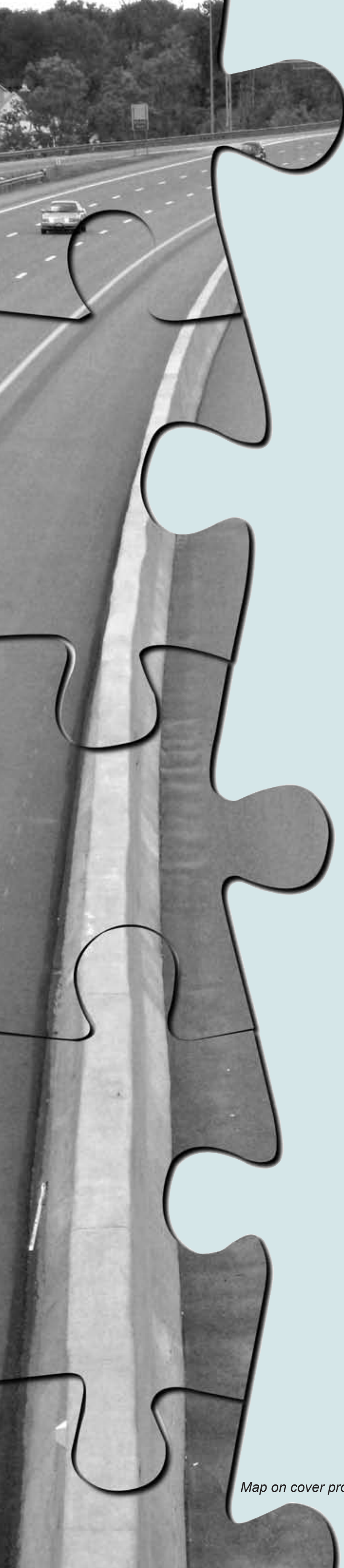
Gary C. Suhadolnik
Assistant Secretary/Treasurer
Executive Director

Independent Auditors:
Ciuni and Panichi, Inc.

Trustee:
The Huntington National Bank,
Cleveland, OH

Consulting Engineers:
HNTB Ohio, Inc., Cleveland, OH

Prepared by:
CFO/Comptroller's Office and
the Office of Public Affairs & Marketing



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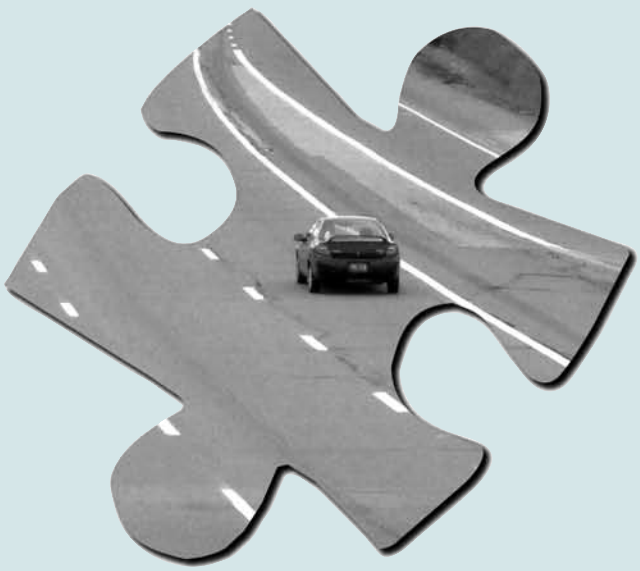
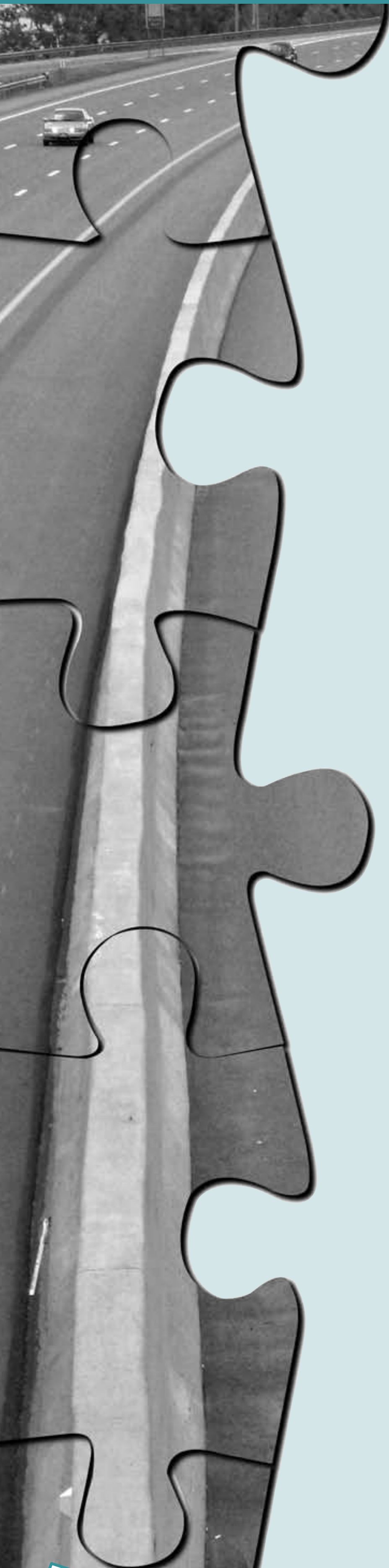
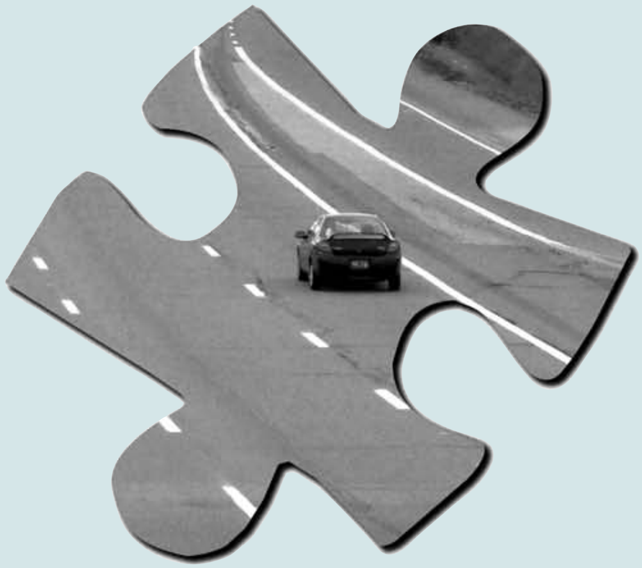


Map on cover provided by Travel Boards, Inc.





2006 Introductory Section

Letter of Transmittal

THE OHIO TURNPIKE COMMISSION

682 Prospect Street
Berea, Ohio 44017
telephone: 440.234.2081
fax: 440.234.4618
www.ohioturnpike.org

May 1, 2007

To:
The Honorable Ted Strickland, Governor, and
The General Assembly of Ohio

The Ohio Turnpike Commission, pursuant to law, presents herewith its fifty-eighth annual report covering the period from January 1, 2006 through December 31, 2006.

Respectfully yours,

Joseph A. Balog
Chairman

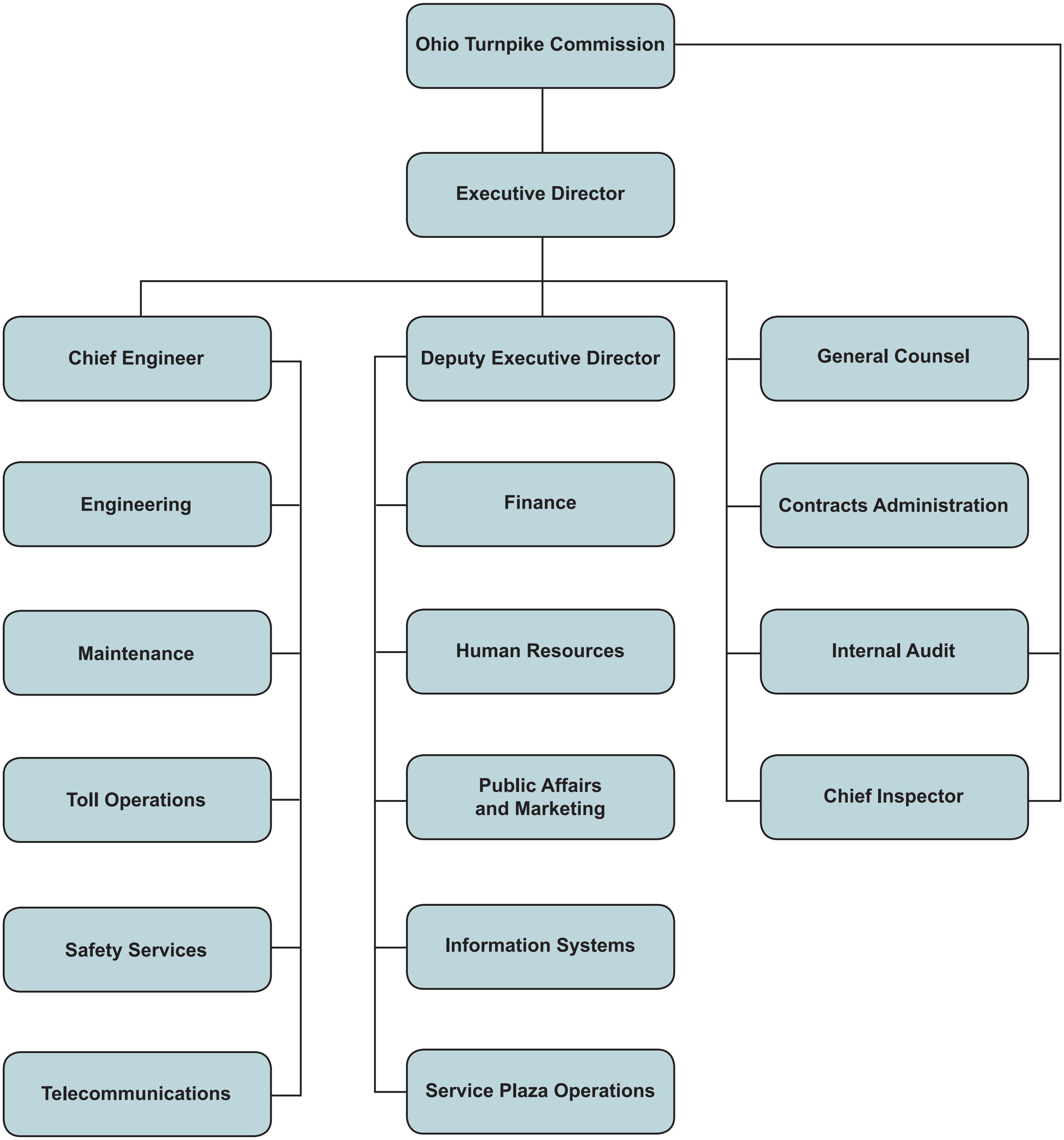
David O. Regula
Vice Chairman

George F. Dixon III
Secretary – Treasurer

Edward A. Kidston
Member

Gordon Proctor
Member Ex-Officio

Organizational Chart



Members and Staff

Ohio Turnpike Commission Members

		APPOINTED	TERM EXPIRATION
Joseph A. Balog	Member Vice Chairman Chairman	07/01/03 03/15/04 08/15/05	06/30/07
David O. Regula	Member Vice Chairman	03/05/04 08/15/05	06/30/13
George F. Dixon III	Member Secretary-Treasurer	10/05/01 07/21/03	06/30/09
Edward A. Kidston	Member	06/24/05	06/30/11
Gordon D. Proctor	Member Ex-Officio	01/11/99	—
Jeffry J. Armbruster	Senate Member	04/05	—
Stephen P. Buehrer	House Member	03/99	—

Ohio Turnpike Commission Administrative Staff

Gary Suhadolnik	Executive Director
Jerry Pursley	Deputy Executive Director
Daniel Castrigano	Chief Engineer
Noelle Tsevdos	General Counsel
James Steiner	CFO/Comptroller
David Miller	Director of Audit and Internal Control
Sharon Isaac	Director of Toll Operations
Lauren Hakos	Public Affairs and Marketing Manager
Richard Morgan	Director of Information Systems
Tim Ujvari	Maintenance Engineer
William Keaton	Telecommunications Manager
Robin Carlin	Director of Human Resources
Dick Lash	Director of Safety Services
Richard Rob	Chief Inspector
Kathleen Weiss	Director of Contracts Administration and Government Affairs
Andrew Herberger	Director of Service Plaza Operations

Chairman's Letter

May 1, 2007

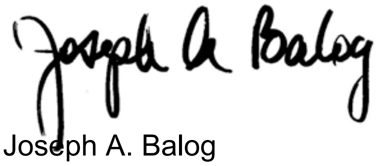
Every day the Ohio Turnpike strives to meet and exceed our customers' expectations. Whether it is by plowing snow, providing clean and comfortable service plazas, having friendly, helpful toll collectors on duty or overall maintaining a first-class, high-speed highway – our customers come first.

As the Ohio Turnpike entered its 51st year of operation in 2006, we continued to be guided by our mission, which directs us "to operate and maintain a user-fee supported highway with sound financial management that provides motorists and travelers with safe, modern and helpful services."

Keeping our mission statement in mind, the Ohio Turnpike Commission approved a modest toll adjustment (effective January 1, 2007) which will enable us to continue providing the services our customers expect and deserve. That toll adjustment, along with continued sound financial management, has enabled the Commission to maintain its excellent credit rating, continue road improvements and the construction of additional miles of third lane, along with various planned resurfacing projects and bridge repairs. Also, the Commission decided to enter the world of electronic toll collection and has taken the initial steps to begin that process. Although it is a two-year project that will not be operational until 2009, the Commission is excited about joining the E-ZPass Interagency Group (IAG) and entering the electronic toll collection era.

As we look forward to 2007, we are eager to develop plans for the reconstruction of the service plazas in Williams County, complete a third-lane section in the Toledo area, and finish the bridge replacement over the Meander Reservoir. These projects along with others planned in the years ahead will help the Commission fulfill its vision, "to be the road of choice for those traveling across Northern Ohio."

Sincerely,



Joseph A. Balog
Chairman

Executive Director's Year in Review

The year was filled with lots of good news, some opportunities and a few challenges. Although the winter season started strong in December of 2005, the remaining winter months were good news for the Turnpike but bad news for winter sports enthusiasts. The Capital Improvement Program continues to move forward with several projects completed. Labor relations with the Teamsters Local 436 continue on a positive note as we enter into the final year of our three-year labor agreement. Although slightly bruised, the Ohio Turnpike survived an election year where Turnpike leasing was a major issue of the campaign for governor. The economy remained healthy, keeping the big rigs traveling on the Turnpike. Finally, the Ohio Turnpike Commission started down the road toward electronic tolling.

Old Man Winter

The winter of 2005-2006 was mild with only 56 inches of recorded snowfall in the Greater Cleveland area and similar totals along most areas adjacent to the Turnpike. This recorded snowfall was roughly half of the total experienced during the last three winters. This less-than-normal snow accumulation was also accompanied by mild temperatures, which reduced our maintenance costs and allowed our crews to perform very important preventive maintenance functions. As usual, our maintenance crews were well prepared to respond to any winter storm headed toward the Turnpike, and they made sure that the Turnpike trucks and equipment were in superior working order.

Trucks to the Turnpike

The 18-month trial program initiated at the request of then Governor Bob Taft was extended for an additional six months by action of the Commission at its February 23, 2006, meeting. At times during the original 18-month period, the Ohio Turnpike, the state, and the nation experienced dramatic fluctuations in the price of gasoline and diesel fuel and some minor bumps in the economy caused by Hurricane Katrina. For this and numerous other reasons, the Commission believed it was important to fully test the trial toll reduction program by extending it for an additional six months until December 31, 2006. While the Commission extended the reduced commercial tolls for an additional six months, unfortunately, the fuel tax payments from the Ohio Department of Transportation (ODOT) ended on June 30, 2006.

While the program successfully increased truck traffic on the Ohio Turnpike by about 14 percent, the increased commercial traffic fell far short of the predicted 30 to 40 percent increases, and that increased level of truck traffic was not enough to offset the 27 percent temporary commercial toll reduction. Fortunately for the Ohio Turnpike, a continued improving economy produced some additional truck traffic along with the corresponding toll revenue, and as previously mentioned, the mild winter produced a substantial reduction in snow removal costs. This enabled the Commission to continue to maintain the highway and the necessary Capital Improvement Program.

Toll Adjustment

As mid-year 2006 approached, the Commission faced the dilemma of wanting to keep tolls low, maintain the incentives to keep commercial vehicles on the toll road and off of parallel routes, while at the same time, maintaining sufficient revenue to continue the important Capital Improvement Program. It is significant to note that, without some action by the Commission, the temporary toll rates implemented for the trial period would have automatically expired, and commercial rates would have reverted back to the much higher 1999 rates. Also, based upon traffic and revenue projections under the temporary toll rates, the Commission could not comply with the Master Trust Agreement, maintain credit quality, and still extend the temporary rates on a long-term basis.

After much thought and deliberation, the Commission considered the idea of a permanent toll adjustment, whereby the toll rates for some classes of vehicles would be reduced and some would be increased. The Commission specifically wanted to keep commercial tolls low to provide the greatest possible incentive for trucks to continue to use the toll road.

The rate proposal developed by the Commission included an increase of one-half-cent per mile over the 1999 rates for passenger vehicles (Classes 1 through 3) and an increase of one cent per mile over the temporary toll rates that were established on January 1, 2005, for commercial vehicles (Classes 4 through 9). All new toll rates would also be rounded to the nearest quarter to improve the efficiency of the actual toll collection process. A very slight downward adjustment was necessary in both Classes 10 and 11 to round to the nearest quarter. An unintended but positive result of rounding to the nearest quarter conveniently caused the minimum passenger toll for traveling between most adjacent interchanges to remain at just $.50. This is especially beneficial for the relatively small number of commuters who use the Turnpike to travel to work on a daily basis.

As required by law, the three public hearings were held along the Turnpike corridor (Toledo, Youngstown, and Berea) prior to any official action by the Commission to formally change the toll rates. Two meetings were held in the evening and all meetings were attended by both Commissioners and Commission staff. Public turnout was minimal, and public comments against the adjustment were mild. Several participants actually expressed support for the adjustment, understanding that adequate revenue is necessary to maintain the quality of the road that our customers deserve and expect. Comments by the Ohio Trucking Association (OTA) and the American Automobile Association (AAA) were mild and, although not supportive, the remarks certainly expressed their understanding of the Turnpike's financial needs and the relatively minor change in toll rates being proposed.

Although the toll adjustment proposed was reasonably measured and generally understood by the traveling public, the Administration in Columbus vehemently opposed the toll rate adjustment. Fortunately, the four citizen members of the Commission understood the long-term best interests of the Ohio Turnpike and that the transportation corridor would be best served by adopting the toll adjustment. The toll rate adjustment was formally adopted by the Commission at the December 18, 2006, Commission Meeting, with the new rates effective on January 1, 2007.

The two toll classifications having the highest volume of traffic are passenger cars (Class 1) and large 18 wheelers (Class 8). Drawing a comparison between the toll rates when the Turnpike opened in 1955 and the new rates in effect beginning January 1, 2007, the new rates are just 242 percent higher than the 1955 rate for passenger cars and just 56 percent higher than the 1955 rate for trucks. During this same period of time, the Consumer Price Index has increased by nearly 700 percent and gasoline taxes have increased by 460 percent. After the Indiana Toll Road toll increase in mid-2007, the Ohio Turnpike toll rates will be lower than both Indiana and Pennsylvania, and will generally be among the lowest rates in the nation, continuing to make the Ohio Turnpike one of the best travel values in the country.

Changes in Turnpike Governance

As a direct result of the Commission's determination to adjust toll rates, the Governor's Office legislatively initiated changes to the Commission's governing statute (Ohio Revised Code Chapter 5537) by having several amendments added to the Capital Appropriations Bill (House Bill 699) which was introduced and debated in December 2006, during the last month of the legislative session.

After much debate and deliberation, the final legislative product requires that: 1) the Commission seek approval from the Office of Budget and Management (OBM) prior to any debt issuance or any changes to the Master Trust Agreement; 2) two new, ex-officio, non-voting members be added to the Commission - the Director of Development and the Director of OBM; 3) the Commission notify the Governor and legislative leaders prior to any toll change, whether permanent or temporary; and 4) the chairs of the Finance and Transportation Committees may request that the Commission appear and review past budget results and present its proposed budget to the Committees.

Three-Year Labor Agreement

As mentioned earlier in this report, the Commission completed the second year of a three-year labor agreement with Teamsters Local 436. Fortunately, the new contract appears to be working well with both labor and management better understanding their respective roles, rights and responsibilities. There appears to be better cooperation, fewer grievances, and, in general, less conflict between the parties.

As we enter into the final year of the labor agreement emotions always run higher. We are hopeful that the spirit of cooperation and understanding will remain and that a successor agreement can be reached with minimal conflict. We anticipate that issues surrounding electronic tolling, leasing of the toll road, and job security in general will be the dominant concerns in the 2007 negotiations.

Turnpike Leasing

A number of highways in North America have been built and operated by private sector companies, or in some cases, just the operation of certain highways have been turned over to a private company. In 2005, the Chicago Skyway was leased to the Macquarie Infrastructure Group and Cintra for 99 years. Similarly, in 2006, the Indiana Toll Road was also leased to Macquarie Infrastructure Group and Cintra for 75 years. As of the writing of this report, Pennsylvania is considering lease proposals and the New Jersey Turnpike is possibly considering a leasing proposal. In the first two cases, the private sector provided upfront payments of $1.83 billion and $3.85 billion to the respective governments that owned the highways.

Unfortunately, news of these high-profile, large dollar leases caused the issue of leasing the Ohio Turnpike to become a major plank in the platform of one of the major candidates for Ohio Governor. Additionally, an advocacy group was formed to push the idea of leasing the Ohio Turnpike to private interests.

Any time toll road officials argue against toll road leasing, they are quickly accused of trying to protect their jobs, yet it is precisely those officials who best understand the challenges of operating a toll road. Ohio Turnpike Commission officials believe that a private operator would have to perform essentially the same functions and provide the same services that the Commission currently provides, which includes toll collection, road maintenance, snow plowing, construction, food, fuel, restroom, traffic safety and emergency services. While a private operator could reduce wages and benefits, in the case of Indiana, the Macquarie Infrastructure Group and Cintra has already indicated that they “foresee little scope to cut the road’s operating costs” adding that it will “benefit from a 70 percent increase in tolls in April.”

Considering the pressure applied from various public officials encouraging the Commission to reduce toll rates, the added success of the trial toll reduction program, and the fact that Ohio has some easily accessible parallel state routes, it is difficult for Ohio Turnpike officials to understand how a long-term lease would be good for our customers, our neighboring communities, or for the northern Ohio economy in general. Fortunately at this time, the new Governor is not supportive of leasing the Ohio Turnpike, but we believe that the continued rapidly rising costs of road construction and the continued increases in traffic will keep the idea of private-sector leasing alive.

Electronic Tolling

The Ohio Turnpike Commission took the first steps in the process of entering the world of electronic tolling. The Commission’s current toll collection system is fast approaching the end of its useful life. More frequent malfunctions are occurring and spare parts are becoming more difficult to obtain. The Commission determined that it is time to install a new system that will also include electronic toll collection technology.

The Commission hired Stantec (formerly known as Vollmer Associates LLP), a consulting firm, to evaluate and assess the current toll collection system, develop a strategic plan and to help write the Request For Proposals (RFPs) to enable the Commission to purchase and install a new toll collection system, complete with electronic toll collection technology. It is anticipated that this will be a two-year project with a new system fully operational in 2009.

Additionally, although the Ohio Turnpike Commission has not taken any formal action, it intends to become a full member of the E-ZPass Interagency Group.

As a part of the new toll collection system, the Commission also plans to install Automated Toll

Payment Machines (ATPM's) at several of our low traffic volume interchanges. The Commission has machines at four interchanges (140, 142, 151 and 161). Although it has been a learning process for customers, toll collectors, and our ATPM manufacturer, the machines are generally functioning very well and gradually gaining customer acceptance. These machines and their specific design are unique to the Ohio Turnpike, but using the machine is similar to using an ATM and some vending machines.

Based upon the experience of other neighboring toll roads and considering the limited commuter base of the Ohio Turnpike, the Commission does not anticipate dramatic personnel reductions or cost savings with the implementation of electronic toll collection. The Commission believes that a combination of electronic tolling and the use of ATPM's will enable us to better serve our customers and help control the cost of toll collection, which is by far the Commission's largest operating expense.

Finally, it is worth noting that the ATPM's have been modified to accept credit card payments. Along with this convenience, the Ohio Turnpike is the first toll road in the nation where proximity card technology (Tap 'N Go) is being utilized. The ATPM's are equipped with this technology, allowing customers with proximity-type credit cards to simply wave or tap the card, thereby completing the payment transaction more quickly and easily.

Safety

A major component of the 2004 efforts to attract trucks to the Turnpike was increasing the truck speed limit from 55 to 65 mph. There were concerns that the increased truck speed limit would also dramatically increase accidents and fatalities on the highway. While there was a slight increase in the number of accidents and the number of fatalities following the speed limit change, the Turnpike's accident and fatality rates were still in the range one would expect with the substantially increased level of truck traffic.

Much like the weather, traffic accidents are cyclical, so some years there are more accidents than in other years. Any fatality is an unfortunate one, and we always hope for a fatality-free year on the Ohio Turnpike. While there were eight fatalities in 2006, this is only a .3 fatality rate per 100 million vehicle miles of travel and the lowest number experienced since 1999. Only in 1999 and 1955 did we experience a lower number of fatalities on the Ohio Turnpike. Considering the higher volume of traffic, 2006 overall was one of the safest years in the history of the Ohio Turnpike, and this safe year occurred with the higher 65 mph truck speed limit in effect.

Additionally, as part of its continued commitment to safety, the Commission has agreed to fund the implementation of Multi-Agency Radio Communications System (MARCS) for the Turnpike's District 10 of the Ohio State Highway Patrol (OSHP).

MARCS is a communications network designed to provide instant voice and data connections statewide. MARCS will supply a broadcasting backbone for statewide public safety and emergency management in a single system shared by numerous agencies and will provide mobile voice, data, vehicle location services, and computer-aided dispatching.

This system will enable Turnpike troopers and law enforcement personnel serving communities adjacent to the Turnpike to communicate with each other, providing an additional level of safety and support for both Turnpike motorists and for communities near the Turnpike corridor.

Capital Improvement Program Updates

Third Lane
A major section of third-lane construction began in June of 2006 in the Toledo area between mileposts 64 and 71. This is an important but costly section of the Turnpike due to the unusual number of bridges in this area. As a result, this project will require two full construction seasons with completion anticipated in the fall of 2007.

Meander Reservoir
Although not an expansion project, the Turnpike is replacing the mainline bridges over the Meander Reservoir, which is the water supply for the Greater Youngstown area. This is a much more challenging construction project due to the extreme environmental measures that must be taken to protect this water supply. Nonetheless, it was more cost effective to replace rather than repair the bridge. This is a two-year project with the eastbound bridge completed in 2006 and the westbound bridge scheduled for completion in 2007.

Toll Facilities
The reconstruction of Interchanges 142 and 151 is nearly complete. When finished, all of the old-style toll facilities (built before 1990) will have been reconstructed. These two facilities are one-directional interchanges connecting I-90 and I-480 to the Ohio Turnpike. One tollbooth at each location was modified during construction to accommodate an ATPM. Building one toll booth to accept the equipment avoids retrofitting at a later time and, since these interchanges are on major truck routes, the Commission believes the ATPM will help reduce, if not eliminate, unpaid truck tolls at these interchanges.

Service Plazas
As indicated in last year's Annual Report, the Commission has been rethinking the scope of the "Bookends" project. The original Bookends idea was to have a larger service plaza facility available to customers when entering Ohio from either end (Indiana or Pennsylvania.) The thought was to have two sites rather than the four, with amenities better suited to travelers and our trucking customers.

The Commission's decision to close the service plazas located at milepost 20.8 in Williams County was due in part to the condition of the water treatment facility, which had reached the end of its useful life. The expense associated with improving a 50-year old water treatment facility, coupled with the uncertainty of the toll rates and revenue, led to some concerns about spending precious capital dollars on these enhancements. Since it did not seem to be the best business decision, the Commission opted to close the site and evaluate its options before committing to rebuilding a new set of service plazas at that time. The Commission decided to close the existing site, demolish the old buildings, and clean up the site for possible future use.

The Commission's concept at this time is to rebuild more customer-friendly plazas on the existing location instead of attempting to acquire new property midway between existing plazas. The Commission will have discussions with our current vendors to get a better understanding of the type of facility they believe will best meet their needs, as well as those of our customers. Based upon input at this time, the Commission is of the opinion that future service plazas should be designed in a manner that will minimize the number of vendor employees necessary to operate the service stations and incorporate a "convenience store" concept to sell snacks and beverages to travelers. The Commission hopes to contract with a design firm to develop facility and site plans for the Williams County service plazas sometime during 2007.

<u>New Fuel Provider</u>
For the first time in over 12 years, Turnpike customers will see a new fuel supplier when driving into our service plazas. The Commission believes all providers of the various services offered on the Turnpike should, at regular intervals, be offered the opportunity to compete for the chance to provide those services. After a competitive bid process, the Commission selected Lehigh Gas to provide gasoline and diesel fuel to our customers. Lehigh, an American-owned company and America's largest refiner, will be selling under the Valero brand. Although new to Ohio, Valero is well known in other regions of the United States. The transition was completed during the low volume travel period between Christmas and New Year's Day.

Respectfully yours,

Gary C. Suhadolnik

Gary C. Suhadolnik
Executive Director

CFO/Comptroller's Report
The Ohio Turnpike Commission

James T. Steiner
CFO / Comptroller

May 1, 2007

Ohio Turnpike Commission and Executive Director:
The *Comprehensive Annual Financial Report* (CAFR) of the Ohio Turnpike Commission (the "Commission") for the year ended December 31, 2006, is hereby submitted. Responsibility for both the accuracy of the data and the completeness and fairness of the financial presentation, including all disclosures, rests with the CFO/Comptroller's Office of the Commission. To the best of my knowledge and belief, the accompanying data are accurate in all material respects and are reported in a manner designed to present fairly the financial position, results of operations and cash flows of the Commission. All disclosures necessary to enable the reader to gain an understanding of the Commission's financial activities have been included.

The CAFR is presented in three sections: introductory, financial and statistical. The introductory section includes lists of the Commission Members and professional consultants, the Commission's organizational chart, letters of transmittal (including the Chairman's Letter, Executive Director's Year in Review and CFO/Comptroller's Report), History and General Information and the Certificate of Achievement for Excellence in Financial Reporting awarded to the Commission for its 2005 CAFR by the Government Finance Officers Association of the United States and Canada (GFOA). The financial section includes the Independent Auditors' Report, Management's Discussion and Analysis, and the basic financial statements. The notes provided in the financial section of this report are an integral and essential part of adequate disclosure and fair presentation of this CAFR. The statistical section includes selected financial and statistical information, presented on a ten-year basis.

Readers of these financial statements are encouraged to review Management's Discussion and Analysis for an overview of the Commission's financial position and the results of 2006 operations.

The accompanying financial statements include only the accounts and transactions of the Commission. The Commission has no component units nor is it considered a component unit of the State of Ohio. The Commission is considered, however, a related organization to the State of Ohio.

Accounting Policies and Internal Controls
The Commission's reporting entity and its accounting policies are briefly described in Note 1 of the financial statements. The Commission is required to have annual audits of its financial statements by an independent certified public accountant approved by the Auditor of the State of Ohio.

682 Prospect Street, Berea, Ohio 44017-2799 Phone: (440) 234-2081 Fax: (440) 234-7180
www.ohioturnpike.org
Serving the nation – The James W. Shocknessy Ohio Turnpike

CFO/Comptroller's Report *(continued)*

The management of the Commission is responsible for establishing and maintaining internal controls designed to ensure that the assets of the Commission are protected from loss, theft or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America. The internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

In addition to the independent audit, the Commission maintains its own Internal Audit Department. This department is responsible for strengthening and reviewing the Commission's internal controls. The Internal Audit Department performs its own in-depth operational and financial audits and provides assistance to the independent auditors as well.

Awards

The GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to the Ohio Turnpike Commission for its *Comprehensive Annual Financial Report for the year ended December 31, 2005*. The Certificate of Achievement is a prestigious national award, recognizing conformance with the highest standards for preparation of state and local government financial reports. The Commission was the first Turnpike to be awarded this honor in 1985. Since then, the Commission has received this award for every year with the exceptions of 1989 and 1990, when no applications were submitted. In order to be awarded a Certificate of Achievement, a governmental unit must publish an easily readable and efficiently organized comprehensive annual financial report, the contents of which conform to program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to the Certificate of Achievement program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgments

Preparation of this report could not have been accomplished without the dedicated services of the staff of the CFO/Comptroller's Office, the Director of Audit and Internal Control, the Public Affairs and Marketing Manager, and the various department heads and employees who assisted with and contributed to its preparation.

Respectfully submitted,

James T. Steiner

James T. Steiner
CFO/Comptroller

Certificate of Achievement

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Ohio Turnpike Commission

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

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

GOVERNMENT FINANCE OFFICERS ASSOCIATION OF THE UNITED STATES AND CANADA CORPORATION SEAL CHICAGO

President

Executive Director

History and General Information

Organization and Background

The Ohio Turnpike Commission (the “Commission”) is a body corporate and politic in the State of Ohio created by the Ohio Turnpike Act, (Chapter 5537, Ohio Revised Code) adopted by the 98th Ohio General Assembly, effective September 1, 1949. The Commission is authorized and empowered to construct, maintain, repair, and operate the Turnpike system at such locations as shall be approved by the Governor of the State of Ohio and in accordance with such alignment and design standards as are approved by the Director of the Ohio Department of Transportation. The Commission is also authorized and empowered to issue Turnpike Revenue Bonds of the State of Ohio, payable solely from Turnpike revenues. Under provisions of the Act, Turnpike Revenue Bonds shall not be deemed to constitute a debt or a pledge of faith and credit of the State or any political subdivision thereof and Turnpike monies are not available to the State of Ohio or any political subdivision of the State.

In December of 1990, Substitute Senate Bill 7 was passed by the 118th Ohio General Assembly. This legislation became effective April 12, 1991, as revised Chapter 5537 of the Ohio Revised Code. Among its provisions, the legislation clarified and modernized the original 1949 Ohio Turnpike Act, provided additional authority to the Commission, and expanded the Commission by adding two non-voting members, one a member of the Ohio Senate and one a member of the Ohio House of Representatives. The legislation also created a Turnpike Oversight Committee (subsequently eliminated, then recreated through legislation) and, most significantly, permitted the existing Ohio Turnpike to remain a toll road after all outstanding bonds were paid.

On May 18, 1992, a Tripartite Agreement that had been entered into in 1964 among the Commission, the Ohio Department of Transportation and the Federal Highway Administration was modified as a result of the provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The modified agreement canceled the requirement that the Ohio Turnpike become free to the public upon redemption of the bonds outstanding (which were redeemed on June 1, 1992) and permitted tolls to continue without repayment of certain federal financial assistance previously received by the Ohio Department of Transportation for Interstate Highway approaches to the Turnpike.

Effective July 1, 1993, amendments to Chapter 5537 of the Ohio Revised Code were made by the Ohio General Assembly through provisions contained in Amended Substitute House Bill 154. Prior to these amendments, the Turnpike had been a project-by-project operation with each project being separate and independent. Under the

provisions of the 1993 amendments, the Turnpike was converted to a system of projects with revenue from one project capable of being used to support other projects within the system.

Amended Substitute House Bill 335 went into effect on October 17, 1996. Among other things, the bill recreated the Turnpike Oversight Committee; required the Commission to hold public hearings before it votes to change tolls on a toll project or take any action that will increase its sphere of responsibility beyond the Ohio Turnpike; and prohibited the Commission from expending any toll revenues generated by a Turnpike project to pay any part of the cost of another unrelated project.

Amendments to House Bill 699 (effective March 28, 2007) renamed the Turnpike Review Committee; requires the Commission to notify the Governor and legislative leaders prior to any toll change; and allows the appropriate chairs of Finance and Transportation Committees to request the Commission to appear and review past budget results and to present its proposed budget. Additional amendments require the Commission to seek approval of the Office of Budget and Management (OBM) prior to any debt issuance, or any changes to the Master Trust Agreement. The amendments also require the Commission to submit its annual budget to OBM for review only at least 30 days before adoption. Finally, the legislation adds the Director of Development and the Director of OBM as new ex-officio non-voting members of the Commission.

The Commission

The Commission will now consist of nine members when at full strength, four of whom are appointed by the Governor with the advice and consent of the Senate, no more than two of whom are members of the same political party. Appointed members' terms are for eight years with the terms staggered so one starts or expires every two years. The fifth member is the Director of the Ohio Department of Transportation, who is a member ex-officio. The four remaining members, a state senator and a state representative, the Director of Development and the Director of OBM have non-voting status. The two legislative members are named, respectively, by the President of the Senate and the Speaker of the House of Representatives. The Turnpike's operations are further monitored by a six member Legislative Review Committee.

History

The first completed section of the Ohio Turnpike, 22 miles from the Pennsylvania Turnpike at the Ohio-Pennsylvania border to an interchange at Mahoning County Road 18, nine miles west of the city of Youngstown, was opened for traffic on December 1, 1954. This Eastgate section had been rushed to completion to relieve congestion of traffic moving to and from the Pennsylvania Turnpike over state and other highways. The remaining 219 miles of the Turnpike were opened on October 1, 1955. As traffic flowed through the 17 interchanges and terminals, all service and operating functions were activated — restaurants and service stations, disabled vehicle service, maintenance buildings, the Ohio State Highway Patrol (OSHP), and the Turnpike radio communications system.

For the most part, the Turnpike has experienced a relatively steady increase in traffic volume and revenues. In 1956, the first calendar year of full operation, 8,511,931 automobiles and 1,469,023 trucks used the Turnpike. In 2006, the total annual traffic consisted of 40,268,775 automobiles and 11,515,073 trucks. Annual revenues from tolls, restaurant and service station concessionaire rentals and other sources rose from $15,351,000 in 1956 to $219,500,000 in 2006.

The Ohio Turnpike links the East and Midwest by virtue of its strategic position along the system that directly connects toll roads between Boston, New York City and Chicago, consisting of the Massachusetts Turnpike, New York Thruway, New Jersey Turnpike, Pennsylvania Turnpike, Ohio Turnpike, Indiana Toll Road and Chicago Skyway. Although commonly known and referred to as the Ohio Turnpike, the toll road's official name is The James W. Shocknessy Ohio Turnpike in honor of the man who was a member and Chairman of the Ohio Turnpike Commission from its inception in 1949 until his death in 1976.

The beginning of the National System of Interstate and Defense Highways early in 1956 resulted in the Commission scrapping plans to build several other toll roads in Ohio (but some of this planning was used in launching Ohio's interstate system). Thus, the Ohio Turnpike, which carries the designation of Project No. 1, is the one and only Turnpike project completed, operated and maintained by the Commission.

Even though the Commission receives no federal funding, all of the 241.26 mile Turnpike has been incorporated by the Federal Highway Administration into the Interstate Highway System. The Turnpike is designated Interstate Route 80/90 between the Ohio-Indiana line and the Lorain County West Interchange (Milemarker 142). Interstate Route 80 between the Lorain County West Interchange (Milemarker 142) and the Niles-Youngstown

Interchange (Milemarker 218), and Interstate Route 76 between the Niles-Youngstown Interchange (Milemarker 218) and the Ohio-Pennsylvania line.

Access

The Turnpike is linked directly with Interstate Route 75, Interstate Route 280, Interstate Route 480, Interstate Route 71, Interstate Route 77 and Interstate Route 680. There are 31 interchanges on the Ohio Turnpike, 26 of which are accesses to and from U.S., Ohio and Interstate routes and two of which are terminals connecting, respectively, with the Pennsylvania Turnpike in the east and the Indiana Toll Road in the west. The remaining three interchanges connect with county or local roads.

Tolls

Toll charges for all vehicles are determined by gross-weight classification and by distance traveled on the Turnpike. All vehicles are weighed while in motion upon entering the Turnpike on scales located at the entrance lanes of each toll plaza. Passenger cars weighing less than 7,000 pounds fall within Class 1 and all other vehicles fall within Classes 2-9, based on their gross weight. (Classes 10 and 11 apply to triple-trailer combinations and long combination vehicles.) A company whose tolls exceed $1,200 per year may apply for a toll charge account. Charge customers whose toll charges in any calendar month exceed $1,000 are given a 15 percent volume discount on those tolls in excess of $1,000.

Physical Characteristics

The Ohio Turnpike mainline consists basically of two or three eastbound and westbound travel lanes of reinforced portland cement concrete, all of which has been resurfaced with asphaltic concrete, with each flanked by paved shoulders 8 feet wide on the inside and 10 feet, 3 inches wide on the outside of the mainline roadway. The shoulders are hard surfaced with three inches of bituminous (penetration) macadam, plus the thickness of the resurfacing asphalt. The mainline roadways are separated by a center strip with a standard width between roadway lanes of 56 feet, consisting of 40 feet of grass median and the inside shoulders. The construction of the new third lane eliminated the 56 foot center strip, replacing it with two 12 foot traffic lanes, two 14 foot 3 inch wide paved shoulders and a 50 inch high concrete barrier. The new third lane section between Interchange 59 and Interchange 218 consists primarily of full depth asphalt. Ascending grades are kept to a maximum of 2.00 percent and descending grades to a maximum of 3.14 percent. Horizontal and vertical curves are of sufficient radius to provide the best sight distance, as well as ease of travel.

All of the roads and railroads intersected by the Turnpike cross under or over the Turnpike's roadways by means of bridges. There are no crossings at grade. To preserve the minimum separation between roadways, twin bridges carry the roadways whenever the Turnpike crosses over other highways, railroads or rivers.

Service Plazas*

The Commission has contracted with several private companies to operate restaurants and service stations at the Turnpike's 16 service plazas (eight pairs). Restaurants and service stations at all service plazas are open 24 hours each day throughout the year. Currently the Commission has eight pairs of service plazas, which on average are approximately 30 miles apart. The farthest distance between pairs of service plazas is 39.5 miles. The service stations at the service plazas have gasoline, diesel fuel and assorted automotive accessories for sale. Turnpike maps, motel-hotel lists and other touring aids are available at the service plazas for travelers. Prices for food, fuel and other items sold at the service plazas are competitive with those charged at similar, off-Turnpike establishments in the same general vicinities.

The Commission has replaced 10 of its original 16 service plazas with new, more modern structures. The original service plazas were built and in operation in 1955 when the Turnpike was first opened to traffic from the Pennsylvania to the Indiana state borders.

Reconstruction of the first set of service plazas at milepost 100 started in July of 1998 and opened to motorists in June of 1999. Reconstruction of the plazas at milepost 170 began the following month and reopened in October of 1999. Work has continued on the remaining service plazas along the Ohio Turnpike and facilities have reopened to travelers at milepost 197 in April of 2001, at milepost 139.5 in May of 2002, and milepost 76.9 in May of 2005.

Turnpike Maintenance

Providing Turnpike customers with a well-maintained highway is a task performed by the Commission's maintenance crews. Personnel assigned to the eight maintenance buildings, spaced at approximately 30-mile intervals along the Turnpike, are responsible for keeping the Turnpike facilities operational and the roadway and pavement in comfortable-riding, clean and safe condition. Weather monitoring stations along the road utilize embedded sensors in certain mainline bridges to provide advance notice of the need to initiate snow and ice operations.

Ohio State Highway Patrol

A special Turnpike unit, District 10 of the OSHP, polices the Turnpike. Headquarters for District 10 is in the Commission's Telecommunications Building at Berea. Two additional posts are incorporated into maintenance buildings and there is one free-standing patrol post. District 10 operates patrol cars and airplanes to enforce the Commission's traffic regulations, as well as to perform service to ill, stranded or otherwise distressed travelers. Under a contract between the Commission and the OSHP, the Commission utilizes toll revenue to reimburse the patrol for all costs of operating on the Turnpike.

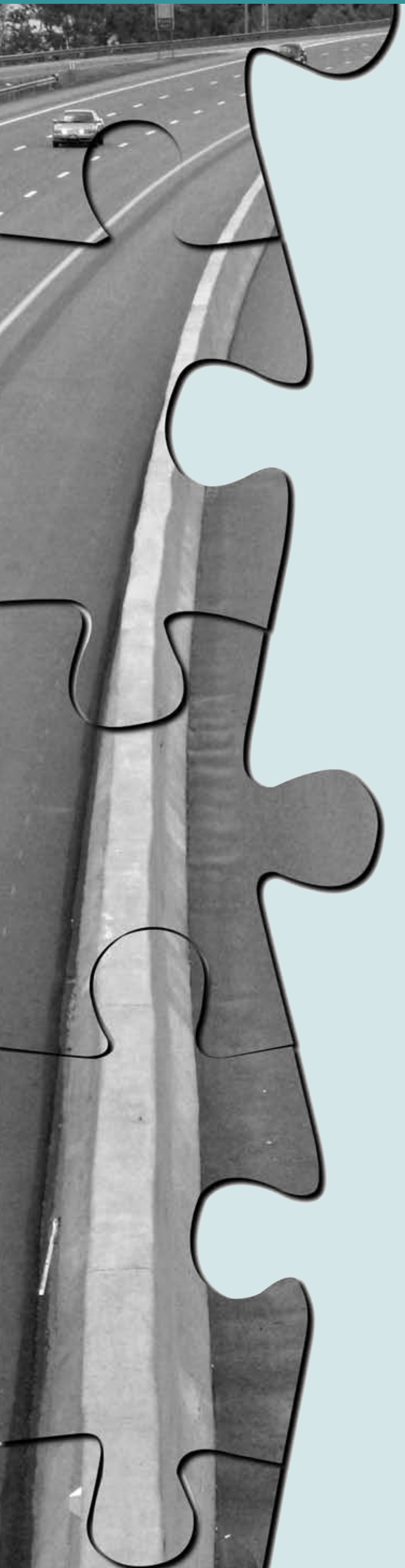
Radio Communications Systems

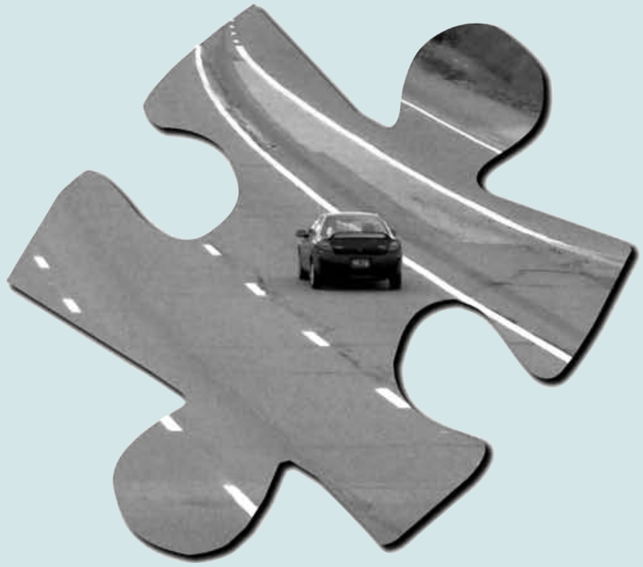
Two of the most modern, two-way radio communications systems to be found on any toll road are in operation on the Ohio Turnpike. Separate systems are maintained for the Commission and the OSHP. Of particular value to Turnpike customers is the use of the systems for emergency services including ambulance, EMS life flights, OSHP and wrecker service.

Disabled Vehicle Service

Roadway vehicle-repair trucks on the Turnpike are equipped to assist temporarily stranded drivers in getting vehicles started again. On-the-spot service includes changing tires, supplying emergency gasoline, replacing broken fan belts and other minor repairs. Towing service is available for the removal of vehicles requiring garage work off the Turnpike.

*As of the printing of this report, the service plazas located at milepost 20.8 in Williams County are closed for reconstruction.





2006 Financial Section

FINANCIAL ADMINISTRATION

James T. Steiner...........CFO/Comptroller

David Miller.................. .Director of Audit and Internal Control

Lisa Mejac.................. .Accounting Manager

Linda Birth.................. .Payroll Manager

Donna Cook ....Accounts Payable/Accounts Receivable Manager

Independent Auditors' Report

Ciuni & Panichi
CPAs and Business Advisors

Independent Auditors' Report

Ohio Turnpike Commission
Berea, Ohio

We have audited the accompanying balance sheet of the Ohio Turnpike Commission (the "Commission"), as of and for the year ended December 31, 2006, and the related statement of revenues, expenses and changes in net assets and of cash flows for the year then ended. These financial statements are the responsibility of the Commission's management. Our responsibility is to express an opinion on these financial statements based on our audit.

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. 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 examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

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

As described in Note 1, during the year ended December 31, 2006, the Commission implemented GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, GASB Statement No. 44, *Economic Condition Reporting: The Statistical Section,* GASB Statement No. 46, *Net Assets Restricted by Enabling Legislation* and GASB Statement No. 47, *Accounting for Termination Benefits*.

In accordance with *Government Auditing Standards*, we have also issued our report dated April 30, 2007 on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements 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.

Management's Discussion and Analysis is not a required part of the basic financial statements, but is supplementary information required by the 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.

We conducted our audit to form an opinion on the financial statements that collectively comprise the Commission's basic financial statements. The introductory section and statistical section are presented for additional analysis and are not a required part of the basic financial statements. The introductory section and statistical section 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.

Ciuni & Panichi, Inc.

Cleveland, Ohio
April 30, 2007

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Management's Discussion and Analysis

This section of the annual financial report presents the Commission's discussion and analysis of its financial position and the results of operations for the year ended December 31, 2006. Please read it in conjunction with the Chairman's Letter, Executive Director's Year in Review, CFO/Comptroller's Report, and History and General Information at the front of this report, and the Commission's financial statements and notes, which follow this section.

Financial Highlights

- Commercial traffic volume set a new all-time record in 2006, exceeding the volume from 2005 by 4.7 percent.

- Total 2006 revenues exceeded expenses by $27.3 million, providing additional resources for the Commission's ongoing Capital Improvement Program.

- The Commission made capital improvements in 2006 totaling approximately $48.1 million.

During the summer of 2004, in an effort to improve safety on routes running parallel to the Ohio Turnpike that had experienced several fatal crashes involving commercial vehicles, then Governor Taft requested the Ohio Turnpike Commission, ODOT and the OSHP to develop a program that would encourage more trucks to use the Ohio Turnpike.

Together, the three organizations developed a three-point plan that included: increasing the speed limit for trucks traveling on the Ohio Turnpike from 55 mph to 65 mph; increasing enforcement of truck weight and speed limits on parallel state routes; and, on a trial basis, lowering toll rates for vehicles in weight Classes 4 through 9 (23,001 lbs. to 90,000 lbs.) for 18 months by various amounts ranging from 2 percent for lighter vehicles up to 57 percent for heavier vehicles.

The speed limit increase took effect on September 8, 2004. Increased enforcement efforts on parallel roads involving several OSHP posts commenced in the fall of 2004 and the reduced commercial toll rates took effect on January 1, 2005.

The trial toll reduction portion of the plan was to be a partnership under which ODOT agreed to "purchase the Turnpike's excess capacity" for the 18-month trial period. With approval of the Ohio General Assembly, $23.4 million of fuel tax dollars ($1.3 million per month) was appropriated from ODOT to the Commission to offset the anticipated revenue loss resulting from the reduction of commercial toll rates. At its meeting on February 23, 2006, the Commission voted to extend the temporary reduction in commercial toll rates for an additional six months from July 1, 2006 through December 31, 2006, knowing that ODOT's purchase of Turnpike capacity would not continue beyond June 30, 2006.

At its meeting on December 18, 2006, the Commission approved new toll rates that became effective January 1, 2007. These new rates represent an increase over the previous rates of approximately one-half cent per mile for passenger cars and other vehicles weighing up to 23,000 pounds, and an increase over the temporary rates of approximately one cent per mile for commercial trucks and other vehicles weighing from 23,001 pounds up to 90,000 pounds.

Condensed Balance Sheet Information *(Dollars in Thousands)*

	12/31/06	12/31/05	Increase / (Decrease) $	Increase / (Decrease) %
Assets				
Cash and Investments	$ 151,785	$ 142,445	$ 9,340	6.6%
Other Noncapital Assets	18,154	17,990	164	0.9%
Capital Assets, Net	1,247,601	1,252,460	(4,859)	(0.4%)
Total Assets	**$ 1,417,540**	**$ 1,412,895**	**$ 4,645**	**0.3%**
Liabilities and Net Assets				
Liabilities				
Current Liabilities	$ 48,637	$ 55,483	$ (6,846)	(12.3%)
Long-Term Liabilities	691,555	707,411	(15,856)	(2.2%)
Total Liabilities	**740,192**	**762,894**	**(22,702)**	**(3.0%)**
Net Assets				
Invested in Capital Assets, Net of Debt	558,501	548,506	9,995	1.8%
Restricted	40,396	39,162	1,234	3.2%
Unrestricted	78,451	62,333	16,118	25.9%
Total Net Assets	**677,348**	**650,001**	**27,347**	**4.2%**
Total Liabilities and Net Assets	**$ 1,417,540**	**$ 1,412,895**	**$ 4,645**	**0.3%**

Assets

The condensed Balance Sheet information above shows that cash and investments increased by $9.3 million in 2006. This increase is the result of revenues exceeding expenses as reflected in the increase in unrestricted net assets.

Capital assets decreased by $4.9 million in 2006 as the result of capital expenditures of approximately $48.1 million, depreciation expense of $52.5 million and losses on the disposal/write-offs of capital assets of $0.5 million. See Note 4 of the financial statements for more detailed information on the Commission's capital assets.

The $48.1 million of expenditures noted above are part of an ongoing major Capital Improvement Program that began in 1995. The overall project includes the addition of a third lane to the Turnpike, both eastbound and westbound, from Toledo to Youngstown, Ohio; reconstruction of the 16 service plazas; construction of new interchanges; renovation of older toll plazas; and other related projects. Major 2006 projects included the completion of the railroad bridge over the Turnpike at milepost 182.0, commencement of third lane construction between mileposts 64.1 and 71.0, completion of the reconstruction of the toll plaza at milepost 142.8, resurfacing of 80.8 lane miles of the highway, resurfacing of the interchange ramps at milepost 161.5, replacement of the eastbound bridge over the Meander Reservoir at milepost 221.3, and painting of 7 bridges.

Liabilities

The $23.4 million received from ODOT in December 2004 to purchase Turnpike capacity was recorded as deferred revenue, which was recognized pro-rata over the 18-month period from January 1, 2005 through June 30, 2006. Accordingly, the current portion of the liability declined from $7.8 million to zero during 2006. This, combined with a $0.7 million increase in the current portion of revenue bonds payable, contributed to a $6.8 million decrease in current liabilities. Principal payments on outstanding bonds of $15.4 million helped reduce long-term liabilities by $15.9 million during the year.

As described in Note 6 of the financial statements, the Commission has commitments as of December 31, 2006 of $30.2 million for capital projects and major repairs and replacements. It is anticipated that these commitments will be financed from the Commission's cash balances. However, at the discretion of the Commission, additional bonds may be issued in the future to finance a portion of these costs.

The Ohio Turnpike Commission's credit rating is among the highest of all the toll roads in the world. The current agency ratings are as follows:

Agency	Rating
Standard & Poor's	AA
Fitch Ratings	AA
Moody's Investors Service	Aa3

Net Assets

Net assets invested in capital assets net of related debt increased by $10.0 million during 2006 as a result of the $4.9 million decrease in capital assets and $15.4 million of bond principal payments discussed above, along with amortizations of bond issuance costs, premiums, discounts and refunding losses totaling $0.5 million. Restricted net assets increased by $1.2 million during 2006 because revenues restricted for capital improvements exceeded actual expenditures. Of the $40.4 million balance of restricted net assets, $17.0 million is restricted for debt service and $23.0 million is restricted for capital improvements, in accordance with provisions of the Commission's Master Trust Agreement. The remaining $0.4 million of restricted net assets represents accumulated Ohio fuel tax allocations, which are also restricted for future capital improvements in accordance with Ohio law. The $16.1 million increase in unrestricted net assets and the $27.3 million total increase in net assets is the result of 2006 revenues that exceeded expenses, as summarized on the following page.

Condensed Statement of Revenues, Expenses and Changes in Net Assets Information *(Dollars in Thousands)*

	Years Ended		Increase / (Decrease)	
	12/31/06	12/31/05	$	%
Revenues:				
Operating Revenues:				
Tolls	$ 183,937	$ 179,085	$ 4,852	2.7%
Special Toll Permits	3,008	2,929	79	2.7%
Concessions	14,210	14,024	186	1.3%
Other	1,438	1,353	85	6.3%
Nonoperating Revenues:				
ODOT Purchase of Capacity	7,800	15,600	(7,800)	(50.0%)
State Fuel Tax Allocation	2,599	2,772	(173)	(6.2%)
Investment Earnings	6,498	3,634	2,864	78.8%
Total Revenues	**219,490**	**219,397**	**93**	**0.0%**
Expenses:				
Operating Expenses:				
Administration and Insurance	7,845	8,193	(348)	(4.2%)
Maintenance of Roadway and Structures	31,479	34,185	(2,706)	(7.9%)
Services and Toll Operations	50,186	48,585	1,601	3.3%
Traffic Control, Safety, Patrol & Communications	14,004	13,565	439	3.2%
Major Repairs and Replacements	–	(79)	79	(100.0%)
Depreciation Expense	52,516	51,023	1,493	2.9%
Nonoperating Expenses:				
Interest Expense	35,617	36,708	(1,091)	(3.0%)
Loss on Disposals / Write-Offs of Capital Assets	496	720	(224)	(31.1%)
Total Expenses	**192,143**	**192,900**	**(757)**	**(0.4%)**
Change in Net Assets	**27,347**	**26,497**	**850**	**3.2%**
Total Net Assets - Beginning of Year	**650,001**	**623,504**	**26,497**	**4.2%**
Total Net Assets - End of Year	**$ 677,348**	**$ 650,001**	**$ 27,347**	**4.2%**

Toll revenues are the major source of funding for the Ohio Turnpike Commission. Passenger car traffic volume increased by 0.3 percent and commercial traffic increased by 4.7 percent in 2006 as a result of the improved national economy.

			Increase / (Decrease)	
	2006	2005	#	%
Traffic Volume (vehicles in thousands):				
Passenger Cars	40,269	40,149	120	0.3%
Commercial Vehicles	11,515	11,000	515	4.7%
Total	**51,784**	**51,149**	**635**	**1.2%**

Despite the modest increase in the number of passenger cars traveling the Ohio Turnpike in 2006, the number of miles driven and toll revenues declined slightly. Toll revenues generated from commercial vehicles increased by $5.0 million or 4.9 percent in 2006.

			Increase / (Decrease)	
	2006	2005	$	%
Toll Revenues (dollars in thousands):				
Passenger Cars	$ 76,751	$ 76,892	$ (141)	(0.2%)
Commercial Vehicles	107,186	102,193	4,993	4.9%
Total	**$ 183,937**	**$ 179,085**	**$ 4,852**	**2.7%**

As mentioned earlier, ODOT agreed to purchase the Turnpike's excess capacity in the amount of $1.3 million per month for the 18-month period from January 1, 2005 through June 30, 2006 to recognize the movement of truck traffic onto the Turnpike from parallel state routes and to offset the anticipated revenue loss resulting from the temporary reduction in commercial toll rates. Therefore, the Commission recognized revenue from ODOT totaling $15.6 million in 2005 and half that amount or $7.8 million in 2006. Investment earnings increased by $2.9 million in 2006 as a result of rising short-term interest rates and higher deposit and investment balances.

Total expenses decreased by $0.8 million or 0.4 percent in 2006 compared to the prior year. Lower legal and marketing costs reduced administrative and insurance expenses by 4.2 percent. The 7.9 percent drop in maintenance of roadway and structures expenses is the result of mild winter weather in 2006 which lowered the costs of overtime and ice-melting chemicals. Higher expenses in other categories reflect inflationary increases in salaries, wages, benefits and other operating costs. The decrease in interest expense is the result of principal payments on the Commission's outstanding bonds.

Balance Sheet *December 31, 2006 (In Thousands)*

Assets		
Current Assets:		
Unrestricted Current Assets:		
Cash and Cash Equivalents	$	36,725
Investments, at Fair Value		56,861
Accounts Receivable		5,428
Inventories		5,176
Other		1,532
Total Unrestricted Current Assets		**105,722**
Restricted Current Assets:		
Cash and Cash Equivalents		8,737
Investments, at Fair Value		25,887
State Fuel Tax Allocation Receivable		390
Other		499
Total Restricted Current Assets		**35,513**
Total Current Assets		**141,235**
Noncurrent Assets:		
Restricted Cash and Cash Equivalents		12,092
Restricted Investments, at Fair Value		11,483
Unamortized Bond Issuance Costs		5,129
Capital Assets, Net		1,247,601
Total Noncurrent Assets		**1,276,305**
Total Assets	**$**	**1,417,540**
Liabilities and Net Assets		
Current Liabilities:		
Current Liabilities Payable from Unrestricted Assets:		
Accounts Payable	$	3,775
Accrued Salaries, Wages and Benefits		2,476
Compensated Absences		4,956
Claims and Judgments		1,820
Other Liabilities		913
Total Current Liabilities Payable from Unrestricted Assets		**13,940**
Current Liabilities Payable from Restricted Assets:		
Accrued Salaries, Wages and Benefits		29
Contracts Payable and Retained Amounts		4,923
Interest Payable		13,620
Bonds Payable		16,125
Total Current Liabilities Payable from Restricted Assets		**34,697**
Total Current Liabilities		**48,637**
Noncurrent Liabilities:		
Compensated Absences		12,742
Claims and Judgments		709
Bonds Payable		678,104
Total Noncurrent Liabilities		**691,555**
Total Liabilities		**740,192**
Net Assets:		
Invested in Capital Assets, Net of Related Debt		558,501
Restricted for Debt Service		16,941
Restricted for Capital Projects		23,455
Unrestricted		78,451
Total Net Assets		**677,348**
Total Liabilities and Net Assets	**$**	**1,417,540**

The accompanying notes are an integral part of these financial statements.

Statement of Revenues, Expenses, and Changes in Net Assets

For the Year Ended December 31, 2006 (In Thousands)

Operating Revenues:		
Pledged as Security for Revenue Bonds:		
Tolls	$	183,937
Special Toll Permits		3,008
Concessions		6,673
Leases and Licenses		898
Other Revenues		510
Unpledged Revenues:		
Concessions		7,537
Other Revenues		30
Total Operating Revenues		**202,593**
Operating Expenses:		
Administration and Insurance		7,845
Maintenance of Roadway and Structures		31,479
Services and Toll Operations		50,186
Traffic Control, Safety, Patrol and Communications		14,004
Depreciation		52,516
Total Operating Expenses		**156,030**
Operating Income		**46,563**
Nonoperating Revenues / (Expenses):		
Ohio Department of Transportation Purchase of Capacity		7,800
State Fuel Tax Allocation		2,599
Investment Earnings Pledged as Security for Revenue Bonds		5,597
Investment Earnings - Unpledged		901
Loss on Disposals / Write-Offs of Capital Assets		(496)
Interest Expense		(35,617)
Total Nonoperating Revenues / (Expenses)		**(19,216)**
Increase in Net Assets		**27,347**
Net Assets - Beginning of Year		**650,001**
Net Assets - End of Year	**$**	**677,348**

The accompanying notes are an integral part of these financial statements.

Statement of Cash Flows *For the Year Ended December 31, 2006 (In Thousands)*

Cash Flows from Operating Activities:	
Cash Received from Customers	$ 201,305
Cash Received from Other Operating Revenues	1,610
Cash Payments for Employee Salaries, Wages and Fringe Benefits	(74,281)
Cash Payments for Goods and Services	(29,681)
Net Cash Provided by Operating Activities	**98,953**
Cash Flows from Noncapital Financing Activities:	
State Fuel Tax Allocation	2,645
Net Cash Provided by Noncapital Financing Activities	**2,645**
Cash Flows from Capital and Related Financing Activities:	
Proceeds from Sale of Assets	11
Acquisition and Construction of Capital Assets	(46,530)
Principal Paid on Bonds	(15,415)
Interest Paid on Bonds	(36,730)
Net Cash Used in Capital and Related Financing Activities	**(98,664)**
Cash Flows from Investing Activities:	
Interest Received on Investments	5,599
Proceeds from Sale and Maturity of Investments	147,981
Purchase of Investments	(119,765)
Net Cash Provided by Investing Activities	**33,815**
Net Increase in Cash and Cash Equivalents	**36,749**
Cash and Cash Equivalents - Beginning of Year	**20,805**
Cash and Cash Equivalents - End of Year	**$ 57,554**

Reconciliation of Operating Income to Net Cash Provided by Operating Activities:	
Operating Income	$ 46,563
Adjustments to Reconcile Operating Income to Net Cash Provided by Operating Activities:	
Depreciation	52,516
Change in Assets and Liabilities:	
Accounts Receivable	140
Inventories	(668)
Other Assets	83
Accounts Payable	(199)
Accrued Salaries, Wages and Benefits	153
Compensated Absences	384
Claims and Judgments	(100)
Other Liabilities	81
Net Cash Provided by Operating Activities	**$ 98,953**
Noncash Investing and Capital Activities:	
Increase in Fair Value of Investments	$ 372
Disposals / Write-Offs of Capital Assets	(507)

The accompanying notes are an integral part of these financial statements.

Notes to Financial Statements

December 31, 2006

(1) SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity
In accordance with the provisions of Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, and GASB Statement No. 39, *Determining Whether Certain Organizations are Component Units (an amendment of GASB Statement No. 14)*, the accompanying financial statements include only the accounts and transactions of the Ohio Turnpike Commission ("Commission" or "Turnpike"). Under the criteria specified in these GASB Statements, the Commission has no component units nor is it considered a component unit of the State of Ohio. The Commission is considered, however, a related organization to the State of Ohio because the Governor appoints the voting members of the Commission. These conclusions regarding the financial reporting entity are based on the concept of financial accountability. The Commission is not financially accountable for any other organizations nor is the State of Ohio financially accountable for the Commission. This is evidenced by the fact that the Commission is a legally and fiscally separate and distinct organization. The Commission has the power of eminent domain, the power to enter into contracts, and to sue and be sued in its own name. The annual budget is submitted to the Ohio General Assembly for informational purposes only and does not require its approval. The Commission is solely responsible for its finances and the credit of the State of Ohio is not pledged as security for the repayment of the financial obligations of the Turnpike. The Commission is empowered to issue revenue bonds payable solely from Commission revenues.

Basis of Accounting
The accompanying financial statements were prepared in accordance with accounting principles generally accepted in the United States of America, as prescribed by the GASB. The statements were prepared using the economic resources measurement focus and the accrual basis of accounting. All transactions are accounted for in a single proprietary (enterprise) fund.

In accordance with GASB Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities that Use Proprietary Fund Accounting*, the Commission has elected not to apply the provisions of the Statements and Interpretations of the Financial Accounting Standards Board issued after November 30, 1989.

New Accounting Pronouncements
During 2006, the Commission implemented GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. This Statement establishes uniform financial reporting standards for Other Postemployment Benefit (OPEB) plans and supersedes guidance included in Statement No. 26, *Financial Reporting for Postemployment Healthcare Plans Administered by Defined Benefit Pension Plans*. The standards in Statement No. 43 apply to OPEB trust funds included in the financial reports of plan sponsors or employers, as well as for the stand-alone financial reports of OPEB plans or the public employee retirement systems, or other third parties that administer them. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2006, the Commission implemented GASB Statement No. 44, *Economic Condition Reporting: The Statistical Section*. This Statement amends portions of NCGA Statement 1, *Governmental Accounting and Financial Reporting Principles*, that guide the preparation of the statistical section. The required disclosures are included in the statistical section.

In June 2004, the GASB issued Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*. This Statement establishes standards for the measurement, recognition, and display of OPEB expenses and related liabilities, note disclosures, and if applicable, required supplementary information in the financial reports of state and local governmental employers. The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2006. The Commission has not determined the impact, if any, that this Statement will have on its financial statements and disclosures.

During 2006, the Commission implemented GASB Statement No. 46, *Net Assets Restricted by Enabling Legislation*. This Statement requires that limitations on the use of net assets imposed by enabling legislation be reported as restricted net assets. This Statement also specifies the accounting and financial reporting requirements if new enabling legislation replaces existing enabling legislation or if legal enforceability is reevaluated. In addition, this Statement requires governments to disclose the portion of total net assets that is restricted by enabling legislation. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2006, the Commission implemented GASB Statement No. 47, *Accounting for Termination Benefits*. This Statement establishes accounting standards for termination benefits. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

In September 2006, the GASB issued Statement No. 48, *Sales and Pledges of Receivables and Future Revenues and Intra-Entity Transfers of Assets and Future Revenues.* This Statement establishes criteria for ascertaining whether certain transactions should be regarded as sales or collateralized borrowings. The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2006. The Commission has not determined the impact, if any, that this Statement will have on its financial statements and disclosures.

In November 2006, the GASB issued Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations.* This Statement addresses accounting and financial reporting standards for pollution (including contamination) remediation obligations, which are obligations to address current or potential detrimental effects of existing pollution by participating in remediation activities such as site assessments and cleanups. The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2007. The Commission has not determined the impact, if any, that this Statement will have on its financial statements and disclosures.

Net Asset Classifications

GASB Statement No. 34, *Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments*, requires the classification of net assets into the following three components:

- Invested in capital assets, net of related debt – consisting of capital assets, net of accumulated depreciation and reduced by the outstanding balance of borrowings that are attributable to the acquisition, construction, or improvement of those assets.

- Restricted – consisting of net assets, the use of which, is limited by external constraints imposed by creditors (such as through debt covenants), grantors, contributors, laws or regulations of other governments, constitutional provisions or enabling legislation.

- Unrestricted – consisting of net assets that do not meet the definition of "invested in capital assets, net of related debt" or "restricted".

Cash Equivalents

Cash equivalents are defined as highly liquid investments, including overnight repurchase agreements, money market funds and certificates of deposit maturing within 90 days of purchase.

Investments

Investments are recorded at fair value with all related investment income, including the change in the fair value of investments and realized gains and losses, reflected in the Commission's net income. In the accompanying Balance Sheet, investments are comprised of U.S. instrumentality securities, certificates of deposit maturing beyond 90 days of purchase and shares in the State Treasury Asset Reserve of Ohio ("STAR Ohio").

STAR Ohio is an investment pool created pursuant to Ohio statutes and is managed by the Treasurer of the State of Ohio. The Commission does not own identifiable securities of the pool; rather, it participates as a shareholder of the pool. STAR Ohio is not registered with the Securities and Exchange Commission as an investment company, but does operate in a manner consistent with Rule 2a-7 of the Investment Act of 1940. Investments in STAR Ohio are valued using STAR Ohio's share price, which is the price at which the investments could be redeemed.

Accounts Receivable

Accounts receivable consist primarily of tolls receivable from commercial trucking companies and concession revenues receivable from operators of food and fuel concessions at the Commission's service plazas. Each such tolls receivable account is guaranteed by a surety bond. Reserves are established for accounts receivable determined to be uncollectible based on specific identification and historical experience.

Inventories

Inventories consist of materials and supplies that are valued at cost (first-in, first-out). The cost of inventory items is recognized as an expense when used.

Property and Depreciation

Property, roadway, and equipment with an original cost of $1,000 or more are capitalized and reported at cost. The costs of normal maintenance and repairs are charged to operations as incurred.

Depreciation is computed using the straight-line method over the estimated useful lives of the assets as follows:

Description	Years
Buildings, roadway and structures	40
Roadway resurfacing	8-12
Building improvements	10
Machinery and equipment	5-10

Depreciation expense is included in the Statement of Revenues, Expenses and Changes in Net Assets.

Capitalization of Interest

Capitalized interest is included in the cost of constructed assets and is depreciated on the straight-line basis over the estimated useful lives of such assets. The amount of interest capitalized is based on the cost of assets under construction and the interest cost of eligible borrowings, less investment earnings, if any, on the related bond proceeds. Interest of $1,366,000 was capitalized for the year ended December 31, 2006.

Bond Issuance Costs, Discounts/Premiums, and Advance Debt Refundings

Bond issuance costs are recorded as assets. Unamortized bond discounts and premiums are netted against long-term debt. Bond issuance costs, as well as bond discounts and premiums, are amortized to interest expense over the lives of the applicable bonds. Unamortized advance debt refunding gains and losses are netted against long-term debt and are amortized to interest expense over the lives of the refunded bonds.

Compensated Absences

Vacation leave accumulates to all full-time employees of the Commission, ranging from 10 to 25 days per year, and any unused amounts are paid upon retirement or termination. The Commission records a liability for all vacation leave earned.

Sick leave accumulates to all full-time employees of the Commission, at the rate of 15 days per year with additional amounts for overtime worked. A portion of unused sick leave may be payable at the request of an employee or upon termination or retirement. The Commission uses the vesting method to calculate its liability for unused sick leave, to the extent that it is probable that benefits will be paid in cash.

Operating / Nonoperating Activities

Operating revenues and expenses, as reported on the Statement of Revenues, Expenses and Changes in Net Assets, are those that result from exchange transactions such as payments received for providing services and payments made for goods and services received.

Tolls, the principal source of Commission operating revenues, are recognized as vehicles use the Turnpike. In an effort to attract increased commercial truck traffic to the Turnpike from certain parallel state routes in the vicinity of the Turnpike, the Commission, at the request of then Governor Bob Taft, reduced toll rates for vehicles weighing from 23,001 pounds to 90,000 pounds on a temporary basis for the 18-month period from January 1, 2005 through June 30, 2006. To help offset the lost toll revenue expected to result from these temporary toll rate reductions and to recognize the anticipated reduction in truck traffic on parallel state routes, ODOT agreed to purchase Turnpike capacity in the amount of $1.3 million per month, or a total of $23.4 million for this 18-month period. At its meeting on February 23, 2006, the Commission voted to extend the temporary reduction in toll rates for an additional six months from July 1, 2006 through December 31, 2006, knowing that ODOT's purchase of Turnpike capacity would not continue beyond June 30, 2006. At its meeting on December 18, 2006, the Commission adopted new toll rates that became effective January 1, 2007. These new rates represent an increase over the previous rates of approximately one-half cent per mile for passenger cars and other vehicles weighing up to 23,000 pounds, and an increase over the temporary rates of approximately one cent per mile for commercial trucks and other vehicles weighing from 23,001 pounds up to 90,000 pounds.

In addition to tolls, the other major source of operating revenue is concessions from the operation of the Commission's service plazas. Concession revenues arise from contracts entered into for the operation of the restaurants and service stations on the Turnpike. The operators pay fees based in part on percentages of gross sales (as defined in the respective contracts). The Commission's revenues are recognized when the operators make the sales. All other revenues are recognized when earned.

Operating expenses include the costs of operating and maintaining the Commission's roadway, bridges, toll plazas, service plazas and other facilities, as well as administrative expenses and depreciation on capital assets. The Commission's practice is to first apply restricted resources when expenditures are made for purposes for which both unrestricted and restricted resources are available.

All revenues and expenses not meeting the definition of operating activities identified above are reported as nonoperating activities, including the ODOT purchase of Turnpike capacity, the allocation of Ohio fuel tax revenues, investment earnings, interest expense and gains/losses on disposals/write-offs of capital assets.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

(2) DEPOSITS AND INVESTMENTS

Deposits
At year-end, the Commission had $319,000 in undeposited cash on hand. The carrying amount of the Commission's deposits as of December 31, 2006 was $13,858,000, as compared to bank balances of $15,769,000. Of the bank balances, $998,000 was covered by federal depository insurance and the remainder was collateralized with securities held in joint custody accounts in the name of the Ohio Turnpike Commission and the pledging financial institution at the Federal Reserve Bank of Boston, Massachusetts.

Investments
As of December 31, 2006, the Commission's investment balances and maturities (in thousands) were as follows:

Investment Type	Fair Value	% of Total	Maturities (in Years) Less than 1	1-5
Collateralized Overnight Repurchase Agreements	$ 53,940	39.2%	$ 53,940	$ –
Federal Home Loan Bank	42,040	30.5%	36,247	5,793
Federal Home Loan Mortgage Corporation	27,745	20.2%	20,969	6,776
Federal National Mortgage Association	11,258	8.2%	10,861	397
State Treasury Asset Reserve of Ohio	2,623	1.9%	2,623	–
Money Market Mutual Funds	2	0.0%	2	–
Total Investments	**$ 137,608**	**100.0%**	**$ 124,642**	**$ 12,966**

Some of the Commission's investments with maturities between one and five years are callable at various dates within one year of the Balance Sheet date, including Federal Home Loan Bank securities totaling $4,511,000, Federal Home Loan Mortgage Corporation securities totaling $4,163,000 and Federal National Mortgage Association securities totaling $397,000.

Interest Rate Risk
Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. As a means of limiting exposure to fair value losses arising from rising interest rates, the Commission's investment policy provides that the portfolio be structured to achieve an average rate of return equal to 91-day U.S. Treasury Bill rates. The investment policy further provides that all securities be purchased with the expectation that they may be held until maturity and that at least ten percent of funds allocated for capital expenditures be invested in securities with maturities of one year or less. In addition, Ohio law prescribes that all Commission investments mature within five years of purchase, unless the investment is matched to a specific obligation or debt of the Commission.

Credit Risk
Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The Commission's investment policy authorizes investments in obligations of the U.S. Treasury, U.S. agencies and instrumentalities, bankers' acceptances, certificates of deposit, time deposits, STAR Ohio, money market mutual funds, repurchase agreements, general

obligations of the State of Ohio rated AA or higher by a rating service and obligations of any state or political subdivision rated AAA by a rating service. As of December 31, 2006, the Commission's investments in U.S instrumentalities (Federal Home Loan Bank, Federal National Mortgage Association, and Federal Home Loan Mortgage Corporation) were all rated AAA by Standard & Poor's and Aaa by Moody's Investors Service. The Commission's investments in Star Ohio, as well as its investments in money market mutual funds, were rated AAAm by Standard & Poor's.

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of the failure of a counterparty to a transaction, the Commission will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Commission's investments in overnight repurchase agreements are fully covered by collateral held in joint custody accounts in the name of the Ohio Turnpike Commission and the pledging financial institution at the Federal Reserve Bank of Boston, Massachusetts. Commission investments in U.S. instrumentality securities with fair values totaling $25,887,000 and maturities less than one year are held by The Huntington National Bank ("Trustee") for the payment of interest and principal on the Commission's outstanding bonds as required by the Commission's Master Trust Agreement (see Note 5). Assets held by the Trustee as a custodial agent are considered legally separate from the other assets of The Huntington National Bank.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude of investment in a single issuer. The Commission's investment policy provides that investments be diversified to reduce the risk of loss from over concentration in a single issuer, but does not identify specific limits on the amounts that may be so invested. More than five percent of the Commission's investments are in each of the types listed in the previous table, with the exceptions of Star Ohio and money market mutual funds.

(3) ACCOUNTS RECEIVABLE

The composition of accounts receivable (in thousands) as of December 31, 2006 is summarized as follows:

	Unrestricted	Restricted
Tolls	$ 3,767	$ –
Concessions	1,702	–
Other	655	–
Less: Allowance for Doubtful Accounts	(696)	–
Total Accounts Receivable	**$ 5,428**	**$ –**

(4) CAPITAL ASSETS

Capital asset activity (in thousands) for the year ended December 31, 2006 was as follows:

	Balance 1/1/06	Increases	Decreases	Balance 12/31/06
Capital Assets Not Being Depreciated:				
Land	$ 37,613	$ 31	$ –	$ 37,644
Construction In Progress	23,881	44,316	(38,301)	29,896
Total Capital Assets Not Being Depreciated	**61,494**	**44,347**	**(38,301)**	**67,540**
Other Capital Assets:				
Roadway and Structures	1,368,454	28,928	(2,304)	1,395,078
Buildings and Improvements	393,799	9,342	(5,340)	397,801
Machinery and Equipment	43,558	4,029	(2,054)	45,533
Total Other Capital Assets at Historical Cost	**1,805,811**	**42,299**	**(9,698)**	**1,838,412**
Less Accumulated Depreciation for:				
Roadway and Structures	(509,873)	(38,965)	2,509	(546,329)
Buildings and Improvements	(73,559)	(10,143)	4,847	(78,855)
Machinery and Equipment	(31,413)	(3,408)	1,654	(33,167)
Total Depreciation	**(614,845)**	**(52,516)**	**9,010**	**(658,351)**
Other Capital Assets, Net	**1,190,966**	**(10,217)**	**(688)**	**1,180,061**
Total Capital Assets, Net	**$ 1,252,460**	**$ 34,130**	**$ (38,989)**	**$ 1,247,601**

(5) LONG-TERM OBLIGATIONS

In accordance with Ohio law and the Commission’s Master Trust Agreement (“Agreement”), dated February 15, 1994, the Commission has issued revenue bonds payable solely from Commission “Pledged Revenues”, as defined by the Agreement. Gross Pledged Revenues consist of tolls, special toll permits, certain realized investment earnings, appropriations from the Ohio Department of Transportation, and, to the extent and in the amount necessary to achieve a Net Debt Service Coverage Ratio of up to, but not more than 200 percent, revenue derived from leases, licenses, royalties, advertising, miscellaneous sales, fees, charges and certain concession revenues, together with all realized investment earnings thereon. The Commission’s outstanding bonds do not constitute general obligations of the Commission or the State of Ohio. Neither the general credit of the Commission or the State of Ohio is pledged for the payment of the bonds.

Under the terms of the Agreement, the Commission covenants to charge and collect sufficient tolls in order that annual Gross Pledged Revenues equal at least the sum of the following: 1) annual operating, maintenance and administrative costs paid from Pledged Revenues; 2) required deposits to maintain an expense reserve account equal to one-twelfth of budgeted annual operating, maintenance and administrative costs paid from Pledged Revenues; 3) budgeted annual amounts for renewal and replacement costs; and 4) annual debt service on the outstanding bonds.

The Commission also covenants that its "Net Debt Service Coverage Ratio" (annual Gross Pledged Revenues less annual operating, maintenance and administrative costs paid from Pledged Revenues and the required annual deposit to the expense reserve account, divided by the annual net debt service on its outstanding bonds) will equal at least 120 percent. The Commission also covenants that its Net Debt Service Coverage Ratio will equal at least 150 percent during the Fiscal Year immediately preceding the issuance of additional bonds, or during any 12 consecutive calendar months selected by the Commission out of the 15 consecutive calendar months immediately preceding such issuance.

The Commission also covenants that prior to reducing any toll rates on other than a temporary basis, it will engage the services of an independent consultant to estimate the Commission's Gross Pledged Revenues for each year during which Commission bonds are scheduled to be outstanding, and based on these estimated revenues, the Commission covenants to demonstrate its ability to maintain a Net Debt Service Coverage Ratio of at least 150 percent for each year during which Commission bonds are scheduled to be outstanding. The Commission deems the reduction in toll rates for vehicles weighing from 23,001 pounds to 90,000 pounds, that was effective for the period from January 1, 2005 through December 31, 2006 (see Note 1), to have been a temporary reduction in toll rates. The Commission complied with all of its bond covenants during 2006.

In addition, the Commission has, by resolution, declared its intention as a matter of policy to maintain its "Net Debt Service Coverage Ratio" at a target of at least 150 percent. Other than in connection with the issuance of additional bonds or the implementation of a toll reduction on other than a temporary basis, the Commission has no obligation to meet such coverage levels or to maintain a policy of doing so, and the Commission may rescind that policy at any time.

On September 30, 1998, the Commission issued $298,575,000 in State of Ohio Turnpike Revenue Refunding Bonds, 1998 Series A, pursuant to the Commission's Master Trust Agreement dated February 15, 1994 and a Fifth Supplemental Trust Agreement dated September 1, 1998. The proceeds from the 1998 Series A bonds were used to advance refund a portion of the 1994 Series A bonds and 1996 Series A bonds totaling $303,110,000 in order to realize economic savings. Investments placed in an irrevocable escrow fund earned interest and matured at such times as to provide sufficient funds to pay the interest, principal and premium on the refunded bonds until and upon redemption. Bonds with a principal amount of $69,180,000 were called for redemption on February 15, 2004 and bonds with a principal amount of $233,930,000 were called for redemption on February 15, 2006.

On August 15, 2001, the Commission issued $93,550,000 in State of Ohio Turnpike Revenue Refunding Bonds, 2001 Series B, pursuant to the Commission's Master Trust Agreement dated February 15, 1994 and the Twelfth Supplemental Trust Agreement dated August 15, 2001. The proceeds from the 2001 Series B bonds were used to advance refund a portion of the 1994 Series A bonds and 1996 Series A bonds totaling $95,370,000, in order to realize economic savings. Investments placed in an irrevocable escrow fund earned interest and matured at such times as to provide sufficient funds to pay the interest, principal and premium on the refunded bonds until and upon redemption. Bonds with a principal amount of $23,445,000 were called for redemption on February 15, 2004 and bonds with a principal amount of $71,925,000 were called for redemption on February 15, 2006.

Changes in long-term obligations (in thousands) for the year ended December 31, 2006 are as follows:

	Balance 1/1/06	Increases	Decreases	Balance 12/31/06	Amounts Due Within One Year
Revenue Bonds Payable	$ 709,409	$ –	$ (15,180)	$ 694,229	$ 16,125
Compensated Absences	17,314	6,345	(5,961)	17,698	4,956
Claims and Judgments	2,629	9,186	(9,286)	2,529	1,820
Deferred ODOT Revenue	7,800	–	(7,800)	–	–
Totals	**$ 737,152**	**$ 15,531**	**$ (38,227)**	**$ 714,456**	**$ 22,901**

Revenue bonds payable (dollars in thousands) as of December 31, 2006 are summarized as follows:

	Average Yield	Bonds Payable
1998 Series A:		
Serial Bonds maturing 2014 through 2021		$ 168,180
Term Bonds due 2024 and 2026		130,395
Total 1998 Series A	4.89%	298,575
1998 Series B:		
Serial Bonds maturing through 2018		89,305
Term Bonds due 2024 and 2028		124,660
Total 1998 Series B	4.73%	213,965
2001 Series A:		
Serial Bonds maturing through 2021		41,450
Term Bonds due 2026 and 2031		50,315
Total 2001 Series A	5.24%	91,765
2001 Series B:		
Serial Bonds maturing through 2013	4.39%	93,550
Total Principal Outstanding	4.86%	697,855
Add / (Subtract):		
Unamortized refunding losses		(22,614)
Unamortized bond premiums - net		18,988
Total Revenue Bonds Payable		**$ 694,229**

Minimum principal and interest payments (in thousands) on revenue bonds payable are as follows:

Year	Principal	Interest	Total
2007	$ 16,125	$ 35,935	$ 52,060
2008	20,320	35,058	55,378
2009	21,320	34,022	55,342
2010	22,420	32,883	55,303
2011	23,625	31,660	55,285
2012 - 2016	139,365	137,461	276,826
2017 - 2021	180,935	95,491	276,426
2022 - 2026	215,635	42,609	258,244
2027 - 2031	58,110	5,302	63,412
Totals	**$ 697,855**	**$ 450,421**	**$ 1,148,276**

(6) COMMITMENTS AND CONTINGENCIES

Commitments
The Commission has commitments as of December 31, 2006 of approximately $30,246,000 for capital projects as well as major repairs and replacements. It is anticipated that these commitments will be financed from the Commission's cash balances. However, at the discretion of the Commission, additional bonds may be issued in the future to finance a portion of these costs.

In addition, the Commission has issued purchase orders for goods and services not received amounting to approximately $4,999,000 as of December 31, 2006.

Litigation
The nature of the Commission's operations sometimes subjects the Commission to litigation resulting from traffic accidents and the like. The management and the General Counsel for the Commission are of the opinion that any unfavorable outcome of such claims in excess of insurance coverage will not result in a material adverse effect on the Commission's financial position or results of operations.

Environmental Matters
Due to the nature of operations at the Commission's service plazas and maintenance buildings, which include vehicle fueling facilities, the Commission may encounter underground fuel leaks or spills. The Commission, however, participates in the Petroleum Underground Storage Tank Release Compensation Board, which limits the Commission's financial liability to $55,000 per incident, up to a maximum reimbursement of $1,000,000 per incident or $2,000,000 per calendar year. The Commission is unaware of any incidents that will exceed these limits.

Collective Bargaining
Approximately 600 full-time, nonsupervisory, field employees in the Commission's Toll Operations and Maintenance Departments and approximately 330 part-time, nonsupervisory, field employees in the Toll Operations Department are represented by the Teamsters Local Union No. 436, affiliated

with the International Brotherhood of Teamsters. The current three-year collective bargaining agreement is effective for the period January 1, 2005 through December 31, 2007. The agreement includes annual wage increases for full-time employees of 3.5 percent, 3.0 percent and 3.0 percent effective January 1, 2005, 2006 and 2007, respectively. The agreement provides annual wage increases for part-time employees of 3.5 percent plus an additional $.05 per hour effective February 1, 2005, January 1, 2006 and January 1, 2007.

(7) DEFINED BENEFIT PENSION PLAN

The Commission contributes to the Ohio Public Employees Retirement System ("OPERS" or the "Retirement System"). The OPERS administers three separate pension plans as described below:

A) The Traditional Pension Plan (TP) – a cost-sharing multiple-employer defined benefit pension plan.

B) The Member-Directed Plan (MD) – a defined contribution plan in which the member invests both member and employer contributions (employer contributions vest over five years at 20 percent per year). Under the MD Plan, members accumulate retirement assets equal to the value of member and (vested) employer contributions plus any investment earnings thereon.

C) The Combined Plan (CO) – a cost-sharing multiple-employer defined benefit pension plan. Under the CO Plan, employer contributions are invested by the retirement system to provide a formula retirement benefit similar in nature to the TP Plan benefit. Member contributions, the investment of which are self-directed by the members, accumulate retirement assets in a manner similar to the MD Plan.

The OPERS provides retirement, disability, survivor and death benefits and annual cost-of-living adjustments to members of the TP and CO Plans. Members of the MD Plan do not qualify for ancillary benefits.

Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code. The OPERS issues a stand-alone financial report. Interested parties may obtain a copy by making a written request to 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (614) 222-5601 or 1-800-222-7377.

The Ohio Revised Code provides statutory authority for member and employer contributions. For 2006, member and employer contribution rates were consistent across all three plans. During calendar year 2006, the member contribution rate was 9.0 percent of covered payroll and the employer contribution rate was 13.54 percent of covered payroll. During calendar years 2005 and 2004, the member contribution rate was 8.5 percent of covered payroll and the employer contribution rate was 13.31 percent of covered payroll. The Commission's contributions to the OPERS for all plans (TP, MD and CO) (including contributions for other postemployment benefits described in Note 8) for the years ended December 31, 2006, 2005 and 2004 were $7,553,000, $7,622,000, and $6,912,000, respectively, equal to 100 percent of the required contributions for each year.

(8) OTHER POSTEMPLOYMENT BENEFITS

The Commission provides health care benefits as a postemployment benefit through its contributions to the OPERS. In addition to the pension benefit described in Note 7, the OPERS provides postretirement health care benefits to qualifying members of both the TP and CO Plans. Members of the MD Plan do not qualify for ancillary benefits, including postemployment health care coverage. In order to qualify for postretirement health care coverage, age and service retirees must have 10 or more years of qualifying Ohio service credit. Health care coverage for disability recipients and qualified survivor benefit recipients is available. The health care coverage provided by the OPERS is considered an Other Postemployment Benefit (OPEB) as described in GASB Statement No. 12.

A portion of each employer's contribution to the OPERS is set aside for the funding of postretirement health care. The Ohio Revised Code provides statutory authority for requiring public employers to fund postemployment health care through their contributions to the OPERS. For the Commission, 4.5 percent of covered payroll was the portion of the 13.54 percent total contribution rate for 2006 that was used to fund health care for the year.

The assumptions and calculations noted below were based on the Retirement System's latest actuarial review performed as of December 31, 2005. The individual entry-age actuarial cost method of valuation is used in determining the present value of OPEB. The difference between assumed and actual experience (actuarial gains and losses) becomes part of the unfunded actuarial accrued liability. All investments are carried at market value. For actuarial valuation purposes, a smoothed market approach is used. Under this approach, assets are adjusted annually to reflect 25 percent of unrealized market appreciation or depreciation on investment assets, not to exceed a 12 percent corridor. The assumed rate of return on investments for 2005 was 6.5 percent. The base portion of the individual pay increase assumption is an annual increase of 4.0 percent, compounded annually. This assumes no change in the number of active employees. Additionally, annual pay increases, over and above the 4.0 percent base increase, were assumed to range from 0.5 percent to 6.3 percent. Health care costs were assumed to increase at the projected wage inflation rate plus an additional factor ranging from 0.5 percent to 6.0 percent for the next nine years. In subsequent years (ten and beyond) health care costs were assumed to increase at 4.0 percent (the projected wage inflation rate).

OPEB provided through the OPERS are advance-funded on an actuarially determined basis. The total number of active contributing participants in the TP and CO Plans was 369,214 as of December 31, 2006. The number of active contributing participants for both plans used in the December 31, 2005, actuarial valuation was 358,804. The Commission's contributions to the OPERS for other postemployment benefits for the years ended December 31, 2006, 2005 and 2004 were $2,510,000, $2,303,000 and $2,077,000, respectively, equal to 100 percent of the required contributions for each year. The actuarial value of the Retirement System's net assets available for OPEB as of December 31, 2005 was $11.1 billion. The actuarially accrued liability and the unfunded actuarial accrued liability, based on the actuarial cost method used, were $31.3 billion and $20.2 billion, respectively.

On September 9, 2004 the OPERS Retirement Board adopted a Health Care Preservation Plan (HCPP) with an effective date of January 1, 2007. Under the HCPP, retirees eligible for health care coverage will receive a graded monthly allocation based on their years of service at retirement.

The HCPP incorporates a cafeteria approach, offering a broad range of health care options that allow benefit recipients to use their monthly allocation to purchase health care coverage customized to meet their individual needs. If the monthly allocation exceeds the cost of the options selected, the excess is deposited into a Retiree Medical Account that can be used for future health care expenses. In addition, OPERS has taken additional action to improve the solvency of the Health Care Fund in 2005 by creating a separate investment pool for health care assets. As an additional component of the HCPP, member and employer contribution rates increased as of January 1, 2006, and January 1, 2007, which will allow additional funds to be allocated to the health care plan.

(9) RISK MANAGEMENT

The Commission is self-insured for workers' compensation and vehicle damage claims. The Commission is also self-insured for employee health claims, up to a maximum of $150,000 per covered person per contract year. Employee health benefits are subject to a lifetime maximum benefit of $1.25 million per covered person for employees and their family members.

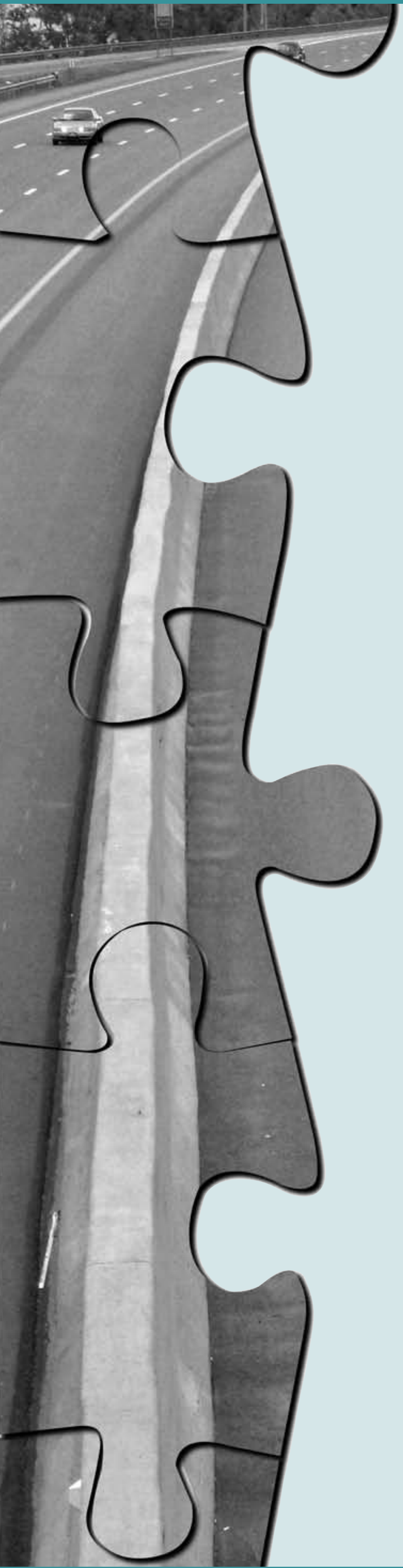
Liabilities are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. Claim liabilities are based upon the estimated ultimate cost of settling the claims, including specific incremental claim adjustment expenses.

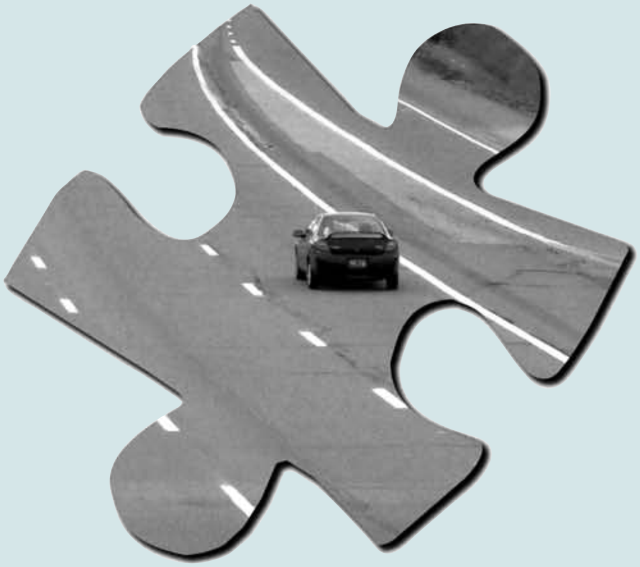
“Claims and Judgments” as of December 31, 2006 in the accompanying Balance Sheet are comprised of the estimated liability for workers' compensation claims totaling $1,257,000, the estimated liability for employee health claims totaling $1,246,000, and the estimated liability for miscellaneous claims and judgments totaling $26,000. The Commission is unaware of any unaccrued vehicle damage or unasserted workers' compensation claims as of December 31, 2006.

Changes in the liability for estimated workers’ compensation claims, employee health claims and miscellaneous claims and judgments (in thousands) for the years ended December 31, were as follows:

	Estimated Claims Payable- Beginning of Year	Current Claims	Claims Payments	Estimated Claims Payable- End of Year
2006	$ 2,629	$ 9,186	$ 9,286	$ 2,529
2005	3,362	8,784	9,517	2,629

The Commission purchases commercial insurance policies in varying amounts for general liability, vehicle liability, bridges, use and occupancy, damage to capital assets other than vehicles, and public officials and employee liability coverage. In addition, the Commission purchases commercial insurance for employee health claims in excess of $150,000 per covered person per contract year, up to a lifetime limit of $1.25 million per covered person for employees and their family members. Paid claims have not exceeded the limits of the Commission’s commercial insurance policies for each of the last three fiscal years. The Commission also pays unemployment claims to the State of Ohio as incurred.





2006 Statistical Section

The objective of the statistical section is to provide financial statement users with additional historical perspective, context, and detail to further their understanding and assessment of the Commission's economic condition. This additional information includes:

- Financial trends detail intended to show changes in the Commission's financial position over time;
- Revenue capacity detail intended to show factors affecting the Commission's ability to generate its own-source revenues;
- Debt capacity detail intended to show the Commission's debt burden and its ability to issue additional debt;
- Demographic and economic detail intended to (1) show the socioeconomic environment within which the Commission operates and (2) provide information that facilitates comparisons of financial statement information over time and among governmental entities; and
- Operating detail intended to provide contextual information about the Commission's operations, resources and economic condition.

Balance Sheets *Last Ten Fiscal Years (In Thousands)*

	12/31/06	12/31/05	12/31/04
Assets			
Current Assets:			
Unrestricted Current Assets:			
Cash and Investments, at Fair Value	$ 93,586	$ 85,596	$ 95,054
Other	12,136	11,534	11,902
Total Unrestricted Current Assets	**105,722**	**97,130**	**106,956**
Restricted Current Assets:			
Cash and Investments, at Fair Value	34,624	33,698	37,293
Other	889	1,002	1,158
Total Restricted Current Assets	**35,513**	**34,700**	**38,451**
Total Current Assets	**141,235**	**131,830**	**145,407**
Noncurrent Assets:			
Restricted Cash and Investments, at Fair Value	23,575	23,151	19,444
Unamortized Bond Issuance Costs	5,129	5,454	5,908
Capital Assets, Net	1,247,601	1,252,460	1,256,672
Total Noncurrent Assets	**1,276,305**	**1,281,065**	**1,282,024**
Total Assets	**$ 1,417,540**	**$ 1,412,895**	**$ 1,427,431**
Liabilities and Net Assets			
Current Liabilities:			
Current Liabilities Payable from Unrestricted Assets:			
Accounts, Salaries, Wages and Benefits Payable	$ 6,251	$ 6,305	$ 6,044
Other	7,689	15,157	23,656
Total Current Liabilities Payable from Unrestricted Assets	**13,940**	**21,462**	**29,700**
Current Liabilities Payable from Restricted Assets:			
Contracts, Salaries, Wages and Benefits Payable and Retained Amounts	4,952	4,678	6,494
Interest Payable	13,620	13,928	14,396
Bonds Payable	16,125	15,415	17,575
Total Current Liabilities Payable from Restricted Assets	**34,697**	**34,021**	**38,465**
Total Current Liabilities	**48,637**	**55,483**	**68,165**
Noncurrent Liabilities:			
Bonds Payable	678,104	693,994	715,323
Other	13,451	13,417	20,439
Total Noncurrent Liabilities	**691,555**	**707,411**	**735,762**
Total Liabilities	**740,192**	**762,894**	**803,927**
Net Assets:			
Invested in Capital Assets, Net of Related Debt	558,501	548,506	529,682
Restricted for Debt Service	16,941	16,094	17,561
Restricted for Capital Projects	23,455	23,068	18,878
Unrestricted	78,451	62,333	57,383
Total Net Assets	**677,348**	**650,001**	**623,504**
Total Liabilities and Net Assets	**$ 1,417,540**	**$ 1,412,895**	**$ 1,427,431**

* *1997 Balance Sheet has been restated from modified accrual to accrual basis accounting in connection with the adoption of the proprietary reporting model.*

12/31/03	12/31/02	12/31/01	12/31/00	12/31/99	12/31/98	12/31/97*
$ 60,843	$ 61,392	$ 54,871	$ 48,836	$ 77,271	$ 61,542	$ 44,756
10,549	10,245	10,448	10,216	10,743	10,240	9,069
71,392	**71,637**	**65,319**	**59,052**	**88,014**	**71,782**	**53,825**
37,758	47,627	43,321	46,307	46,100	52,579	33,416
1,032	2,011	4,564	4,182	3,486	2,674	4,527
38,790	**49,638**	**47,885**	**50,489**	**49,586**	**55,253**	**37,943**
110,182	**121,275**	**113,204**	**109,541**	**137,600**	**127,035**	**91,768**
30,976	44,758	109,406	108,127	186,435	286,218	189,243
6,331	6,753	7,176	6,509	6,199	6,473	4,438
1,247,552	1,239,116	1,175,766	1,061,474	916,005	790,738	614,908
1,284,859	**1,290,627**	**1,292,348**	**1,176,110**	**1,108,639**	**1,083,429**	**808,589**
$ 1,395,041	**$ 1,411,902**	**$ 1,405,552**	**$ 1,285,651**	**$ 1,246,239**	**$ 1,210,464**	**$ 900,357**
$ 5,029	$ 5,901	$ 3,948	$ 4,975	$ 4,050	$ 3,209	$ 3,532
6,540	5,591	5,427	5,725	3,332	3,368	4,358
11,569	**11,492**	**9,375**	**10,700**	**7,382**	**6,577**	**7,890**
6,975	18,100	21,553	26,854	22,637	29,161	20,150
14,722	14,991	15,776	14,007	14,438	14,643	10,053
16,700	15,960	14,630	13,045	12,510	11,450	7,740
38,397	**49,051**	**51,959**	**53,906**	**49,585**	**55,254**	**37,943**
49,966	**60,543**	**61,334**	**64,606**	**56,967**	**61,831**	**45,833**
732,478	748,758	764,298	677,797	690,333	702,333	467,145
12,926	13,384	11,926	11,778	14,194	13,913	13,085
745,404	**762,142**	**776,224**	**689,575**	**704,527**	**716,246**	**480,230**
795,370	**822,685**	**837,558**	**754,181**	**761,494**	**778,077**	**526,063**
504,705	481,151	404,015	377,140	219,361	83,427	131,580
17,093	16,547	15,143	13,964	64,720	60,215	44,218
30,976	44,758	109,406	107,784	173,216	237,320	155,128
46,897	46,761	39,430	32,582	27,448	51,425	43,368
599,671	**589,217**	**567,994**	**531,470**	**484,745**	**432,387**	**374,294**
$ 1,395,041	**$ 1,411,902**	**$ 1,405,552**	**$ 1,285,651**	**$ 1,246,239**	**$ 1,210,464**	**$ 900,357**

Revenues, Expenses and Changes in Net Assets *Last Ten Fiscal Years (In Thousands)*

	2006	2005	2004
Operating Revenues:			
Tolls	$ 183,937	$ 179,085 [1]	$ 189,701
Concessions	14,210	14,024	13,793
Special Toll Permits	3,008	2,929	2,750
Leases and Licenses	898	867	797
Other Revenues	540	486	386
Total Operating Revenues	**202,593**	**197,391**	**207,427**
Operating Expenses:			
Administration and Insurance	7,845	8,193	7,982
Maintenance of Roadway and Structures	31,479	34,185	30,957
Services and Toll Operations	50,186	48,585	46,449
Traffic Control, Safety, Patrol and Communications	14,004	13,565	12,902
Major Repairs and Replacements	–	(79)	(277)
Depreciation	52,516	51,023	50,428
Total Operating Expenses	**156,030**	**155,472**	**148,441**
Operating Income	**46,563**	**41,919**	**58,986**
Nonoperating Revenues / (Expenses):			
Ohio Department of Transportation Purchase of Capacity	7,800	15,600	–
State Fuel Tax Allocation	2,599	2,772	2,698
Investment income	6,498	3,634	1,646
Loss on Disposals / Write-Offs of Capital Assets	(496)	(720)	(1,605)
Interest Expense	(35,617)	(36,708)	(37,892)
Total Nonoperating Revenues / (Expenses)	**(19,216)**	**(15,422)**	**(35,153)**
Increase in Net Assets	**27,347**	**26,497**	**23,833**
Net Assets - Beginning of Year	**650,001**	**623,504**	**599,671**
Net Assets - End of Year	**$ 677,348**	**$ 650,001**	**$ 623,504**

Notes: (1) Temporary toll rate reduction effective January 1, 2005 for weight Classes 4 through 9 as follows: Class 4 - 2%, Class 5 - 17%, Class 6 - 11%, Class 7 - 26%, Class 8 - 27% and Class 9 - 57%.
(2) 9% toll rate increase effective January 1, 1999.
(3) 10% toll rate increase effective January 1, 1998.

2003	2002	2001	2000	1999	1998	1997
$ 179,988	$ 179,200	$ 174,326	$ 176,772	$ 176,430 [2]	$ 156,175 [3]	$ 138,577 [4]
13,704	12,340	11,547	10,538	7,949	7,406	7,666
2,752	2,540	2,614	2,692	2,731	2,748	2,735
634	640	555	369	424	1,198	809
399	268	407	223	254	282	265
197,477	**194,988**	**189,449**	**190,594**	**187,788**	**167,809**	**150,052**
7,166	6,432	6,099	8,555	7,640	7,044	6,978 [5]
29,127	27,677	24,441	27,559	27,140	21,746	23,415
43,769	42,068	37,305	36,420	33,405	27,882	27,258
13,136	12,474	11,966	10,900	11,430	10,566	10,477
3,775	5,580	5,219	3,384	2,271	1,210	3,573 [5]
52,541	47,888	43,225	39,062	34,576	31,216	23,586 [5]
149,514	**142,119**	**128,255**	**125,880**	**116,462**	**99,664**	**95,287**
47,963	**52,869**	**61,194**	**64,714**	**71,326**	**68,145**	**54,765**
–	–	–	–	–	–	–
2,780	2,669	2,328	2,360	2,381	2,274	2,329
1,876	4,755	9,498	16,783	15,936	16,307	19,401
(1,859)	(1,957)	(4,092)	(4,006)	(4,502)	(1,003)	(1,604) [5]
(40,306)	(37,113)	(32,404)	(33,126)	(32,783)	(27,630)	(16,187) [5]
(37,509)	**(31,646)**	**(24,670)**	**(17,989)**	**(18,968)**	**(10,052)**	**3,939**
10,454	**21,223**	**36,524**	**46,725**	**52,358**	**58,093**	**58,704**
589,217	**567,994**	**531,470**	**484,745**	**432,387**	**374,294**	**315,590**
$ 599,671	**$ 589,217**	**$ 567,994**	**$ 531,470**	**$ 484,745**	**$ 432,387**	**$ 374,294**

(4) 20% toll rate increase effective January 1, 1997.
(5) 1997 expenses have been restated from modified accrual to accrual basis accounting in connection with the adoption of the proprietary reporting model.

Vehicles and Toll Revenue *Last Ten Fiscal Years* *(In Thousands)*

Class	Vehicle Weight (Pounds)		2006	2005	2004
Vehicles:					
1	--- - 7,000		40,269	40,149	40,364
2	7,001 - 16,000		1,430	1,434	1,451
3	16,001 - 23,000		622	610	568
4	23,001 - 33,000		1,921	1,780	1,535
5	33,001 - 42,000		1,320	1,274	1,138
6	42,001 - 53,000		1,534	1,490	1,318
7	53,001 - 65,000		1,632	1,500	1,316
8	65,001 - 80,000	(1)	2,832	2,680	2,256
9	80,001 - 90,000	(2)	177	178	155
10	90,001 - 115,000		38	45	50
11	115,001 - 127,400		9	9	9
Subtotal			51,784	51,149	50,160
Add Non-Revenue		(3)	226	205	212
Total Vehicles			**52,010**	**51,354**	**50,372**
Toll Revenue:					
1	--- - 7,000		$ 76,752	$ 76,892	$ 78,985
2	7,001 - 16,000		5,834	5,908	6,118
3	16,001 - 23,000		3,044	3,003	2,905
4	23,001 - 33,000		10,957	10,149	9,386
5	33,001 - 42,000		10,279	9,853	10,628
6	42,001 - 53,000		17,011	16,489	16,159
7	53,001 - 65,000		19,050	17,345	20,255
8	65,001 - 80,000	(1)	41,162	38,829	42,834
9	80,001 - 90,000	(2)	2,490	2,539	4,828
10	90,001 - 115,000		2,147	2,658	2,927
11	115,001 - 127,400		571	581	579
Subtotal			189,297	184,246	195,604
Deduct Volume Discounts			(5,360)	(5,161)	(5,903)
Total Toll Revenue			**$ 183,937**	**$ 179,085**	**$ 189,701**

Source: Ohio Turnpike Commssion, CFO/Comptroller's Office.
Notes: (1) Weight limits were 65,001 - 78,000 pounds prior to February 1, 2004.
(2) Weight limits were 78,001 - 90,000 pounds prior to February 1, 2004.

2003	2002	2001	2000	1999	1998	1997
39,196	38,614	37,036	36,289	35,903	35,064	32,795
1,445	1,404	1,322	1,326	1,270	1,182	1,093
473	435	419	456	448	408	384
1,438	1,486	1,496	1,579	1,511	1,359	1,314
1,092	1,112	1,099	1,215	1,146	1,014	963
1,210	1,193	1,157	1,221	1,169	1,042	991
1,223	1,251	1,254	1,359	1,234	1,071	1,059
1,949	1,957	1,892	1,943	2,144	2,172	2,138
193	183	160	130	163	189	202
55	64	58	48	60	79	81
8	8	7	9	9	9	9
48,282	47,707	45,900	45,575	45,057	43,589	41,029
272	345	402	580	537	605	617
48,554	**48,052**	**46,302**	**46,155**	**45,594**	**44,194**	**41,646**

$ 78,837	$ 77,904	$ 74,710	$ 72,356	$ 71,017	$ 64,480	$ 56,281
6,104	5,884	5,506	5,601	5,372	4,598	3,855
2,422	2,247	2,205	2,482	2,426	1,974	1,664
8,752	9,082	9,381	10,086	9,360	7,557	6,667
10,045	10,434	10,596	12,035	11,172	8,768	7,589
14,649	14,542	14,324	15,322	14,703	11,707	10,108
18,514	19,069	19,195	20,845	18,552	14,642	13,185
36,427	36,023	35,142	35,841	39,883	36,701	33,191
6,052	5,572	5,085	4,257	5,275	5,633	5,614
3,212	3,584	3,290	2,974	3,724	4,361	4,059
538	561	490	663	730	622	620
185,552	184,902	179,924	182,462	182,214	161,043	142,833
(5,564)	(5,702)	(5,598)	(5,690)	(5,784)	(4,868)	(4,256)
$ 179,988	**$ 179,200**	**$ 174,326**	**$ 176,772**	**$ 176,430**	**$ 156,175**	**$ 138,577**

(3) Non-revenue vehicles represent traffic of officials, employees, agents and representatives of the Commission while in the discharge of their official duties, police officers of the United States, of the State of Ohio and of its political subdivisions, and vehicles of contractors used in the maintenance of the Turnpike and its buildings.

Vehicle Miles Traveled and Toll Rates Per Mile *Last Ten Fiscal Years*

Class	Vehicle Weight (Pounds)	2006	2005	2004
Vehicle Miles Traveled *(In Thousands):*				
1	--- - 7,000	1,962,993	1,963,967	2,021,519
2	7,001 - 16,000	102,766	104,128	107,852
3	16,001 - 23,000	40,710	40,075	38,483
4	23,001 - 33,000	126,367	117,198	100,122
5	33,001 - 42,000	118,117	113,349	97,958
6	42,001 - 53,000	160,841	155,928	134,661
7	53,001 - 65,000	179,939	163,830	140,269
8	65,001 - 80,000 (1)	321,774	303,493	244,807
9	80,001 - 90,000 (2)	19,440	19,819	16,389
10	90,001 - 115,000	5,907	7,257	7,990
11	115,001 - 127,400	1,439	1,465	1,455
Total Vehicle Miles Traveled		**3,040,293**	**2,990,509**	**2,911,505**
Toll Rates Per Mile:				
1	--- - 7,000	$ 0.04	$ 0.04	$ 0.04
2	7,001 - 16,000	0.06	0.06	0.06
3	16,001 - 23,000	0.07	0.07	0.08
4	23,001 - 33,000	0.09	0.09	0.09
5	33,001 - 42,000	0.09	0.09	0.11
6	42,001 - 53,000	0.11	0.11	0.12
7	53,001 - 65,000	0.11	0.11	0.14
8	65,001 - 80,000 (1)	0.13	0.13	0.17
9	80,001 - 90,000 (2)	0.13	0.13	0.29
10	90,001 - 115,000	0.36	0.37	0.37
11	115,001 - 127,400	0.40	0.40	0.40

Source: Ohio Turnpike Commission, CFO/Comptroller's Office.

Notes: (1) Weight limits were 65,001 - 78,000 pounds prior to February 1, 2004.
(2) Weight limits were 78,001 - 90,000 pounds prior to February 1, 2004.

2003	2002	2001	2000	1999	1998	1997
2,019,385	1,994,626	1,913,889	1,851,766	1,820,823	1,797,105	1,703,800
107,703	103,707	96,972	98,799	94,349	88,129	81,310
32,132	29,832	29,266	32,989	32,205	28,528	26,450
93,183	96,707	100,097	107,859	99,808	87,653	85,136
92,463	96,097	97,549	110,696	102,588	87,798	83,506
121,965	121,037	119,205	127,453	122,280	106,182	100,866
128,136	131,908	132,622	143,963	128,167	110,250	109,237
207,977	205,418	200,577	204,572	227,303	228,286	227,169
20,705	19,056	17,336	14,438	17,892	20,864	22,892
8,768	9,808	8,997	8,106	10,180	13,043	13,353
1,353	1,408	1,232	1,658	1,819	1,691	1,853
2,833,770	**2,809,604**	**2,717,742**	**2,702,299**	**2,657,414**	**2,569,529**	**2,455,572**

$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.03
0.06	0.06	0.06	0.06	0.06	0.05	0.05
0.08	0.08	0.08	0.08	0.08	0.07	0.06
0.09	0.09	0.09	0.09	0.09	0.09	0.08
0.11	0.11	0.11	0.11	0.11	0.10	0.09
0.12	0.12	0.12	0.12	0.12	0.11	0.10
0.14	0.14	0.14	0.14	0.14	0.13	0.12
0.18	0.18	0.18	0.18	0.18	0.16	0.15
0.29	0.29	0.29	0.29	0.29	0.27	0.25
0.37	0.37	0.37	0.37	0.37	0.33	0.30
0.40	0.40	0.40	0.40	0.40	0.37	0.33

Comparative Traffic Statistics *Last Ten Fiscal Years*

	2006	2005	2004
Number of Vehicles *(In Thousands):*			
Passenger Cars	40,269	40,149	40,364
Commercial Vehicles	11,515	11,000	9,796
Total	**51,784**	**51,149**	**50,160**
Percentage of Vehicles:			
Passenger Cars	77.8%	78.5%	80.5%
Commercial Vehicles	22.2%	21.5%	19.5%
Number of Miles *(In Thousands):*			
Passenger Cars	1,962,993	1,963,967	2,021,519
Commercial Vehicles	1,077,300	1,026,542	889,986
Total	**3,040,293**	**2,990,509**	**2,911,505**
Percentage of Miles:			
Passenger Cars	64.6%	65.7%	69.4%
Commercial Vehicles	35.4%	34.3%	30.6%
Toll Revenue *(In Thousands):*			
Passenger Cars	$ 76,752	$ 76,892	$ 78,985
Commercial Vehicles	107,185	102,193	110,716
Total	**$ 183,937**	**$ 179,085**	**$ 189,701**
Percentage of Toll Revenue:			
Passenger Cars	41.7%	42.9%	41.6%
Commercial Vehicles	58.3%	57.1%	58.4%
Average Miles per Trip:			
Passenger Cars	48.7	48.9	50.1
Commercial Vehicles	93.6	93.3	90.9
Average Toll Revenue per Trip:			
Passenger Cars	$ 1.91	$ 1.92	$ 1.96
Commercial Vehicles	9.31	9.29	11.30
Average Toll Revenue per Mile:			
Passenger Cars	$ 0.04	$ 0.04	$ 0.04
Commercial Vehicles	0.10	0.10	0.12

Source: Ohio Turnpike Commission, CFO/Comptroller's Office.

2003	2002	2001	2000	1999	1998	1997
39,196	38,614	37,036	36,289	35,903	35,064	32,795
9,086	9,093	8,864	9,286	9,154	8,525	8,234
48,282	**47,707**	**45,900**	**45,575**	**45,057**	**43,589**	**41,029**
81.2%	80.9%	80.7%	79.6%	79.7%	80.4%	79.9%
18.8%	19.1%	19.3%	20.4%	20.3%	19.6%	20.1%
2,019,385	1,994,626	1,913,889	1,851,766	1,820,823	1,797,105	1,703,800
814,385	814,978	803,853	850,533	836,591	772,424	751,772
2,833,770	**2,809,604**	**2,717,742**	**2,702,299**	**2,657,414**	**2,569,529**	**2,455,572**
71.3%	71.0%	70.4%	68.5%	68.5%	69.9%	69.4%
28.7%	29.0%	29.6%	31.5%	31.5%	30.1%	30.6%
$ 78,837	$ 77,904	$ 74,710	$ 72,356	$ 71,017	$ 64,480	$ 56,281
101,151	101,296	99,616	104,416	105,413	91,695	82,296
$ 179,988	**$ 179,200**	**$ 174,326**	**$ 176,772**	**$ 176,430**	**$ 156,175**	**$ 138,577**
43.8%	43.5%	42.9%	40.9%	40.3%	41.3%	40.6%
56.2%	56.5%	57.1%	59.1%	59.7%	58.7%	59.4%
51.5	51.7	51.7	51.0	50.7	51.3	52.0
89.6	89.6	90.7	91.6	91.4	90.6	91.3
$ 2.01	$ 2.02	$ 2.02	$ 1.99	$ 1.98	$ 1.84	$ 1.72
11.13	11.14	11.24	11.24	11.52	10.76	9.99
$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.03
0.12	0.12	0.12	0.12	0.13	0.12	0.11

Activity by Interchange [1] *Last Ten Fiscal Years (In Thousands)*

Milepost	Name		2006	2005	2004
2	Westgate		8,068	7,946	7,740
13	Bryan-Montpelier		760	747	742
25	Archbold-Fayette	(3)	462	445	440
34	Wauseon		836	812	802
39	Delta-Lyons		594	562	548
52	Toledo Airport-Swanton		1,542	1,592	1,659
59	Maumee-Toledo		4,440	4,424	4,677
64	Perrysburg-Toledo		7,548	6,219	5,280
71	Stony Ridge-Toledo		4,535	5,556	6,132
81	Elmore-Woodville-Gibsonburg	(2)	798	758	756
91	Fremont-Port Clinton		1,825	1,853	1,883
110	Sandusky-Bellevue		1,643	1,625	1,549
118	Sandusky-Norwalk		1,929	1,994	1,974
135	Vermilion		791	873	998
140	Amherst-Oberlin	(4)	1,094	1,007	76
142	Lorain County West		2,611	2,715	2,838
145	Lorain-Elyria		6,176	6,005	6,302
151	North Ridgeville-Cleveland		5,453	5,551	5,572
152	North Olmsted-Cleveland		2,507	2,432	2,250
161	Strongsville-Cleveland		7,272	7,128	6,805
173	Cleveland		7,458	7,114	6,724
180	Akron		5,147	4,944	4,707
187	Streetsboro		6,440	6,367	6,355
193	Ravenna		1,533	1,546	1,538
209	Warren		1,993	2,019	1,982
215	Lordstown West		477	524	616
216	Lordstown East		334	427	433
218	Niles-Youngstown		8,569	8,562	8,273
232	Youngstown		1,538	1,545	1,678
234	Youngstown-Poland		1,175	1,102	985
239	Eastgate		8,020	7,905	8,005

Source: Ohio Turnpike Commssion, CFO/Comptroller's Office.

Notes: (1) "Activity by Interchange" represents the number of vehicles entering and exiting at each toll interchange.
(2) Opened February 6, 1997 (3) Opened November 13, 1998 (4) Opened November 30, 2004

2003	2002	2001	2000	1999	1998	1997
7,511	7,430	7,118	7,101	6,951	6,731	6,485
729	725	730	713	719	735	742
426	416	387	375	342	37	–
794	781	752	754	729	848	876
530	503	456	463	420	381	332
1,634	1,652	1,562	1,493	1,421	1,370	1,343
4,717	4,879	4,644	4,550	4,557	4,510	4,404
4,989	4,723	4,185	4,117	4,062	3,809	3,644
6,060	6,214	6,121	6,297	5,815	5,546	5,160
693	682	621	642	590	520	379
1,788	1,803	1,728	1,843	1,826	1,769	1,765
1,447	1,408	1,370	1,392	1,246	1,107	957
1,885	1,828	1,815	1,872	1,883	1,887	1,675
956	955	933	902	880	793	805
–	–	–	–	–	–	–
2,741	2,790	2,691	2,645	2,577	2,445	2,392
6,135	6,287	6,195	6,030	6,061	6,022	5,432
5,482	5,608	5,551	5,509	5,377	5,169	4,790
2,003	1,891	1,888	1,821	1,814	1,701	1,446
6,344	6,066	5,971	6,007	6,106	6,153	5,750
6,197	5,700	5,013	4,964	5,006	5,036	4,746
4,465	4,318	3,986	3,869	3,911	3,920	3,681
6,108	5,947	5,825	5,707	5,609	5,372	5,061
1,468	1,413	1,346	1,312	1,260	1,146	984
1,868	1,857	1,837	1,876	1,964	1,984	1,808
552	529	488	497	528	511	521
363	355	328	356	387	297	304
7,991	7,958	7,729	7,684	7,523	7,118	6,771
1,473	1,468	1,442	1,512	1,524	1,473	1,411
1,180	1,181	1,188	1,097	1,204	1,167	1,103
8,036	8,047	7,900	7,750	7,822	7,620	7,288

Debt Ratios and Revenue Bond Coverage *Last Ten Fiscal Years*
(Dollars in Thousands Except Per Capita Amounts)

	2006	2005	2004
Debt Ratios:			
Revenue Bonds Payable	**$ 694,229**	**$ 709,409**	**$ 732,898**
Revenue Bonds Payable as a % of Personal Income	**0.18%**	**0.19%**	**0.21%**
Revenue Bonds Payable Per Capita	**$ 60**	**$ 62**	**$ 64**
Revenue Bond Coverage:			
Pledged Revenues	**$ 207,307** (1)	**$ 210,255** (1)	**$ 208,780** (2)
Expenses Paid from Pledged Revenues:			
Administration and Insurance	7,845	8,193	7,982
Maintenance of Roadway and Structures	31,479	34,185	30,957
Services and Toll Operations	50,186	48,585	46,449
Traffic Control, Safety, Patrol and Communications	13,986	13,565	12,902
Total Expenses Paid from Pledged Revenues	**103,496**	**104,528**	**98,290**
Deposit to Reserve Account	**464**	**505**	**1,021**
Net Revenues Available for Debt Service	**$ 103,347**	**$ 105,222**	**$ 109,469**
Debt Service Requirements:			
Principal	$ 16,007	$ 15,775	$ 17,429
Interest	36,456	37,350	38,535
Less Interest Earned	(789)	(514)	(242)
Total Debt Service Requirements	**$ 51,674**	**$ 52,611**	**$ 55,722**
Debt Coverage (see Note 5 to the financial statements)	**200%**	**200%**	**196%**

Source: Ohio Turnpike Commission, CFO/Comptroller's Office.

Notes: (1) Gross Revenues per the Master Trust Agreement dated February 15, 1994, as amended in 2005 - consisting of tolls, special toll permits, certain realized investment earnings, appropriations from the Ohio Department of Transportation, and to the extent needed to achieve a debt coverage ratio of up to, but not more than 200%, leases, licenses, royalties, advertising, miscellaneous sales, fees, charges and certain concession revenues.

(2) Gross Revenues per the Master Trust Agreement dated February 15, 1994, as amended in 2004 - consisting of tolls, special toll permits, certain realized investment earnings, and to the extent needed to achieve a debt coverage ratio of up to, but not more than 200%, leases, royalties, advertising, miscellaneous sales, fees, charges and certain concession revenues.

2003	2002	2001	2000	1999	1998	1997
$ 749,178	**$ 764,718**	**$ 778,928**	**$ 690,842**	**$ 702,843**	**$ 713,783**	**$ 474,885**
0.22%	**0.23%**	**0.24%**	**0.22%**	**0.23%**	**0.24%**	**0.17%**
$ 66	**$ 67**	**$ 68**	**$ 61**	**$ 62**	**$ 63**	**$ 42**
$ 184,363 [3]	**$ 186,159** [3]	**$ 184,573** [3]	**$ 190,944** [3]	**$ 190,846** [3]	**$ 169,204** [3]	**$ 156,768** [3]
7,166	6,432	6,099	8,555	7,640	7,044	6,978
27,137	26,236	23,321	26,190	27,140	21,746	23,415
38,787	37,401	34,355	34,325	33,405	27,882	27,258
13,136	12,474	11,966	10,897	11,430	10,566	10,477
86,226	**82,543**	**75,741**	**79,967**	**79,615**	**67,238**	**68,128** [4]
324	**27**	**(76)**	**535**	**555**	**121**	**92**
$ 97,813	**$ 103,589**	**$ 108,908**	**$ 110,442**	**$ 110,676**	**$ 101,845**	**$ 88,548**
$ 16,577	$ 15,857	$ 14,247	$ 12,956	$ 13,125	$ 10,039	$ 7,682
39,378	40,286	37,641	36,526	36,508	28,324	26,650
(215)	(353)	(690)	(2,901)	(3,794)	(2,954)	(2,818)
$ 55,740	**$ 55,790**	**$ 51,198**	**$ 46,581**	**$ 45,839**	**$ 35,409**	**$ 31,514**
175%	**186%**	**213%**	**237%**	**241%**	**288%**	**281%**

(3) Gross Revenues per the Master Trust Agreement dated February 15, 1994 - consisting of tolls, special toll permits, and certain realized investment revenues.

(4) 1997 has been restated from modified accrual to accrual basis accounting in connection with the adoption of the proprietary reporting model.

Principal Toll Revenue Payers *Current Year and Nine Years Ago*

	2006		
Toll Customer	Tolls Paid	Rank	% of Total Tolls Paid
United Parcel Service, Inc.	$ 1,933,602	1	1.05%
Yellow Transportation, Inc.	1,707,334	2	0.93%
J.B. Hunt Transport, Inc.	1,301,750	3	0.71%
Con-way Freight Inc.	1,265,555	4	0.69%
Werner Enterprises, Inc.	1,043,755	5	0.57%
USF Holland, Inc.	974,617	6	0.53%
Falcon Transport Company	903,025	7	0.49%
FedEx Ground Package Systems	894,305	8	0.48%
Roadway Express, Inc.	738,651	9	0.40%
FedEx Freight East, Inc.	674,450	10	0.37%
Totals	**$ 11,437,044**		**6.22%**

	1997		
Toll Customer	Tolls Paid	Rank	% of Total Tolls Paid
United Parcel Service, Inc.	$ 1,535,858	3	1.11%
Yellow Transportation, Inc.	2,287,763	1	1.65%
J.B. Hunt Transport, Inc.	672,130	8	0.48%
Con-way Freight Inc.	835,866	7	0.60%
Werner Enterprises, Inc.	1,079,118	5	0.78%
USF Holland, Inc.	564,570	10	0.41%
Falcon Transport Company	1,069,776	6	0.77%
FedEx Ground Package Systems	–		–
Roadway Express, Inc.	1,421,315	4	1.02%
FedEx Freight East, Inc.	–		–
Consolidated Freightways	1,573,523	2	1.14%
Preston Trucking Co., Inc.	593,268	9	0.43%
Totals	**$ 11,633,187**		**8.39%**

Source: Ohio Turnpike Commission, CFO/Comptroller's Office.

Principal Ohio Employers *Current Year and Nine Years Ago*

Employer	2006 Employees	Rank	% of Total Ohio Employees
State of Ohio	133,211	1	1.96%
United States Government	76,135	2	1.12%
Wal-Mart Stores	50,000	3	0.74%
Cleveland Clinic Health Systems	34,800	4	0.51%
Kroger Company	34,130	5	0.50%
University Hospitals Health System	25,000	6	0.37%
Catholic Healthcare Partners	23,000	7	0.34%
General Motors Corporation	19,300	8	0.28%
General Electric Company	17,000	9	0.25%
JP Morgan Chase (Bank One)	17,000	10	0.25%
Totals	**429,576**		**6.32%**

Employer	1997 Employees	Rank	% of Total Ohio Employees
State of Ohio	130,750	1	2.00%
United States Government	85,041	2	1.30%
Wal-Mart Stores	17,500	8	0.27%
Cleveland Clinic Health Systems	19,500	5	0.30%
Kroger Company	25,000	4	0.38%
University Hospitals Health System	–		–
Catholic Healthcare Partners	–		–
General Motors Corporation	60,000	3	0.92%
General Electric Company	18,500	7	0.28%
JP Morgan Chase (Bank One)	15,500	10	0.23%
Honda Motor Co., Ltd.	17,500	9	0.27%
Ford Motor Company	18,800	6	0.29%
Totals	**408,091**		**6.24%**

Sources: U. S Department of Commerce, Bureau of Economic Analysis.
Ohio Department of Development, Office of Strategic Research.
Ohio Department of Job and Family Services, Office of Workforce Development.

Employment, Demographic and Economic Statistics *Last Ten Fiscal Years*

	2006	2005	2004
Ohio Turnpike Commission Employees:			
Full-Time:			
Toll Collectors	309	319	318
Maintenance Workers	280	283	276
Toll and Service Plaza Supervisors	133	135	131
Professional and Clerical Staff	100	99	98
Maintenance Supervisors	46	46	45
Executive and Managerial Staff	20	20	20
Administrative Supervisors	18	20	20
Total Full-Time	**906**	**922**	**908**
Part-Time:			
Toll Collectors	331	358	406
Other	25	28	24
Total Part-Time	**356**	**386**	**430**
Total Ohio Turnpike Commission Employees	**1,262**	**1,308**	**1,338**

State of Ohio Statistics:			
Population (In Thousands)	11,478	11,464	11,450
Personal Income (In Millions)	$ 380,758	$ 365,319	$ 352,315
Per Capita Personal Income	$ 33,173	$ 31,867	$ 30,769
Unemployment Rate	5.60%	5.90%	6.20%

Sources: Employee counts provided by the Ohio Turnpike Commission, Payroll, Toll Operations and Maintenance Departments.
Population data provided by the U.S. Census Bureau. Personal income and per capita personal income data provided by the U.S. Department of Commerce, Bureau of Economic Analysis.
Unemployment rates provided by the Ohio Department of Job & Family Services.

Note: Some of the employee counts for years 1997 through 2001 were estimated from the incomplete data that is currently available.

2003	2002	2001	2000	1999	1998	1997
326	323	325	321	314	324	311
283	279	273	267	269	271	273
133	132	132	132	131	87	87
99	102	104	106	107	107	106
44	46	46	44	44	44	44
19	17	15	17	17	17	17
20	18	17	19	19	19	18
924	**917**	**912**	**906**	**901**	**869**	**856**
306	269	300	272	291	286	285
22	18	13	11	18	10	7
328	**287**	**313**	**283**	**309**	**296**	**292**
1,252	**1,204**	**1,225**	**1,189**	**1,210**	**1,165**	**1,148**
11,432	11,405	11,385	11,364	11,335	11,312	11,277
$ 340,840	$ 333,158	$ 325,623	$ 320,538	$ 304,464	$ 294,292	$ 278,049
$ 29,815	$ 29,212	$ 28,601	$ 28,207	$ 26,859	$ 26,017	$ 24,656
6.20%	5.70%	4.40%	4.00%	4.30%	4.30%	4.60%

Traffic Accident Statistics *Last Ten Fiscal Years*

	2006	2005	2004
All Accidents:			
Number	2,342	2,858	2,609
Rate	77.0	95.6	89.6
Property Damage (Over $150) Accidents:			
Number	1,881	2,293	2,134
Rate	61.9	76.7	73.3
Non-Fatal Personal Injury Accidents:			
Number	453	554	463
Rate	14.9	18.5	15.9
Number Injured	686	829	724
Injury Rate	22.6	27.7	24.9
Fatal Accidents:			
Number	8	11	12
Rate	.3	.4	.4
Fatalities	8	14	17
Fatality Rate	.3	.5	.6

Source: Ohio State Highway Patrol.

Note: All rates are per 100,000,000 vehicle miles traveled.

2003	2002	2001	2000	1999	1998	1997
2,433	2,373	2,092	2,443	2,303	1,889	2,035
85.9	84.5	77.0	90.4	86.7	73.5	82.9
1,965	1,947	1,698	1,936	1,788	1,472	1,596
69.3	69.3	62.5	71.6	67.3	57.3	65.0
458	416	381	496	508	410	434
16.2	14.8	14.0	18.4	19.1	16.0	17.7
698	628	602	840	801	682	716
24.6	22.4	22.2	31.1	30.1	26.5	29.2
9	10	13	11	7	7	5
.3	.4	.5	.4	.3	.3	.2
11	10	14	12	7	8	10
.4	.4	.5	.4	.3	.3	.4

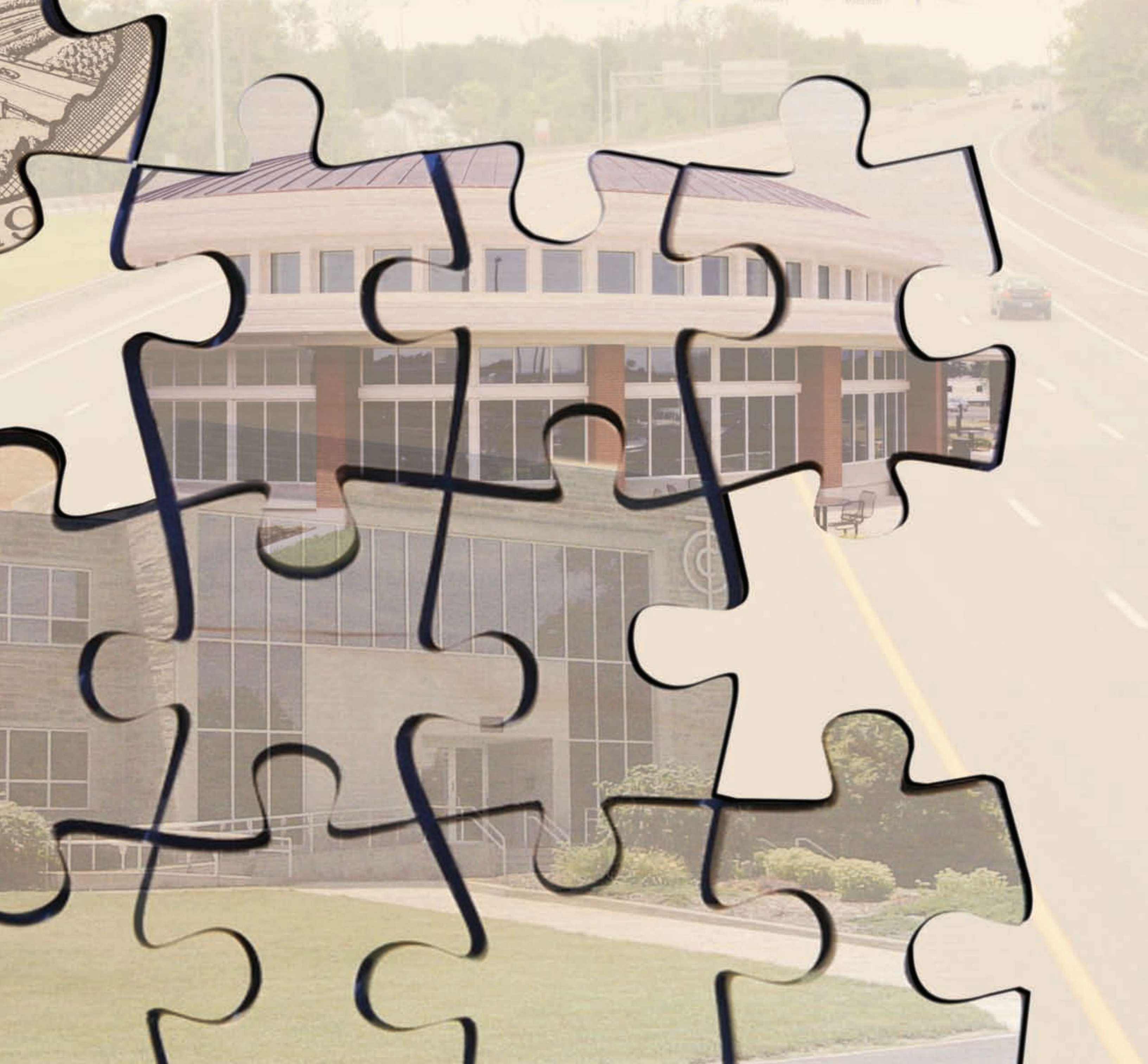
Capital Asset Statistics *Last Ten Fiscal Years*

	2006	2005	2004
Land and Roadway:			
Land Area (Acres)	10,010	10,010	9,978
Length of Roadway (Miles)	241	241	241
Number of Lane Miles	1,356	1,356	1,356
Interchanges:			
Toll	29	29	29
Barrier	2	2	2
Total Interchanges	31	31	31
Service Plazas	14	16	16
Other Buildings:			
Maintenance	8	8	8
Administration	1	1	1
Telecommunications	1	1	1
Highway Patrol	1	1	1
Structures over or under the Turnpike:			
Roadways and Interchange Ramps	350	350	350
Railroads	49	52	52
Rivers and Streams	56	59	59

Source: Ohio Turnpike Commission, CFO/Comptroller's Office and Engineering Department.

2003	2002	2001	2000	1999	1998	1997
9,949	9,913	9,895	9,885	9,847	9,843	9,814
241	241	241	241	241	241	241
1,317	1,304	1,286	1,252	1,217	1,199	1,156
28	28	28	28	28	28	27
2	2	2	2	2	2	2
30	30	30	30	30	30	29
16	16	16	16	16	16	16
8	8	8	8	8	8	8
1	1	1	1	1	1	1
1	1	1	1	–	–	–
1	1	1	1	1	1	1
350	351	355	362	365	372	376
52	53	54	55	57	58	62
59	59	61	64	66	66	68

The James W. Shocknessy Ohio Turnpike



OHIO Turnpike Commission

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Ohio Turnpike Commission

December 31, 2006

Ohio Turnpike Commission

For The Year Ended December 31, 2006

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Report 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*

Ohio Turnpike Commission
Berea, Ohio

We have audited the financial statements of the Ohio Turnpike Commission (the "Commission"), as of and for the year ended December 31, 2006, and have issued our report thereon dated April 30, 2007, wherein we noted the Commission adopted GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, GASB Statement No. 44, *Economic Condition Reporting: The Statistical Section,* GASB Statement No. 46, *Net Assets Restricted by Enabling Legislation* and GASB Statement No. 47, *Accounting for Termination Benefits*. 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 Commission'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 Commission's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Commission'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 Commission'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 Commission's financial statements that is more than inconsequential will not be prevented or detected by the Commission'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 Commission'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.

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<u>Compliance and Other Matters</u>

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

This report is intended solely for the information and use of the Audit Committee, the Commission and Auditor of State's Office and is not intended to be and should not be used by anyone other than these specified parties.

Ciuni & Panichi, Inc.

Cleveland, Ohio
April 30, 2007

Ohio Turnpike Commission

Schedule of Audit Findings

December 31, 2006

1. Summary of Auditors' Results

Type of Financial Statement Opinion	Unqualified
Were there any material control weakness conditions reported at the financial statement level (GAGAS)?	No
Were there any other reportable control weakness conditions reported at the financial statement level (GAGAS)?	No
Was there any material reported noncompliance at the financial statement level (GAGAS)?	No

2. Findings Related To the Financial Statements Required To Be Reported in Accordance With GAGAS

None noted.

3. Findings

None noted.

Mary Taylor, CPA
Auditor of State

OHIO TURNPIKE COMMISSION

CUYAHOGA COUNTY

CLERK'S CERTIFICATION

This is a true and correct copy of the report which is required to be filed in the Office of the Auditor of State pursuant to Section 117.26, Revised Code, and which is filed in Columbus, Ohio.

Susan Babbitt

CLERK OF THE BUREAU

CERTIFIED
MAY 31, 2007

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