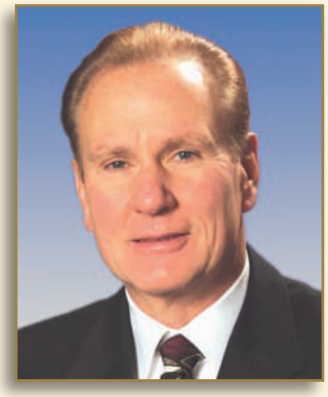
OHIO Turnpike Commission

FOCUSING
on the Future

Comprehensive Annual Financial Report
For The Year Ended December 31, 2010

Members & Officers



Joseph A. Balog
Chairman

David O. Regula
Vice Chairman

George F. Dixon III
Secretary/Treasurer

Edward A. Kidston
Member

Jolene M. Molitoris
Director of Transportation
Member Ex-Officio

Thomas F. Patton
Senate Member

Robert F. Hagan
House Member

Lisa Patt-McDaniel
Director of Development
Member Ex-Officio

J. Pari Sabety
Director of OBM
Member Ex-Officio

L. George Distel
Assistant Secretary/Treasurer
Executive Director

Independent Auditors:
Ciuni and Panichi, Inc.
Cleveland, OH

Trustee:
The Huntington National Bank
Cleveland, OH

Consulting Engineers:
URS Corporation
Akron, OH

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

OHIO TURNPIKE COMMISSION TOLL ROAD SEAL 1949

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Letter of Transmittal

The
OHIO Turnpike Commission

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

June 8, 2011

To:
The Honorable John Kasich, Governor, and
The General Assembly of Ohio

The Ohio Turnpike Commission, pursuant to law, presents herewith its sixty-second annual report covering the period from January 1, 2010 through December 31, 2010.

Respectfully yours,

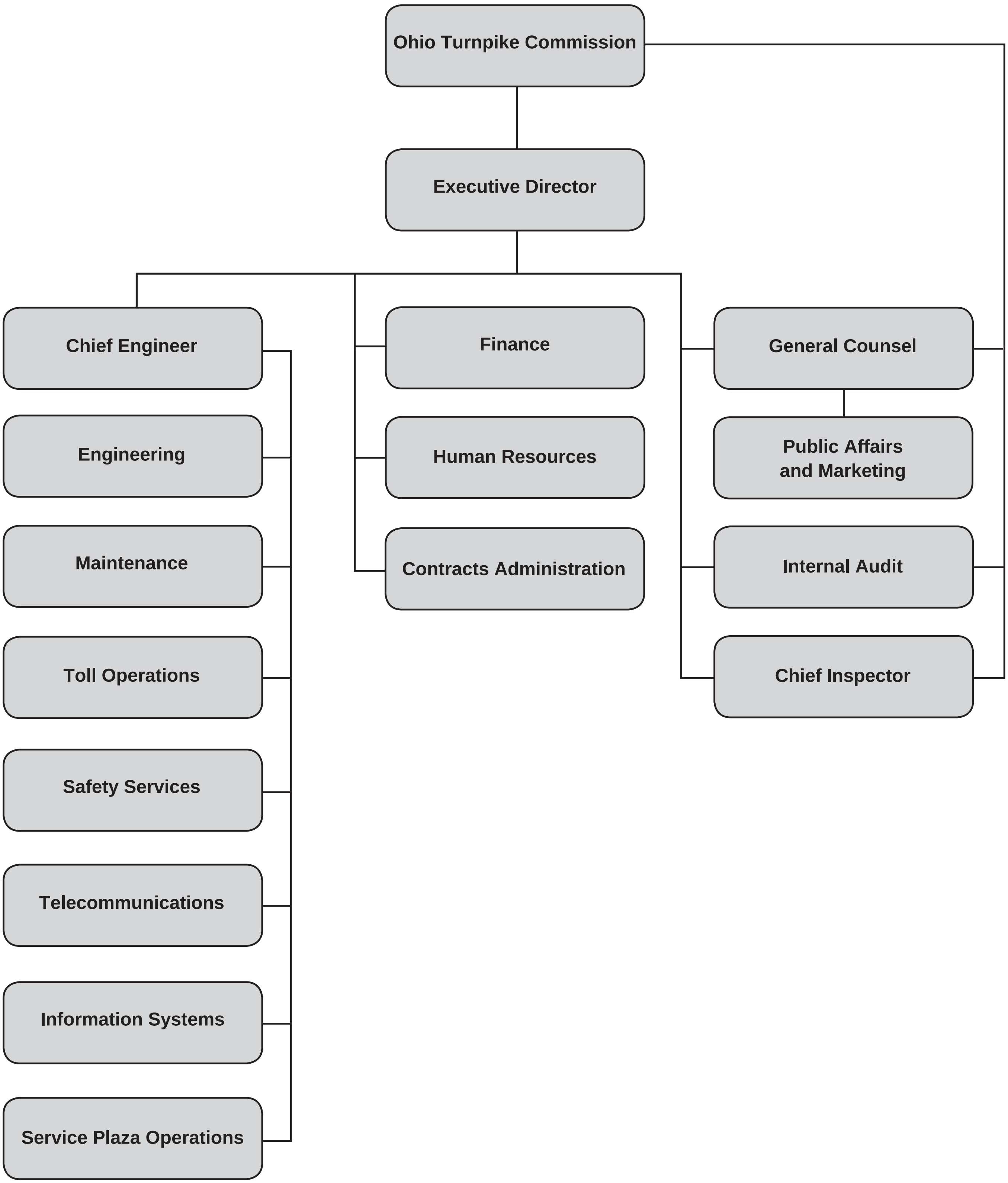
Joseph A. Balog
Chairman

George F. Dixon III
Secretary – Treasurer

Edward A. Kidston
Member

Jerry Wray
Member Ex-Officio

Organizational Chart



Members and Staff

Ohio Turnpike Commission Members (as of December 31, 2010)

		APPOINTED	TERM EXPIRATION
Joseph A. Balog	Member Chairman*	07/01/03 08/15/05	06/30/15
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	06/29/17
Edward A. Kidston	Member	06/24/05	06/30/11
Jolene M. Molitoris	Director of Transportation**	01/31/09	—
Thomas F. Patton	Senate Member	02/09	—
Robert F. Hagan	House Member	04/09	—
Lisa Patt-McDaniel	Director of Development**	09/16/09	—
J. Pari Sabety	Director, Office of Budget and Management**	04/07	—

**Re-elected as officers on 07/16/07*

***Member Ex-Officio*

Ohio Turnpike Commission Administrative Staff

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

Chairman's Letter

June 8, 2011

Change is inevitable and certainly something the Ohio Turnpike has experienced over the past 55 years. From the advances in vehicle technology to the need to expand the roadway and enhance travelers' services, managing a transportation system such as the Ohio Turnpike can pose its own set of challenges. This is especially true during tough economic times when users are traveling less often and working with fewer discretionary dollars. Since the Ohio Turnpike relies almost exclusively on toll revenue for its maintenance and operations, when the economy is struggling and traffic is low, so too is revenue.

While the country has been experiencing a slight rebound in the economy recently, the Turnpike traffic is still far from where it was in 2000. As a result, the Commission continues to look for ways to improve its operational efficiency and implement additional incentives for the traveling public to use the Turnpike. This reflects the Commission's commitment to continue providing the highest level of customer services, amenities, and safe travel conditions, which our customers expect when choosing to travel the Ohio Turnpike.

All of the accomplishments that are highlighted in this 2010 Comprehensive Annual Financial Report were made possible through a dedicated staff of professionals who work daily to offer the best and safest interstate throughout the northern portion of Ohio. It is important to note that the Commission continues to focus on the future by striving toward advancement and innovation, including infrastructure improvements. Through it all, the Commission's vision remains: "To be the road of choice for those traveling across Northern Ohio."

Sincerely,

Joseph A. Balog

Joseph A. Balog

Executive Director's Year in Review

***E-ZPass*® popularity growing with Turnpike users**

The Ohio Turnpike Commission (OTC) has issued more than 94,500 *E-ZPass*® transponders since the implementation of *E-ZPass*® technology on October 1, 2009.

The Commission is pleased with the number of transponders issued to date and has provided various options for customers to open an *E-ZPass*® account via the online website, mail in an application, or telephone calls to the Ohio Turnpike's *E-ZPass*® Customer Service Center. When a customer opens a new *E-ZPass*® account through one of these methods, the transponder is typically mailed within 24-hours of the order being received.

Shortly after *E-ZPass*® was implemented, the Commission installed a TagTeller machine in the main lobby of the Administration Building in Berea, Ohio. This machine allows customers to obtain a "live" transponder instantaneously. The TagTeller machine alleviates any wait time for shipping through regular mail and is a popular feature for local customers who are able to access the Administration Building.

Despite the ease of obtaining a transponder and the short wait-time for shipping, the OTC believes that expanding the availability could attract the less-frequent Turnpike traveler and potentially increase the number of *E-ZPass*® customers. The OTC is considering offering an *E-ZPass*® retail program in the future.

Voluntary Separation Incentive Program (VSIP) summary

With the advent of automated technology and the installation of *E-ZPass*® on the Ohio Turnpike, the OTC realized the need to reduce staffing levels at the toll plazas. In reviewing its options, the OTC decided that it did not want to add to Ohio's unemployment numbers or implement layoffs, so on November 16, 2009, the Commission adopted a Voluntary Separation Incentive Program (VSIP) for all full-time and part-time collectors. All toll collectors were eligible to participate in this program, except for those who had applied for or were receiving disability retirement benefits through OPERS. Participation in the program was voluntary and not mandatory. This allowed toll collectors an opportunity to separate employment and receive compensation based on their respective years of service.

The 47 full-time toll collectors who elected to participate in this program received a one-time payment of $35,000 from the Commission within thirty days of their last date of employment. Full-time toll collectors interested in participating in this program were required to execute a voluntary irrevocable written agreement to either resign or retire from their position of employment by April 1, 2010. Part-time toll collectors who wished to participate in this program and voluntarily separate from their employment were required to execute an irrevocable written agreement to resign from their position with the Commission prior to February 1, 2010. The 79 part-time toll collectors who participated in the VSIP received a one-time, lump sum payment based upon their continuous length of service with the Commission.

The lump sum payments ranged from $5,000 for up to 5 years of continuous service, $10,000 for the 5 to 10 years of continuous service and $15,000 for over 10 years of continuous service.

Although the total part-time and full-time payout was approximately $2.52 million, it is estimated that the Commission will save $4.68 million annually in wage and fringe benefit costs.

Speed limit increase approved

On December 20, 2010, the Commission approved a resolution to increase the speed limit to 70 MPH on the Ohio Turnpike effective April 1, 2011. Commission members took into consideration the design of the roadway, the improved safety of vehicles, and the uniform speed limit at or above 70 MPH in 26 other states.

Commission members believed that some trucking companies and independent drivers would be attracted to utilizing the Ohio Turnpike with the potential of saving time on travel. Commission members also felt strongly that any opportunity to increase traffic on the Ohio Turnpike would have a positive benefit to the safety on parallel routes that run through smaller communities in more rural areas along the Turnpike corridor.

New contract agreement reached

Negotiations took place between representatives of the Commission and Teamsters Local Union No. 436, affiliated with the International Brotherhood of Teamsters, ("Union"), as representatives of certain regular, full-time and part-time, non-supervisory field employees in the Toll Operations and Maintenance Departments. Their Collective Bargaining Agreements were due to expire on December 31, 2010.

Tentative agreements were reached with both bargaining units whereby the parties agreed to no significant changes to the current contracts. Additionally, it was agreed upon that the there would be no annual wage increase for the Bargaining Unit Employees over the term of the new, three (3) year Collective Bargaining Agreements.

Groundbreaking of the service plaza reconstruction in Williams County

The Ohio Turnpike Commission began reconstruction of the Indian Meadow and Tiffin River Service Plazas (Milepost 20.8) in Williams County and held a groundbreaking ceremony on May 4, 2010, with Commission Members, community leaders, and Governor Ted Strickland in attendance.

L to R: Executive Director L. George Distel, Commission Member David Regula, Commission Member Edward Kidston, Gov. Ted Strickland, ODOT Member Designee Bonnie Teeuwen, Chief Engineer Dan Castrigano, and OSHP Lieutenant Mike Wiederman

Construction of the Indian Meadow and Tiffin River Service Plazas was performed in conjunction with Ohio's Advanced Energy Gateway Initiative. Turnpike officials identified several uses of renewable energy technologies which they incorporated in the rebuilding of these facilities including:

- Ethanol vehicle fueling facilities to accommodate the demand for renewable, Ohio-produced E85 to flex fuel vehicles.
- Electric vehicle recharging areas to help reduce fuel emissions.
- Truck stop electrification that will allow truckers to rest comfortably without idling their engines in the parking areas.

When opened in mid-2011, these plazas will create up to 227 long-term, permanent service industry jobs, as well as expanded business opportunities for companies that provide the goods and services to the plazas under contracts with the Turnpike Commission. These facilities will also become a model for future renewable energy projects along the Turnpike.

Reconstruction of Mahoning Valley and Glacier Hills Service Plazas

On October 25, 2010, the Commission authorized the closure of the Mahoning Valley and Glacier Hills Service Plazas at Milepost 237.2 in Mahoning County. These facilities are two of the last remaining four that were part of the original construction of the Turnpike, which have been open since 1955.

As part of its Capital Improvement Program, the Commission has been engaged in the reconstruction of all of the service plaza facilities. These plazas were closed to the public on January 31, 2011 and work began immediately with demolition of the existing facilities.

New maintenance equipment purchased to help battle winter weather

The Commission accepted a National Clean Diesel Funding Assistance Grant in conjunction with the American Recovery and Reinvestment Act of 2009. The Grant stated that funds were to be used for the purpose of reducing fuel consumption, operating vehicles on biodiesel fuel, and reducing fuel emissions; and under the final grant agreement executed by and between the Ohio Turnpike Commission and the Ohio Department of Development, up to $600,000 of the grant is to be utilized for offsetting the cost for new tandem-axle dump trucks having an improved snow plow design that meet 2010 emission standards.

The Commission awarded a contract for the purchase of eight tow plows and ten new tandem axle trucks. The tandem axle trucks included dump bodies, wing plows, central hydraulic and control systems, lighting systems, and front reversible plows.

Once all of the equipment was delivered, the OTC's Maintenance Department began the extensive, hands-on training program with crews from the Commission's maintenance sections along the Turnpike. The comprehensive training incorporated operation of the equipment on the roadway, as well as instruction on maintenance of the equipment.

It is expected that this new equipment will advance the level of maintenance during even the most challenging winter weather and will have the ability to clear two lanes of the road with one vehicle, thus providing a cost savings in terms of equipment and fuel.

Commission refinances revenue bonds

On November 18, 2010, the Commission took advantage of favorable interest rates, and issued $131,290,000 State of Ohio Revenue refunding Bonds, 2010 Series A. The bonds were issued to refund the remaining $93,035,000 outstanding 1998 Series B Bonds and the remaining $46,485,000 outstanding 2001 Series A Bonds. The Commission was able to decrease its total future debt service payments by $10,386,489 as a result of the refunding. The Commission also incurred an economic gain (the difference between the present values of the old and new debt service payments) of $8,613,706. This cost savings was used to increase capital expenditures that were budgeted in 2011 and begin the reconstruction of the Service Plazas in Mahoning County.

CFO/Comptroller's Report

The Ohio Turnpike Commission *CFO / Comptroller*

June 8, 2011

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, 2010, 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. 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 2010 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.

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.

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www.ohioturnpike.org
Serving the nation – The James W. Shocknessy Ohio Turnpike

CFO/Comptroller's Report

The Ohio Turnpike Commission *CFO / Comptroller*

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 Government Finance Officers Association of the United States and Canada (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, 2009. 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. This report 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 comprehensive annual financial report continues to meet 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,

Martin S. Seekely
CFO/Comptroller

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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, 2009

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

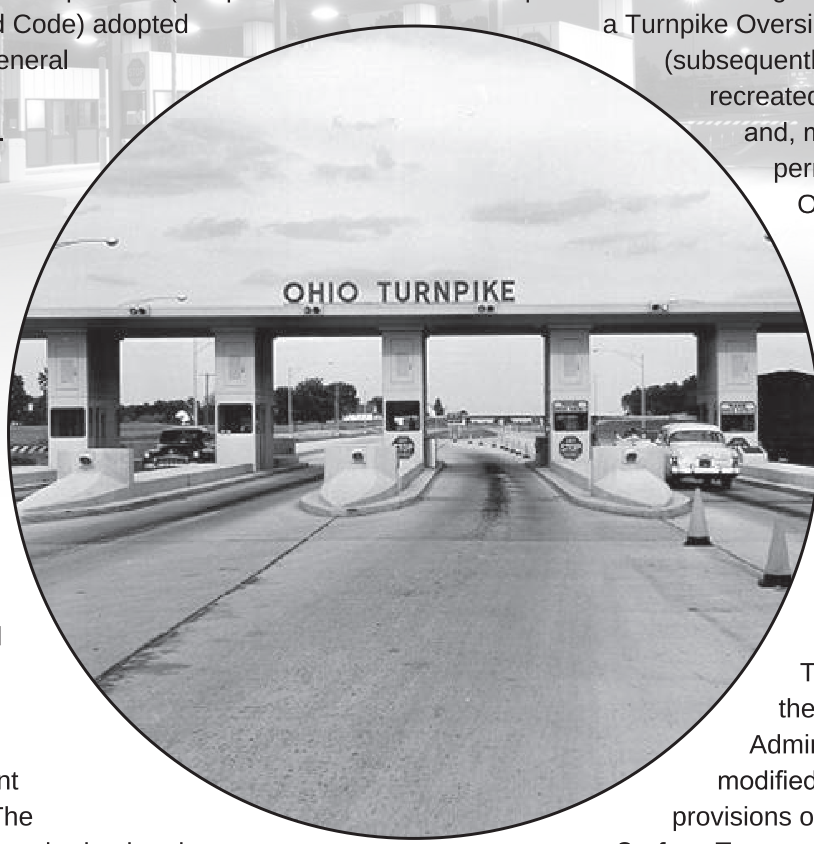
President

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 unrelated projects.

Amendments to House Bill 699 (effective March 28, 2007) renamed the Turnpike Legislative 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 added the Director of Development and the Director of OBM as ex-officio, non-voting members of the Commission.

The Commission

The Commission consists 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 Turnpike 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, 8.5 million automobiles and 1.5 million trucks used the Turnpike. In 2010, the total annual traffic consisted of 38.9 million automobiles and 10.0 million trucks. Annual revenues from tolls, restaurant and service station concessionaire rentals and other sources rose from $15,351,000 in 1956 to $255,111,000 in 2010.

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

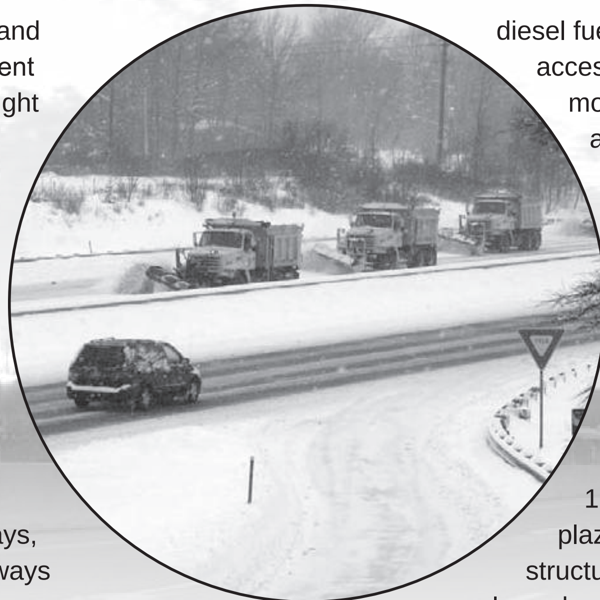
interchanges connect with county or local roads.

Tolls
Prior to October 1, 2009, toll charges for all vehicles were determined by gross-weight and distance traveled on the Turnpike. All vehicles were 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 fell within Class 1 and all other vehicles fell within Classes 2-9, based on their gross weight. (Classes 10 and 11 applied to triple-trailer combinations and long combination vehicles.)

On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system, including electronic tolling collection technology (*E-ZPass*®). At that same time, the toll rate schedule and vehicle classification system were also revised. Vehicles traveling the Ohio Turnpike are now classified based on seven vehicle classifications, which was a reduction from the eleven classifications used previously. Vehicles are now classified based on the number of axles and height of the vehicle over the first two axles. The vehicle classification along with distance traveled still determines the appropriate toll fare; however, toll rates were adjusted to coincide with the compression of the vehicle classifications, along with the addition of *E-ZPass*®. Toll rates for customers using an *E-ZPass*® compatible transponder pay a lower toll fare for travel on the Ohio Turnpike than cash-paying customers. The Commission ended its previous charge account programs so that customers could take advantage of the same electronic tolling technology with *E-ZPass*®.

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, 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 asphaltic concrete. 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 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 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 eight pairs of service plaza facilities to serve customers. As of the printing of this report, the service plazas located at milepost 20.8 in Williams County and milepost 237.2 in Mahoning County are closed for reconstruction. On average the service plazas are approximately 30 miles apart - the farthest distance between pairs is 39.5 miles.

The Commission has contracted with several private companies to operate the restaurants and service stations at the Turnpike's service plazas. Restaurants and service stations are open 24-hours each day throughout the year. 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 have been in operation since 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. The service plazas under construction at milepost 20.8 are scheduled to reopen in the summer of 2011.

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 unit, District 10 of the OSHP, polices the Turnpike. Headquarters for District 10 is at the Commission's Telecommunications Building in 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.

As part of its continued commitment to safety, the Commission has funded the implementation of Multi-Agency Radio Communications System (MARCS) for District 10.

MARCS voice services were activated for District 10 on October 1, 2007; mobile data was activated in mid-December. This system enables OSHP troopers and law enforcement personnel serving communities adjacent to the Turnpike to effectively communicate with each other, thus providing an additional level of safety and support for both Turnpike motorists and for communities near the Turnpike corridor.

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.

OHIO Turnpike Commission

2010 Financial Section

FINANCIAL ADMINISTRATION

Martin Seekely............. **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**

Carol Zanin................. **Administrative Assistant**

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, 2010, and the related statements 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, 2010, and the changes in financial position, and cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated June 8, 2011, 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, 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

The Management's Discussion and Analysis on pages 22 through 26 is not a required part of the financial statements but is supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Commission's financial statements as a whole. The introductory section and statistical section are presented for purposes of additional analysis and are not a required part of the financial statements. The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

Ciuni & Panichi, Inc.

Cleveland, Ohio
June 8, 2011

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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, 2010. 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

- The total number of vehicles that traveled the Ohio Turnpike in 2010 increased 1.4 percent and vehicle miles traveled increased 1.6 percent from the levels reached in 2009. The increase in vehicle miles traveled along with a full year of the increased toll rates to cash customers that were implemented on October 1, 2009 resulted in an increase in toll revenue of approximately $44.9 million or 24.0 percent.

- Total 2010 revenues exceeded expenses by $54.6 million, providing additional resources for the Commission's ongoing Capital Improvement Program.

- The Commission was able to take advantage of reduced interest rates by refinancing a portion of the outstanding debt, and reduced interest expense as a result of the refinancing by $1.8 million in 2010.

- The Commission paid $2.5 million in Voluntary Separation Incentive Payments (VSIP) to toll collectors during 2010. A hiring freeze in 2009 combined with the VSIP program completed a two year plan that resulted in a staff reduction of 70 full-time toll collectors and 76 part-time toll collectors since the end of 2008.

- In 2010, the Commission made capital improvements totaling approximately $56.9 million.

Effective October 1, 2009 with the implementation of the electronic toll collection system (*E-ZPass*®), tolls are calculated based on the number of axles, height over the first two axles and distance traveled as opposed to the prior methodology of vehicle weight and distance traveled. A new toll rate structure was implemented at the same time. The rates for customers driving passenger cars and utilizing *E-ZPass*® transponders did not change. However, the rates for non *E-ZPass*® customers were increased. The rates for customers driving commercial vehicles and utilizing transponders increased or decreased because of the compression of vehicle classes from eleven classes to seven classes.

Condensed Balance Sheet Information *(Dollars in Thousands)*

	12/31/10	12/31/09	Increase / (Decrease) $	Increase / (Decrease) %
Assets				
Cash and Investments	$ 190,717	$ 150,446	$ 40,271	26.8%
Other Noncapital Assets	23,904	23,287	617	2.6%
Capital Assets, Net	1,234,535	1,233,289	1,246	0.1%
Total Assets	**$ 1,449,156**	**$ 1,407,022**	**$ 42,134**	**3.0%**
Liabilities and Net Assets				
Liabilities				
Current Liabilities	$ 63,060	$ 51,307	$ 11,753	22.9%
Long-Term Liabilities	609,606	633,812	(24,206)	(3.8%)
Total Liabilities	**672,666**	**685,119**	**(12,453)**	**(1.8%)**
Net Assets				
Invested in Capital Assets, Net of Debt	615,227	596,419	18,808	3.2%
Restricted	60,998	31,838	29,160	91.6%
Unrestricted	100,265	93,646	6,619	7.1%
Total Net Assets	**776,490**	**721,903**	**54,587**	**7.6%**
Total Liabilities and Net Assets	**$ 1,449,156**	**$ 1,407,022**	**$ 42,134**	**3.0%**

Assets

The condensed Balance Sheet information above shows that cash and investments increased by $40.3 million in 2010. This increase was the result of higher toll revenues and lower debt service payments as a result of the savings related to the refunding of a portion of the Commission's bonds. The $0.6 million increase in other noncapital assets was due to an increase in toll receivables as a result of participation in the *E-ZPass*® system.

Capital assets increased by $1.2 million in 2010 as the result of capital improvements of approximately $56.9 million, depreciation expense of $55.2 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 $56.9 million in improvements noted above were primarily for the reconstruction of two service plazas, the resurfacing of 70 lane miles of roadway, the resurfacing of two interchanges, the repainting of eleven bridges and the completion of payments for the new toll system. The Ohio Turnpike Commission is partnering with the Ohio Department of Transportation for the reconstruction of Interchange 180 with State Route 8 in Summit County. This work, in which the Commission is strictly a monetary partner, includes the construction of new ramps, bridges and associated improvements.

Liabilities

Current Liabilities increased $11.8 million primarily as a result of a $1.2 million increase in accounts payable and a $5.6 million increase in contracts payable. The increase in contracts payable was the result of construction activity at the service plazas undergoing reconstruction at the end of 2010.

On November 18, 2010, the Commission issued 2010 Series A Bonds in the amount of $131,290,000. Proceeds were used to refund $93,035,000 in outstanding 1998 Series B Bonds and $46,485,000 in outstanding 2001 Series A Bonds.

A decline in long-term liabilities of $24.2 million was primarily the result of principal payments on outstanding bonds of $17.3 million.

As described in Note 6 of the financial statements, the Commission has commitments as of December 31, 2010 of $19.9 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 $18.8 million during 2010 as a result of the $17.3 million of bond principal payments discussed above combined with the $1.2 million increase in capital assets. Of the $61.0 million balance of restricted net assets, $27.7 million is restricted for debt service and $32.3 million is restricted for capital improvements, in accordance with provisions of the Commission's Master Trust Agreement. The remaining $1.0 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 $29.2 million increase in restricted net assets during 2010 is due to an additional $4.0 million restricted for debt service and a $25.2 million increase in amounts restricted for capital projects. The $6.6 million increase in unrestricted net assets and the $54.6 million total increase in net assets is the result of 2010 revenues that exceeded expenses, as summarized in the following chart.

Changes in Net Assets Information *(Dollars in Thousands)*

	Years Ended		Increase / (Decrease)	
	12/31/10	12/31/09	$	%
Revenues:				
Operating Revenues:				
Tolls	$ 232,189	$ 187,278	$ 44,911	24.0%
Special Toll Permits	3,301	2,964	337	11.4%
Concessions	13,670	13,616	54	0.4%
Other	2,568	2,058	510	24.8%
Nonoperating Revenues:				
State Fuel Tax Allocation	2,240	2,199	41	1.9%
Investment Earnings	1,266	1,233	33	2.7%
Total Revenues	**255,234**	**209,348**	**45,886**	**21.9%**
Expenses:				
Operating Expenses:				
Administration and Insurance	8,737	8,634	103	1.2%
Maintenance of Roadway and Structures	37,576	35,699	1,877	5.3%
Services and Toll Operations	54,583	53,817	766	1.4%
Traffic Control, Safety, Patrol & Comm.	14,998	15,529	(531)	(3.4%)
Depreciation Expense	55,187	53,539	1,648	3.1%
Nonoperating Expenses:				
Interest Expense	29,111	30,730	(1,619)	(5.3%)
Loss on Disp. / Write-Offs of Capital Assets	455	1,753	(1,298)	(74.0%)
Total Expenses	**200,647**	**199,701**	**946**	**0.5%**
Change in Net Assets	**54,587**	**9,647**	**44,940**	**465.8%**
Total Net Assets - Beginning of Year	**721,903**	**712,256**	**9,647**	**1.4%**
Total Net Assets - End of Year	**$ 776,490**	**$ 721,903**	**$ 54,587**	**7.6%**

Toll revenues are the major source of funding for the Ohio Turnpike Commission. Passenger car traffic volume increased by 1.1 percent and commercial traffic volume increased by 2.4 percent during 2010 as the economy began to recover from the recession.

			Increase / (Decrease)	
	2010	2009	#	%
Traffic Volume (vehicles in thousands):				
Passenger Cars	38,900	38,478	422	1.1%
Commercial Vehicles	9,956	9,724	232	2.4%
Total	**48,856**	**48,202**	**654**	**1.4%**

The number of miles traveled by passenger cars increased by 1.2 percent and the miles traveled by commercial vehicles increased by 2.5 percent. The increase in vehicle miles traveled along with a full year of the increased toll rates to cash customers that were implemented on October 1, 2009 resulted in an increase in toll revenue of approximately $44.9 million or 24.0 percent.

			Increase / (Decrease)	
	2010	**2009**	**$**	**%**
Toll Revenues (dollars in thousands):				
Passenger Cars	$ 106,972	$ 86,810	$ 20,162	23.2%
Commercial Vehicles	125,217	100,468	24,749	24.6%
Total	**$ 232,189**	**$ 187,278**	**$ 44,911**	**24.0%**

Total expenses increased by $0.9 million or 0.5 percent in 2010 compared to the prior year. The 5.3 percent increase in maintenance of roadway and structures expenses is the result of mild winter weather in 2009 which resulted in a reduction of expenses for snow and ice control. The 1.4 percent increase in services and toll operations is due primarily to increases in credit card fees as a result of a full year of *E-ZPass*® and $2.5 million in VSIP payments to toll collectors partially offset by lower payroll costs. The 5.3 percent decrease in interest expense is the result of the refinancing of the Commission's outstanding bonds that occurred during the year.

Balance Sheet December 31, 2010 (In Thousands)

Assets	
Current Assets:	
Unrestricted Current Assets:	
Cash and Cash Equivalents	$ 37,774
Investments, at Fair Value	73,114
Accounts Receivable	11,064
Inventories	5,866
Other	2,637
Total Unrestricted Current Assets	**130,455**
Restricted Current Assets:	
Cash and Cash Equivalents	13,383
Investments, at Fair Value	33,045
State Fuel Tax Allocation Receivable	358
Other	344
Total Restricted Current Assets	**47,130**
Total Current Assets	**177,585**
Noncurrent Assets:	
Restricted Cash and Cash Equivalents	33,359
Restricted Investments, at Fair Value	42
Unamortized Bond Issuance Costs	3,635
Capital Assets, Net	1,234,535
Total Noncurrent Assets	**1,271,571**
Total Assets	**$ 1,449,156**
Liabilities and Net Assets	
Current Liabilities:	
Current Liabilities Payable from Unrestricted Assets:	
Accounts Payable	$ 4,415
Accrued Salaries, Wages and Benefits	3,332
Compensated Absences	5,629
Claims and Judgments	2,309
Contamination Remediation Costs Payable	1,746
Other Liabilities	3,348
Toll Agency Payable	1,072
Total Current Liabilities Payable from Unrestricted Assets	**21,851**
Current Liabilities Payable from Restricted Assets:	
Accrued Salaries, Wages and Benefits	12
Contracts Payable and Retained Amounts	9,290
Interest Payable	10,162
Bonds Payable	21,745
Total Current Liabilities Payable from Restricted Assets	**41,209**
Total Current Liabilities	**63,060**
Noncurrent Liabilities:	
Compensated Absences	10,687
Claims and Judgments	543
Contamination Remediation Costs Payable	813
Bonds Payable	597,563
Total Noncurrent Liabilities	**609,606**
Total Liabilities	**672,666**
Net Assets:	
Invested in Capital Assets, Net of Related Debt	615,227
Restricted for Debt Service	27,666
Restricted for Capital Projects	33,332
Unrestricted	100,265
Total Net Assets	**776,490**
Total Liabilities and Net Assets	**$ 1,449,156**

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, 2010 (In Thousands)

Operating Revenues:	
Pledged as Security for Revenue Bonds:	
Tolls	$ 232,189
Special Toll Permits	3,301
Concessions	13,230
Leases and Licenses	941
Other Revenues	1,186
Unpledged Revenues:	
Concessions	440
Other Revenues	441
Total Operating Revenues	**251,728**
Operating Expenses:	
Administration and Insurance	8,737
Maintenance of Roadway and Structures	37,576
Services and Toll Operations	54,583
Traffic Control, Safety, Patrol and Communications	14,998
Depreciation	55,187
Total Operating Expenses	**171,081**
Operating Income	**80,647**
Nonoperating Revenues / (Expenses):	
State Fuel Tax Allocation	2,240
Investment Earnings Pledged as Security for Revenue Bonds	803
Investment Earnings - Unpledged	463
Loss on Disposals / Write-Offs of Capital Assets	(455)
Interest Expense	(29,111)
Total Nonoperating Revenues / (Expenses)	**(26,060)**
Increase in Net Assets	**54,587**
Net Assets - Beginning of Year	**721,903**
Net Assets - End of Year	**$ 776,490**

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

Statement of Cash Flows *For the Year Ended December 31, 2010 (In Thousands)*

Cash Flows from Operating Activities:	
Cash Received from Customers	$ 248,143
Cash Received from Other Operating Revenues	4,052
Cash Payments for Employee Salaries, Wages and Fringe Benefits	(79,378)
Cash Payments for Goods and Services	(36,386)
Net Cash Provided by Operating Activities	**136,431**
Cash Flows from Noncapital Financing Activities:	
State Fuel Tax Allocation	2,232
Net Cash Provided by Noncapital Financing Activities	**2,232**
Cash Flows from Capital and Related Financing Activities:	
Proceeds from Sale of Assets	14
Proceeds from Sale of Bonds - Par Amount	131,290
Proceeds from Sale of Bonds - Premium / (Discount)	11,580
Acquisition and Construction of Capital Assets	(50,047)
Bond Issuance Costs	(859)
Bond Refunding - Amount Below / (Above) Par Paid	(2,494)
Bond Refunding - Par Amount Paid	(139,520)
Principal Paid on Bonds	(17,290)
Interest Paid on Bonds	(32,243)
Net Cash Used in Capital and Related Financing Activities	**(99,569)**
Cash Flows from Investing Activities:	
Interest Received on Investments	1,514
Proceeds from Sale and Maturity of Investments	164,569
Purchase of Investments	(199,522)
Net Cash Used by Investing Activities	**(33,439)**
Net Increase in Cash and Cash Equivalents	**5,655**
Cash and Cash Equivalents - Beginning of Year	**78,861**
Cash and Cash Equivalents - End of Year	**$ 84,516**

Reconciliation of Operating Income to Net Cash Provided by Operating Activities:	
Operating Income	$ 80,647
Adjustments to Reconcile Operating Income to Net Cash Provided by Operating Activities:	
Depreciation	55,187
Change in Assets and Liabilities:	
Accounts Receivable	(1,050)
Inventories	28
Other Assets	2
Accounts Payable	1,255
Accrued Salaries, Wages and Benefits	116
Compensated Absences	(1,009)
Claims and Judgments	(82)
Contamination Remediation	(227)
Other Liabilities	1,564
Net Cash Provided by Operating Activities	**$ 136,431**
Noncash Investing and Capital Activities:	
Increase in Fair Value of Investments	$ 123
Disposals / Write-Offs of Capital Assets	(469)
Decrease in Capital Assets due to Capitalized Costs and Contracts Payable	(6,854)

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

Notes to Financial Statements

December 31, 2010

(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 2010, the Commission implemented GASB issued Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*. This Statement provides guidance regarding the identification, accounting and reporting of intangible assets. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2010, the Commission implemented GASB issued Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*. This Statement establishes fund balance classifications based primarily on the extent to which a government is bound by constraints on the use of resources reported in its governmental funds. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2010, the Commission implemented GASB issued Statement No. 57, OPEB *Measurements by Agent Employers* and *Agent Multiple-Employer Plans*. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2010, the Commission implemented GASB issued Statement No. 58, *Accounting and Financial Reporting for Chapter 9 Bankruptcies*. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

During 2010, the Commission implemented GASB issued Statement No. 59, *Financial Instruments Omnibus*. The implementation of this Statement had no impact on the Commission's financial statements or disclosures.

In November 2010, the GASB issued Statement No. 60, *Accounting and Financial Reporting for Service Concession Arrangements*. The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2011. The Commission has not determined the impact, if any, that this Statement will have on its financial statements or disclosures.

In December 2010, the GASB issued Statement No. 61, *The Financial Reporting Entity: Omnibus*. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2012. The Commission has not determined the impact, if any, that this Statement will have on its financial statements or disclosures.

In December 2010, the GASB issued Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. The requirements of this Statement are effective for financial statements for periods beginning after December 15, 2011. The Commission has not determined the impact, if any, that this Statement will have on its financial statements or 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. Commission investments in overnight repurchase agreements and money market mutual funds, which have remaining maturities of one year or less, are carried at amortized cost, which approximates fair value.

Investments

In the accompanying Balance Sheet, investments are comprised of certificates of deposit maturing beyond 90 days of purchase, U.S. instrumentality securities and shares in the State Treasury Asset Reserve of Ohio ("STAR Ohio") investment pool. Commission investments in STAR Ohio are carried at amortized cost, which approximates fair value. All other Commission investments are recorded at fair value based on quoted market prices 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.

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 2a7 of the Investment Company Act of 1940.

Accounts Receivable

Accounts receivable consist of various tolls charges and amounts due from individuals, commercial companies and other agencies and concession revenues receivable from operators of food and fuel concessions at the Commission's service plazas. Toll accounts receivable from *E-ZPass*® post-paid customers are 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
Bridge painting and guardrail	20
Roadway resurfacing	8-12
Building improvements	10
Machinery, equipment and vehicles	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 $1,274,000 was capitalized for the year ended December 31, 2010.

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. For toll calculation purposes, through September 30, 2009 vehicles were assigned to one of eleven weight-based classifications. Tolls were assessed based on the vehicle classification and the distance traveled. Effective October 1, 2009, the Commission implemented a new toll collection system that includes electronic toll collection in the form of *E-ZPass*®, which is interoperable among a network of 24 northeastern U.S. toll agencies. Concurrent with the implementation of the new toll collection system and *E-ZPass*®, the Commission converted its weight-based vehicle classification system to a methodology that classifies vehicles based upon the number of axles and the height over the first two axles. New axle-based toll rates were implemented along with *E-ZPass*® and another set of rates will be effective January 1, 2012. As an incentive to utilize electronic tolling, the new toll rates are lower for customers who use *E-ZPass*® than for those who pay at the toll booths.

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). As provided by Ohio law, the Commission also receives five cents in Ohio fuel taxes for each gallon of fuel sold at the Commission's service plazas. 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 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.

Reclassification
Certain amounts in the prior year's financial statements in the Management's Discussion and Analysis section and in the Statistical section have been reclassified to conform with current year presentation.

(2) DEPOSITS AND INVESTMENTS

Deposits
At year-end, the Commission had $311,000 in undeposited cash on hand. The carrying amount of the Commission's deposits as of December 31, 2010 was $21,737,000 as compared to bank balances of $22,701,000. Of the bank balances, $1,476,000 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, 2010, 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	$ 77,390	45.9%	$ 77,390	$ –
Federal Home Loan Mortgage Corporation	40,536	24.0%	10,286	30,250
Federal National Mortgage Association	30,526	18.1%	16,489	14,037
Federal Home Loan Bank	19,994	11.9%	5,022	14,972
State Treasury Asset Reserve of Ohio	145	0.1%	145	–
Money Market Mutual Funds	78	0.0%	78	–
Total Investments	**$ 168,669**	**100.0%**	**$ 109,410**	**$ 59,259**

Federal Home Loan Mortgage Corporation securities totaling $30,250,000, Federal National Mortgage Association securities totaling $14,037,000, and Federal Home Loan Bank securities totaling $14,972,000 with maturities between one and five years, are callable within one year of the Balance Sheet date.

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 funds expected to be needed for current operating expenses and capital improvements be invested in securities maturing within 18 months, with an average weighted maturity not to exceed 90 days. The Investment Policy further provides that selection of investment maturities be consistent with projected cash requirements and the objective of avoiding the forced sale of securities prior to maturity. In addition, the Commission's Investment Policy and Ohio law prescribe 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, certificates of deposit, STAR Ohio, money market mutual funds, repurchase agreements and General Obligations of the State of Ohio rated AA or higher by a rating service. As of December 31, 2010, 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 Investment Policy requires that all deposits be secured by collateral held in safekeeping for the benefit of the Commission by a Federal Reserve Bank. The Commission's Investment Policy also requires that, excluding Debt Service Fund investments, all U.S. Treasury Obligations, U.S. Agency Obligations, U.S. Instrumentality Obligations, and General Obligations of the State of Ohio purchased by the Commission be held in third-party safekeeping for the benefit of the Commission at a bank or savings and loan association that is eligible to be a depository of public moneys under Section 135.04 of the Ohio Revised Code and that is also authorized under Ohio law to act as trustee for the safekeeping of securities.

As of the Balance Sheet date, all Commission deposits and investments in overnight repurchase agreements were fully secured 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. Excluding Debt Service Fund investments, all U.S. Instrumentality Obligations held by the Commission as of the Balance Sheet date were held in safekeeping for the benefit of the Commission by the Trust Department at KeyBank, Cleveland Ohio. As of the Balance Sheet date, Debt Service Fund investments in U.S. instrumentality securities with fair values totaling $33,045,000 were 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 as amended and supplemented (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 100 percent of its average monthly portfolio may be invested in U.S. Treasury Obligations, fixed-rate non-callable U.S. Agency or Instrumentality Obligations, or collateralized overnight repurchase agreements. The Investment Policy further provides that a maximum of 50 percent of its average monthly portfolio may be invested in callable U.S. Agency or Instrumentality Obligations, STAR Ohio or certificates of deposit. The Investment Policy also provides that a maximum of 25 percent of its average monthly portfolio may be invested in variable-rate U.S. Agency or Instrumentality Obligations, uncollateralized repurchase agreements maturing beyond one day, general obligations of the State of Ohio and money market mutual funds. As of the Balance Sheet date, more than five percent of the Commission's portfolio was invested in collateralized overnight repurchase agreements, as well as each of the following U.S. instrumentalities: Federal Home Loan Bank, Federal National Mortgage Association, Federal Home Loan Mortgage Corporations.

(3) ACCOUNTS RECEIVABLE

The composition of accounts receivable (in thousands) as of December 31, 2010 is summarized as follows:

	Unrestricted	Restricted
Tolls	$ 9,460	$ –
Concessions	1,061	–
Other	669	83
Less: Allowance for Doubtful Accounts	(126)	–
Total Accounts Receivable	**$ 11,064**	**$ 83**

(4) CAPITAL ASSETS

Capital asset activity (in thousands) for the year ended December 31, 2010 was as follows:

	Balance 1/1/10	Increases	Decreases	Balance 12/31/10
Capital Assets Not Being Depreciated:				
Land	$ 37,851	$ 37	$ –	$ 37,888
Construction In Progress	17,200	50,844	(19,786)	48,258
Total Capital Assets Not Being Depreciated	55,051	50,881	(19,786)	86,146
Other Capital Assets:				
Roadway and Structures	1,461,747	19,136	(9,602)	1,471,281
Buildings and Improvements	424,366	613	–	424,979
Machinery and Equipment	73,847	6,060	(605)	79,302
Total Other Capital Assets at Historical Cost	1,959,960	25,809	(10,207)	1,975,562
Less Accumulated Depreciation for:				
Roadway and Structures	(642,416)	(36,969)	9,150	(670,235)
Buildings and Improvements	(106,739)	(11,950)	–	(118,689)
Machinery and Equipment	(32,567)	(6,268)	586	(38,249)
Total Depreciation	(781,722)	(55,187)	9,736	(827,173)
Other Capital Assets, Net	1,178,238	(29,378)	(471)	1,148,389
Total Capital Assets, Net	**$ 1,233,289**	**$ 21,503**	**$ (20,257)**	**$ 1,234,535**

(5) LONG-TERM OBLIGATIONS

In accordance with Ohio law and the Commission's Master Trust Agreement ("Agreement"), dated February 15, 1994, as amended by seventeen Supplemental Trust Agreements, the Commission has issued revenue bonds payable solely from the Commission's System Pledged Revenues, as defined by the Agreement. The bond proceeds have been used to either help fund the purchase or construction of capital assets or to refund other Turnpike revenue bonds. Gross Pledged Revenues include tolls, special toll permits, certain realized investment earnings, appropriations from the Ohio Department of Transportation (if any), 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 nor 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 its outstanding bonds.

The Commission also covenants that its System Pledged Revenues (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) will equal at least 120 percent of the annual net debt service on its outstanding bonds. The Commission also covenants that its System Pledged Revenues 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, will equal at least 150 percent of the maximum annual debt service on its bonds then outstanding and the bonds proposed to be issued.

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 that its System Pledged Revenues will equal at least 150 percent of its net debt service for each year during which Commission bonds are scheduled to be outstanding. The Commission complied with all of its bond covenants during 2010.

In addition, the Commission has, by resolution, declared its intention as a matter of policy to use its best efforts to maintain a ratio of System Pledged Revenues to net debt service 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.

The Agreement requires the Commission to establish and maintain a Debt Service Reserve Account (DSRA) equal to the maximum annual debt service on its outstanding bonds. The DSRA may be funded either with cash or one or more Reserve Account Credit Facilities obtained from an issuer that has been assigned one of the two highest ratings by each rating agency which rates the Commission's bonds. On April 9, 2009, the Commission transferred $6,283,000 from unrestricted cash to its DSRA due to the downgrade of one of the issuers of one of its Reserve Account Credit Facilities, which deposit is restricted for debt service. Those funds were invested and are included in Investments, at Fair Value in restricted current assets.

On November 18, 2010, the Commission took advantage of favorable interest rates, and issued $131,290,000 State of Ohio Turnpike Revenue Refunding Bonds, 2010 Series A, pursuant to the Commission's Master Trust Agreement, as amended and supplemented, and the Seventeenth Supplemental Trust Agreement dated November, 1, 2010. The bonds were issued for the purpose of refunding the remaining $93,035,000 outstanding 1998 Series B Bonds and the remaining $46,485,000 outstanding 2001 Series A Bonds.

Proceeds of $142,013,727 were deposited in an irrevocable trust with an escrow agent to provide for all future debt service payments on the refunded bonds. As of November 18, 2010, the 1998 Series B Bonds and the 2001 Series A Bonds are considered defeased and the liability for these bonds has been removed from the Commission's financial statements.

The Commission decreased its total future debt service payments by $10,386,489 as a result of the refunding. The Commission also incurred an economic gain (the difference between the present values of the old and new debt service payments) of $8,613,706.

Changes in long-term obligations (in thousands) for the year ended December 31, 2010 are as follows:

	Balance 1/1/10	Increases	Decreases	Balance 12/31/10	Amounts Due Within One Year
Revenue Bonds Payable:					
Principal Payable	$ 636,315	$ 131,290	$ (156,810)	$ 610,795	$ 21,745
Unamortized Refunding Losses	(25,997)	2,221	(4,257)	(28,033)	–
Unamortized Premiums - Net	26,552	11,580	(1,586)	36,546	–
Total Revenue Bonds Payable	636,870	145,091	(162,653)	619,308	21,745
Compensated Absences	17,325	5,911	(6,920)	16,316	5,629
Claims and Judgments	2,934	9,842	(9,924)	2,852	2,309
Contamination Remediation	2,786	521	(748)	2,559	1,746
Totals	**$ 659,915**	**$ 161,365**	**$ (180,245)**	**$ 641,035**	**$ 31,429**

Revenue bonds payable (in thousands) as of December 31, 2010 are summarized as follows:

	Original Amount	Average Yield	Bonds Payable
1998 Series A:			
Serial Bonds maturing 2014 through 2021	$ 168,180		$ 168,180
Term Bonds due 2024 and 2026	130,395		130,395
Total 1998 Series A	298,575	4.88%	298,575
2001 Series B:			
Serial Bonds maturing through 2013	93,550	4.51%	45,830
2009 Series A:			
Serial Bonds maturing through 2024	137,205	3.53%	135,100
2010 Series A:			
Serial Bonds maturing 2021 through 2027	93,920		93,920
Term Bonds due 2031	37,370		37,370
	131,290	4.30%	131,290
Total Principal Issued/Outstanding	$ 660,620	4.31%	$ 610,795
Add / (Subtract):			
Unamortized refunding losses			(28,033)
Unamortized bond premiums - net			36,546
Total Revenue Bonds Payable			**$ 619,308**

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

Year	Principal	Interest	Total
2011	$ 21,745	$ 29,402	$ 51,147
2012	22,760	30,022	52,782
2013	26,455	28,768	55,223
2014	28,145	27,421	55,566
2015	29,445	25,991	55,436
2016 - 2020	171,780	104,834	276,614
2021 - 2025	211,565	53,715	265,280
2026 - 2030	92,955	8,889	101,844
2031	5,945	149	6,094
Totals	**$ 610,795**	**$ 309,191**	**$ 919,986**

Pollution Remediation Obligation

The Commission has recorded a liability 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 liability includes estimated contamination remediation costs to collect and dispose of slag leachate estimated at $330,000 as required by the Ohio Environmental Protection

Agency and $2,229,000 to remediate soil and underground water contamination from underground petroleum storage tanks as required by the Ohio Bureau of Underground Storage Tank Regulations. The liability was estimated using the expected cash flow technique. The pollution remediation obligation is an estimate and is subject to changes resulting from price increases or decreases, technology, or changes in applicable laws or regulations.

(6) COMMITMENTS AND CONTINGENCIES

Commitments

The Commission has commitments as of December 31, 2010 of approximately $19,936,000 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 $2,114,000 as of December 31, 2010.

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 516 full-time, nonsupervisory, field employees in the Commission's Toll Operations and Maintenance Departments and approximately 232 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 Commission ratified a three-year collective bargaining agreement with the full-time employees that is effective for the period January 1, 2011 through December 31, 2013. The agreement includes no annual wage increases for full-time employees over the term of the agreement. The Commission also has reached an agreement with the part-time employees for the same time period of January 1, 2011 through December 31, 2013 which includes no annual wage increases for part-time employees over the term of the agreement.

Legislation

New Biennial Transportation Budget - The State of Ohio's FY 2012-2013 Biennial Transportation Budget was passed by the General Assembly and signed by Governor Kasich on March 30, 2011. H.B. 114 contains a compromise between the Commission and Sandusky County under which the Commission will repair eleven failing grade separations for the County. The repair of these grade separations will not have a material impact on the Commission's capital expenditures.

New Biennial Budget - The State of Ohio's FY 2012-2013 Biennial Budget Bill, H.B. 153, includes language that would give authority to the Directors of the Office of Budget and Management and the Ohio Department of Transportation to explore the possible privatization of State assets including the Ohio Turnpike. It is to be noted that the Commission has covenanted in the Trust Agreement to operate the System and generate revenues sufficient to pay all debt service on the Bonds as and when due. Thus, all Bonds and Notes Outstanding under the Trust Agreement would first need to be defeased for the State to terminate operation of the System enterprise in its current form. Under the Trust Agreement, those Outstanding Bonds and Notes may only be defeased by depositing with the Trustee moneys and/or Defeasance Obligations maturing in such principal amounts and bearing such interest as will provide for payment when due of all debt service on those Outstanding Bonds and Notes.

(7) PENSION PLAN

Plan Description

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

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 the OPERS, 277 East Town Street, Columbus, Ohio 43215-4642 or by calling (614) 222-5601 or (800) 222-7377.

Funding

The Ohio Revised Code provides statutory authority for member and employer contributions. During calendar years 2010, 2009, and 2008, the member contribution rate was 10.0 percent of covered payroll and the employer contribution rate was 14.0 percent of covered payroll across all three plans. The Commission's contributions to the OPERS for the traditional and combined plans for the years ended December 31, 2010, 2009 and 2008 were $8,076,000, $8,195,000 and $8,230,000, respectively, equal to 100 percent of the required contributions for each year. Contributions to the member-directed plan for 2010 were $115,000 made by the Commission and $82,000 made by plan members.

(8) OTHER POSTEMPLOYMENT BENEFITS

The Commission provides postemployment health care benefits through its contributions to the OPERS. The OPERS maintains a cost-sharing, multiple-employer defined benefit post-employment healthcare plan, which includes a medical plan, prescription drug program and Medicare Part B premium reimbursement, to qualifying members of both the TP and the 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. 45.

The Ohio Revised Code permits, but does not mandate, the OPERS to provide OPEB benefits to its eligible members and beneficiaries. Authority to establish and amend benefits is provided in Chapter 145 of the Ohio Revised Code.

The Ohio Revised Code provides statutory authority for requiring public employers to fund postemployment health care through their contributions to the OPERS. A portion of each employer's contribution to the OPERS is set aside for the funding of postretirement health care. Employer contribution rates are expressed as a percentage of the covered payroll of active members. During calendar year 2010, the employer contribution rate was 14.0 percent of covered payroll. The Ohio Revised Code currently limits the employer contribution to a rate not to exceed 14.0 percent of covered payroll for state and local employer units. Active members do not make contributions to the OPEB Plan.

The OPERS' Post Employment Health Care plan was established under, and is administrated in accordance with, Internal Revenue Code 401(h). Each year, the OPERS Retirement Board determines the portion of the employer contribution rate that will be set aside for funding of post employment health care benefits. The portion of employer contributions allocated to the health care for members in the TP was 5.5 percent from January 1 through February 28, 2010 and 5.0 percent from March 1 through December 31, 2010. The portion of employer contributions allocated to the health care for members in the CO was 4.73 percent from January 1 through February 28, 2010 and 4.23 percent from March 1 through December 31, 2010. The OPERS Retirement Board is also authorized to establish rules for the payment of a portion of the health care benefits provided, by the retiree or their surviving beneficiaries. Payment amounts vary depending on the number of covered dependents and the coverage selected.

The Commission's contributions to the OPERS for other postemployment benefits for the years ended December 31, 2010, 2009 and 2008 were $2,925,000, $3,478,000, and $4,167,000, respectively, equal to 100 percent of the required contributions for each year.

The Health Care Preservation Plan adopted by the OPERS Retirement Board on September 9, 2004, was effective January 1, 2007. Member and employer contribution rates increased January 1 of each year from 2006 to 2008, which allowed additional funds to be allocated to the health care plan.

(9) VOLUNTARY SEPARATION INCENTIVE PROGRAM

On November 16, 2009, the Commission adopted a Voluntary Separation Incentive Program ("VSIP") for all full-time and part-time toll collectors. All toll collectors were eligible to participate is this program, except for those who had applied for or were receiving disability retirement benefits through OPERS. Participation in the program was voluntary and not mandatory.

The 47 full-time toll collectors who elected to participate in this program received a one-time payment of $35,000 from the Commission within thirty days of their last date of employment. Full-time toll collectors interested in participating in this program were required to execute a voluntary irrevocable written agreement to either resign or retire from their position of employment by April 1, 2010. Part-time toll collectors who wished to participate in this program and voluntarily separate from their employment were required to execute an irrevocable written agreement to resign from their position with the Commission prior to February 1, 2010. The 79 part-time toll collectors who participated in the VSIP received a one-time, lump sum payment based upon their continuous length of service with the Commission. The lump sum payments ranged from $5,000 for up to 5 years of continuous service, $10,000 for 5 to 10 years of continuous service and $15,000 for over 10 years of continuous service.

The expense incurred to participate in the VSIP was recorded when the employee submitted a properly completed and signed agreement to participate in the program. The Commission recorded expenses related to the VSIP of $50,000 and $2,470,000 in 2009 and 2010, respectively.

(10) 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 through 2010 and a maximum of $175,000 per contract year effective January 2011. 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, 2010 in the accompanying Balance Sheet are comprised of the estimated liability for workers' compensation claims totaling $1,351,000, the estimated liability for employee health claims totaling $1,444,000, and the estimated liability for miscellaneous claims and judgments totaling $57,000. The Commission is unaware of any unaccrued vehicle damage or unasserted workers' compensation claims as of December 31, 2010.

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
2010	$ 2,934	$ 9,842	$ 9,924	$ 2,852
2009	2,927	10,164	10,157	2,934

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. 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.

2010 **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)

	12/31/10	12/31/09	12/31/08
Assets			
Current Assets:			
Unrestricted Current Assets:			
Cash and Investments, at Fair Value	$ 110,888	$ 102,960	$ 102,440
Other	19,567	18,668	13,757
Total Unrestricted Current Assets	**130,455**	**121,628**	**116,197**
Restricted Current Assets:			
Cash and Investments, at Fair Value	46,428	39,143	38,085
Other	702	484	599
Total Restricted Current Assets	**47,130**	**39,627**	**38,684**
Total Current Assets	**177,585**	**161,255**	**154,881**
Noncurrent Assets:			
Restricted Cash and Investments, at Fair Value	33,401	8,343	23,216
Unamortized Bond Issuance Costs	3,635	4,135	4,507
Capital Assets, Net	1,234,535	1,233,289	1,237,111
Total Noncurrent Assets	**1,271,571**	**1,245,767**	**1,264,834**
Total Assets	**$ 1,449,156**	**$ 1,407,022**	**$ 1,419,715**
Liabilities and Net Assets			
Current Liabilities:			
Current Liabilities Payable from Unrestricted Assets:			
Accounts, Salaries, Wages and Benefits Payable	$ 7,747	$ 6,376	$ 6,861
Other	14,104	11,669	9,646
Total Current Liabilities Payable from Unrestricted Assets	**21,851**	**18,045**	**16,507**
Current Liabilities Payable from Restricted Assets:			
Contracts, Salaries, Wages and Benefits Payable and Retained Amounts	9,302	3,720	4,465
Interest Payable	10,162	12,252	12,962
Bonds Payable	21,745	17,290	21,320
Total Current Liabilities Payable from Restricted Assets	**41,209**	**33,262**	**38,747**
Total Current Liabilities	**63,060**	**51,307**	**55,254**
Noncurrent Liabilities:			
Bonds Payable	597,563	619,580	636,861
Other	12,043	14,232	15,344
Total Noncurrent Liabilities	**609,606**	**633,812**	**652,205**
Total Liabilities	**672,666**	**685,119**	**707,459**
Net Assets:			
Invested in Capital Assets, Net of Related Debt	615,227	596,419	578,930
Restricted for Debt Service	27,666	23,655	21,257
Restricted for Capital Projects	33,332	8,183	23,018
Unrestricted	100,265	93,646	89,051
Total Net Assets	**776,490**	**721,903**	**712,256**
Total Liabilities and Net Assets	**$ 1,449,156**	**$ 1,407,022**	**$ 1,419,715**

12/31/07	12/31/06	12/31/05	12/31/04	12/31/03	12/31/02	12/31/01
$ 100,721	$ 93,586	$ 85,596	$ 95,054	$ 60,843	$ 61,392	$ 54,871
11,002	12,136	11,534	11,902	10,549	10,245	10,448
111,723	**105,722**	**97,130**	**106,956**	**71,392**	**71,637**	**65,319**
38,593	34,624	33,698	37,293	37,758	47,627	43,321
765	889	1,002	1,158	1,032	2,011	4,564
39,358	**35,513**	**34,700**	**38,451**	**38,790**	**49,638**	**47,885**
151,081	**141,235**	**131,830**	**145,407**	**110,182**	**121,275**	**113,204**
21,308	23,575	23,151	19,444	30,976	44,758	109,406
4,818	5,129	5,454	5,908	6,331	6,753	7,176
1,255,465	1,247,601	1,252,460	1,256,672	1,247,552	1,239,116	1,175,766
1,281,591	**1,276,305**	**1,281,065**	**1,282,024**	**1,284,859**	**1,290,627**	**1,292,348**
$ 1,432,672	**$ 1,417,540**	**$ 1,412,895**	**$ 1,427,431**	**$ 1,395,041**	**$ 1,411,902**	**$ 1,405,552**

$ 6,424	$ 6,251	$ 6,305	$ 6,044	$ 5,029	$ 5,901	$ 3,948
10,437	7,689	15,157	23,656	6,540	5,591	5,427
16,861	**13,940**	**21,462**	**29,700**	**11,569**	**11,492**	**9,375**
5,427	4,952	4,678	6,494	6,975	18,100	21,553
13,331	13,620	13,928	14,396	14,722	14,991	15,776
20,320	16,125	15,415	17,575	16,700	15,960	14,630
39,078	**34,697**	**34,021**	**38,465**	**38,397**	**49,051**	**51,959**
55,939	**48,637**	**55,483**	**68,165**	**49,966**	**60,543**	**61,334**
657,982	678,104	693,994	715,323	732,478	748,758	764,298
14,125	13,451	13,417	20,439	12,926	13,384	11,926
672,107	**691,555**	**707,411**	**735,762**	**745,404**	**762,142**	**776,224**
728,046	**740,192**	**762,894**	**803,927**	**795,370**	**822,685**	**837,558**
577,163	553,372	543,052	523,774	498,374	474,398	396,839
20,600	16,941	16,094	17,561	17,093	16,547	15,143
21,264	23,455	23,068	18,878	30,976	44,758	109,406
85,599	83,580	67,787	63,291	53,228	53,514	46,606
704,626	**677,348**	**650,001**	**623,504**	**599,671**	**589,217**	**567,994**
$ 1,432,672	**$ 1,417,540**	**$ 1,412,895**	**$ 1,427,431**	**$ 1,395,041**	**$ 1,411,902**	**$ 1,405,552**

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

	2010	2009	2008
Operating Revenues:			
Tolls	$ 232,189	$ 187,278 (3)	$ 187,530
Concessions	13,670	13,616	13,564
Special Toll Permits	3,301	2,964	3,046
Leases and Licenses	941	995	928
Other Revenues	1,627	1,063	638
Total Operating Revenues	**251,728**	**205,916**	**205,706**
Operating Expenses:			
Administration and Insurance	8,737	8,634	8,464
Maintenance of Roadway and Structures	37,576	35,699	37,281
Services and Toll Operations	54,583	53,817	52,394
Traffic Control, Safety, Patrol and Communications	14,998	15,529	15,794
Major Repairs and Replacements	–	–	–
Depreciation	55,187	53,539	52,652
Total Operating Expenses	**171,081**	**167,218**	**166,585**
Operating Income	**80,647**	**38,698**	**39,121**
Nonoperating Revenues / (Expenses):			
Ohio Department of Transportation Purchase of Capacity	–	–	–
State Fuel Tax Allocation	2,240	2,199	2,146
Investment Income	1,266	1,233	4,406
Loss on Disposals / Write-Offs of Capital Assets	(455)	(1,753)	(3,292)
Interest Expense	(29,111)	(30,730)	(34,751)
Total Nonoperating Revenues / (Expenses)	**(26,060)**	**(29,051)**	**(31,491)**
Increase in Net Assets	**54,587**	**9,647**	**7,630**
Net Assets - Beginning of Year	**721,903**	**712,256**	**704,626**
Net Assets - End of Year	**$ 776,490**	**$ 721,903**	**$ 712,256**

Notes:

(1) Toll rate increase effective January 1, 2007 of $.005 per mile for Classes 1 through 3 and an increase over the temporary toll rates of $.01 per mile for Classes 4 through 9.

(2) 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%.

(3) Toll rate increase effective October 1, 2009 with the implementation of *E-ZPass®* electronic tolling.

2007	2006	2005	2004	2003	2002	2001
$ 198,154 (1)	$ 183,937	$ 179,085 (2)	$ 189,701	$ 179,988	$ 179,200	$ 174,326
14,078	14,210	14,024	13,793	13,704	12,340	11,547
2,317	3,008	2,929	2,750	2,752	2,540	2,614
903	898	867	797	634	640	555
474	540	486	386	399	268	407
215,926	**202,593**	**197,391**	**207,427**	**197,477**	**194,988**	**189,449**
8,115	7,845	8,193	7,982	7,166	6,432	6,099
37,703	31,479	34,185	30,957	29,127	27,677	24,441
50,739	50,186	48,585	46,449	43,769	42,068	37,305
14,614	14,004	13,565	12,902	13,136	12,474	11,966
–	–	(79)	(277)	3,775	5,580	5,219
52,458	52,516	51,023	50,428	52,541	47,888	43,225
163,629	**156,030**	**155,472**	**148,441**	**149,514**	**142,119**	**128,255**
52,297	**46,563**	**41,919**	**58,986**	**47,963**	**52,869**	**61,194**
–	7,800	15,600	–	–	–	–
2,358	2,599	2,772	2,698	2,780	2,669	2,328
7,758	6,498	3,634	1,646	1,876	4,755	9,498
(418)	(496)	(720)	(1,605)	(1,859)	(1,957)	(4,092)
(34,717)	(35,617)	(36,708)	(37,892)	(40,306)	(37,113)	(32,404)
(25,019)	**(19,216)**	**(15,422)**	**(35,153)**	**(37,509)**	**(31,646)**	**(24,670)**
27,278	**27,347**	**26,497**	**23,833**	**10,454**	**21,223**	**36,524**
677,348	**650,001**	**623,504**	**599,671**	**589,217**	**567,994**	**531,470**
$ 704,626	**$ 677,348**	**$ 650,001**	**$ 623,504**	**$ 599,671**	**$ 589,217**	**$ 567,994**

Vehicles by Class *Last Ten Fiscal Years (In Thousands)*

Class		2010	Oct-Dec 2009 (5)	Jan-Sept 2009	2008
Vehicle Classification by Axles and Height: (3)					
1	Low 2-axle vehicles and all motorcycles	38,900	9,197	–	–
2	Low 3-axle vehicles and high 2-axle vehicles	1,290	322	–	–
3	Low 4-axle vehicles and high 3-axle vehicles	594	128	–	–
4	Low 5-axle vehicles and high 4-axle vehicles	376	83	–	–
5	Low 6-axle vehicles and high 5-axle vehicles	7,279	1,681	–	–
6	High 6-axle vehicles	237	50	–	–
7	All vehicles with 7 or more axles	180	42	–	–
Vehicle Classification by Weight:					
1	--- - 7,000	–	–	29,281	39,036
2	7,001 - 16,000	–	–	1,332	1,463
3	16,001 - 23,000	–	–	334	564
4	23,001 - 33,000	–	–	1,003	1,755
5	33,001 - 42,000	–	–	968	1,321
6	42,001 - 53,000	–	–	943	1,451
7	53,001 - 65,000	–	–	996	1,578
8	65,001 - 80,000 (1)	–	–	1,746	2,651
9	80,001 - 90,000 (2)	–	–	67	149
10	90,001 - 115,000	–	–	24	36
11	115,001 - 127,400	–	–	5	8
Subtotal		48,856	11,503	36,699	50,012
Add Non-Revenue (4)		262	42	145	192
Total Vehicles		**49,118**	**11,545**	**36,844**	**50,204**

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.
(3) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via *E-ZPass®*. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. The Volume Discount Program was also eliminated at this time. Cash customers pay higher toll rates than *E-ZPass®* customers. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."
(4) Non-revenue vehicles represent traffic of officials, employees, agencies 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.
(5) Amounts in 2009 have been adjusted to exclude certain transactions to conform with current year presentation.

2007	2006	2005	2004	2003	2002	2001
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
40,134	40,269	40,149	40,364	39,196	38,614	37,036
1,452	1,430	1,434	1,451	1,445	1,404	1,322
629	622	610	568	473	435	419
1,907	1,921	1,780	1,535	1,438	1,486	1,496
1,298	1,320	1,274	1,138	1,092	1,112	1,099
1,495	1,534	1,490	1,318	1,210	1,193	1,157
1,598	1,632	1,500	1,316	1,223	1,251	1,254
2,781	2,832	2,680	2,256	1,949	1,957	1,892
185	177	178	155	193	183	160
39	38	45	50	55	64	58
9	9	9	9	8	8	7
51,527	51,784	51,149	50,160	48,282	47,707	45,900
247	226	205	212	272	345	402
51,774	**52,010**	**51,354**	**50,372**	**48,554**	**48,052**	**46,302**

Toll Revenue by Class *Last Ten Fiscal Years (In Thousands)*

Class		2010	Oct-Dec 2009	Jan-Sept 2009	2008
Vehicle Classification by Axles and Height: (3)					
1	Low 2-axle vehicles and all motorcycles	$ 106,972	$ 25,928	$ –	$ –
2	Low 3-axle vehicles and high 2-axle vehicles	6,939	1,687	–	–
3	Low 4-axle vehicles and high 3-axle vehicles	4,582	971	–	–
4	Low 5-axle vehicles and high 4-axle vehicles	3,309	703	–	–
5	Low 6-axle vehicles and high 5-axle vehicles	100,079	23,436	–	–
6	High 6-axle vehicles	3,870	833	–	–
7	All vehicles with 7 or more axles	6,438	1,487	–	–
Vehicle Classification by Weight:					
1	--- - 7,000	$ –	$ –	$ 60,882	$ 78,680
2	7,001 - 16,000	–	–	5,384	5,989
3	16,001 - 23,000	–	–	1,624	2,743
4	23,001 - 33,000	–	–	6,120	10,994
5	33,001 - 42,000	–	–	8,047	11,382
6	42,001 - 53,000	–	–	11,214	17,588
7	53,001 - 65,000	–	–	12,762	20,066
8	65,001 - 80,000 (1)	–	–	27,069	40,820
9	80,001 - 90,000 (2)	–	–	1,172	2,414
10	90,001 - 115,000	–	–	1,269	1,995
11	115,001 - 127,400	–	–	300	546
Subtotal		232,189	55,045	135,843	193,217
Add Volume Discount		–	–	(3,610)	(5,687)
Total Toll Revenue		**$ 232,189**	**$ 55,045**	**$ 132,233**	**$ 187,530**

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.
(3) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via *E-ZPass*®. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. The Volume Discount Program was also eliminated at this time. Cash customers pay higher toll rates than *E-ZPass*® customers. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."

2007	2006	2005	2004	2003	2002	2001
$ –	$ –	$ –	$ –	$ –	$ –	$ –
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
$ 82,173	$ 76,752	$ 76,892	$ 78,985	$ 78,837	$ 77,904	$ 74,710
6,301	5,834	5,908	6,118	6,104	5,884	5,506
3,136	3,044	3,003	2,905	2,422	2,247	2,205
12,322	10,957	10,149	9,386	8,752	9,082	9,381
11,477	10,279	9,853	10,628	10,045	10,434	10,596
18,354	17,011	16,489	16,159	14,649	14,542	14,324
20,575	19,050	17,345	20,255	18,514	19,069	19,195
44,199	41,162	38,829	42,834	36,427	36,023	35,142
2,916	2,490	2,539	4,828	6,052	5,572	5,085
2,159	2,147	2,658	2,927	3,212	3,584	3,290
586	571	581	579	538	561	490
204,198	189,297	184,246	195,604	185,552	184,902	179,924
(6,044)	(5,360)	(5,161)	(5,903)	(5,564)	(5,702)	(5,598)
$ 198,154	**$ 183,937**	**$ 179,085**	**$ 189,701**	**$ 179,988**	**$ 179,200**	**$ 174,326**

Vehicle Miles Traveled *Last Ten Fiscal Years (In Thousands)*

Class		2010	Oct-Dec 2009 (4)	Jan-Sept 2009	2008
Vehicle Classification by Axles and Height: (3)					
1	Low 2-axle vehicles and all motorcycles	1,885,422	443,998	–	–
2	Low 3-axle vehicles and high 2-axle vehicles	75,534	18,125	–	–
3	Low 4-axle vehicles and high 3-axle vehicles	41,554	8,775	–	–
4	Low 5-axle vehicles and high 4-axle vehicles	26,049	5,560	–	–
5	Low 6-axle vehicles and high 5-axle vehicles	706,170	164,830	–	–
6	High 6-axle vehicles	20,269	4,356	–	–
7	All vehicles with 7 or more axles	23,846	5,468	–	–
Vehicle Classification by Weight:					
1	--- - 7,000	–	–	1,419,056	1,831,515
2	7,001 - 16,000	–	–	87,170	96,884
3	16,001 - 23,000	–	–	20,803	35,148
4	23,001 - 33,000	–	–	61,896	111,146
5	33,001 - 42,000	–	–	81,209	114,840
6	42,001 - 53,000	–	–	96,136	150,787
7	53,001 - 65,000	–	–	109,367	171,966
8	65,001 - 80,000 (1)	–	–	195,291	294,548
9	80,001 - 90,000 (2)	–	–	8,440	17,407
10	90,001 - 115,000	–	–	3,401	5,341
11	115,001 - 127,400	–	–	741	1,346
Total Vehicle Miles Traveled		**2,778,844**	**651,112**	**2,083,510**	**2,830,928**

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.
(3) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via *E-ZPass*®. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."
(4) Amounts in 2009 have been adjusted to exclude certain transactions to conform with current year presentation.

2007	2006	2005	2004	2003	2002	2001
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
–	–	–	–	–	–	–
1,915,119	1,962,993	1,963,967	2,021,519	2,019,385	1,994,626	1,913,889
101,864	102,766	104,128	107,852	107,703	103,707	96,972
40,178	40,710	40,075	38,483	32,132	29,832	29,266
124,575	126,367	117,198	100,122	93,183	96,707	100,097
115,797	118,117	113,349	97,958	92,463	96,097	97,549
157,367	160,841	155,928	134,661	121,965	121,037	119,205
176,349	179,939	163,830	140,269	128,136	131,908	132,622
318,922	321,774	303,493	244,807	207,977	205,418	200,577
21,052	19,440	19,819	16,389	20,705	19,056	17,336
5,778	5,907	7,257	7,990	8,768	9,808	8,997
1,441	1,439	1,465	1,455	1,353	1,408	1,232
2,978,442	**3,040,293**	**2,990,509**	**2,911,505**	**2,833,770**	**2,809,604**	**2,717,742**

Toll Rates Per Mile *Last Ten Fiscal Years*

Class		2010	Oct-Dec 2009	Jan-Sept 2009	2008
Vehicle Classification by Axles and Height: (3)					
1	Low 2-axle vehicles and all motorcycles	$ 0.06	$ 0.06	$ –	$ –
2	Low 3-axle vehicles and high 2-axle vehicles	0.09	0.09	–	–
3	Low 4-axle vehicles and high 3-axle vehicles	0.11	0.11	–	–
4	Low 5-axle vehicles and high 4-axle vehicles	0.13	0.13	–	–
5	Low 6-axle vehicles and high 5-axle vehicles	0.14	0.14	–	–
6	High 6-axle vehicles	0.19	0.19	–	–
7	All vehicles with 7 or more axles	0.27	0.27	–	–
Vehicle Classification by Weight:					
1	--- - 7,000	$ –	$ –	$ 0.04	$ 0.04
2	7,001 - 16,000	–	–	0.06	0.06
3	16,001 - 23,000	–	–	0.08	0.08
4	23,001 - 33,000	–	–	0.10	0.10
5	33,001 - 42,000	–	–	0.10	0.10
6	42,001 - 53,000	–	–	0.12	0.12
7	53,001 - 65,000	–	–	0.12	0.12
8	65,001 - 80,000 (1)	–	–	0.14	0.14
9	80,001 - 90,000 (2)	–	–	0.14	0.14
10	90,001 - 115,000	–	–	0.37	0.37
11	115,001 - 127,400	–	–	0.40	0.41

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.
(3) On October 1, 2009, the Ohio Turnpike Commission implemented a new toll collection system inclusive of electronic tolling via *E-ZPass®*. Concurrent with this change, the vehicle classification methodology was revised to assess tolls based upon the number of axles and vehicle height as opposed to vehicle weight. Cash customers pay higher toll rates than *E-ZPass®* customers. Toll rates per mile above subsequent to September 2009 represent a blend of cash and *E-ZPass®* rates. For purposes of the new classification methodology, vehicles less than seven feet six inches as measured over the first two axles are considered "low," vehicles seven feet six inches in height or greater are considered "high."

	2007	2006	2005	2004	2003	2002	2001
	$ –	$ –	$ –	$ –	$ –	$ –	$ –
	–	–	–	–	–	–	–
	–	–	–	–	–	–	–
	–	–	–	–	–	–	–
	–	–	–	–	–	–	–
	–	–	–	–	–	–	–
	–	–	–	–	–	–	–
	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04
	0.06	0.06	0.06	0.06	0.06	0.06	0.06
	0.08	0.07	0.07	0.08	0.08	0.08	0.08
	0.10	0.09	0.09	0.09	0.09	0.09	0.09
	0.10	0.09	0.09	0.11	0.11	0.11	0.11
	0.12	0.11	0.11	0.12	0.12	0.12	0.12
	0.12	0.11	0.11	0.14	0.14	0.14	0.14
	0.14	0.13	0.13	0.17	0.18	0.18	0.18
	0.14	0.13	0.13	0.29	0.29	0.29	0.29
	0.37	0.36	0.37	0.37	0.37	0.37	0.37
	0.41	0.40	0.40	0.40	0.40	0.40	0.40

Comparative Traffic Statistics *Last Ten Fiscal Years*

	2010	2009 (1)	2008
Number of Vehicles *(In Thousands):*			
Passenger Cars	38,900	38,478	39,036
Commercial Vehicles	9,956	9,724	10,976
Total	**48,856**	**48,202**	**50,012**
Percentage of Vehicles:			
Passenger Cars	79.6%	79.8%	78.1%
Commercial Vehicles	20.4%	20.2%	21.9%
Number of Miles *(In Thousands):*			
Passenger Cars	1,885,422	1,863,054	1,831,515
Commercial Vehicles	893,422	871,568	999,413
Total	**2,778,844**	**2,734,622**	**2,830,928**
Percentage of Miles:			
Passenger Cars	67.8%	68.1%	64.7%
Commercial Vehicles	32.2%	31.9%	35.3%
Toll Revenue *(In Thousands):*			
Passenger Cars	$ 106,972	$ 86,810	$ 78,680
Commercial Vehicles	125,217	100,468	108,850
Total	**$ 232,189**	**$ 187,278**	**$ 187,530**
Percentage of Toll Revenue:			
Passenger Cars	46.1%	46.4%	42.0%
Commercial Vehicles	53.9%	53.6%	58.0%
Average Miles per Trip:			
Passenger Cars	48.5	48.4	46.9
Commercial Vehicles	89.7	89.6	91.1
Average Toll Revenue per Trip:			
Passenger Cars	$ 2.75	$ 2.26	$ 2.02
Commercial Vehicles	12.58	10.33	9.92
Average Toll Revenue per Mile:			
Passenger Cars	$ 0.06	$ 0.05	$ 0.04
Commercial Vehicles	0.14	0.12	0.11

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

Notes: (1) Vehicle and mileage amounts in 2009 have been adjusted to exclude certain transactions to conform to current year presentation

2007	2006	2005	2004	2003	2002	2001
40,134	40,269	40,149	40,364	39,196	38,614	37,036
11,393	11,515	11,000	9,796	9,086	9,093	8,864
51,527	**51,784**	**51,149**	**50,160**	**48,282**	**47,707**	**45,900**
77.9%	77.8%	78.5%	80.5%	81.2%	80.9%	80.7%
22.1%	22.2%	21.5%	19.5%	18.8%	19.1%	19.3%
1,915,119	1,962,993	1,963,967	2,021,519	2,019,385	1,994,626	1,913,889
1,063,323	1,077,300	1,026,542	889,986	814,385	814,978	803,853
2,978,442	**3,040,293**	**2,990,509**	**2,911,505**	**2,833,770**	**2,809,604**	**2,717,742**
64.3%	64.6%	65.7%	69.4%	71.3%	71.0%	70.4%
35.7%	35.4%	34.3%	30.6%	28.7%	29.0%	29.6%
$ 82,173	$ 76,752	$ 76,892	$ 78,985	$ 78,837	$ 77,904	$ 74,710
115,981	107,185	102,193	110,716	101,151	101,296	99,616
$ 198,154	**$ 183,937**	**$ 179,085**	**$ 189,701**	**$ 179,988**	**$ 179,200**	**$ 174,326**
41.5%	41.7%	42.9%	41.6%	43.8%	43.5%	42.9%
58.5%	58.3%	57.1%	58.4%	56.2%	56.5%	57.1%
47.7	48.7	48.9	50.1	51.5	51.7	51.7
93.3	93.6	93.3	90.9	89.6	89.6	90.7
$ 2.05	$ 1.91	$ 1.92	$ 1.96	$ 2.01	$ 2.02	$ 2.02
10.18	9.31	9.29	11.30	11.13	11.14	11.24
$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04	$ 0.04
0.11	0.10	0.10	0.12	0.12	0.12	0.12

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

Milepost / Name		2010	2009 (3)	2008
2	Westgate	7,274	6,983	7,370
13	Bryan-Montpelier	648	658	712
25	Archbold-Fayette	422	428	429
34	Wauseon	709	690	722
39	Delta-Lyons	519	520	563
52	Toledo Airport-Swanton	1,302	1,307	1,390
59	Maumee-Toledo	3,444	3,539	3,661
64	Perrysburg-Toledo	4,542	4,440	4,533
71	Stony Ridge-Toledo	6,277	6,116	6,414
81	Elmore-Woodville-Gibsonburg	562	603	636
91	Fremont-Port Clinton	1,628	1,640	1,662
110	Sandusky-Bellevue	1,449	1,423	1,478
118	Sandusky-Norwalk	1,639	1,785	1,840
135	Vermilion	688	753	755
140	Amherst-Oberlin (2)	1,234	1,280	1,271
142	Lorain County West	2,938	2,941	3,017
145	Lorain-Elyria	5,777	5,448	5,660
151	North Ridgeville-Cleveland	5,139	4,984	5,138
152	North Olmsted-Cleveland	2,617	2,620	2,575
161	Strongsville-Cleveland	6,838	6,948	7,236
173	Cleveland	6,663	6,893	7,287
180	Akron	4,924	4,950	5,269
187	Streetsboro	6,524	6,470	6,623
193	Ravenna	1,546	1,595	1,633
209	Warren	1,857	1,828	2,045
215	Lordstown West	489	447	492
216	Lordstown East	389	245	402
218	Niles-Youngstown	8,084	7,875	8,225
232	Youngstown	1,774	1,692	1,696
234	Youngstown-Poland	1,360	1,255	1,261
239	Eastgate	8,458	8,048	8,028

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

Notes:
(1) "Activity by Interchange" represents the number of vehicles entering and exiting at each toll interchange.
(2) Opened November 30, 2004.
(3) Amounts in 2009 have been adjusted to exclude certain transactions to conform with current year presentation.

2007	2006	2005	2004	2003	2002	2001
7,900	8,068	7,946	7,740	7,511	7,430	7,118
751	760	747	742	729	725	730
453	462	445	440	426	416	387
768	836	812	802	794	781	752
590	594	562	548	530	503	456
1,475	1,542	1,592	1,659	1,634	1,652	1,562
3,928	4,440	4,424	4,677	4,717	4,879	4,644
5,058	7,548	6,219	5,280	4,989	4,723	4,185
6,527	4,535	5,556	6,132	6,060	6,214	6,121
699	798	758	756	693	682	621
1,733	1,825	1,853	1,883	1,788	1,803	1,728
1,570	1,643	1,625	1,549	1,447	1,408	1,370
1,933	1,929	1,994	1,974	1,885	1,828	1,815
802	791	873	998	956	955	933
1,207	1,094	1,007	76	–	–	–
3,146	2,611	2,715	2,838	2,741	2,790	2,691
5,750	6,176	6,005	6,302	6,135	6,287	6,195
5,324	5,453	5,551	5,572	5,482	5,608	5,551
2,555	2,507	2,432	2,250	2,003	1,891	1,888
7,423	7,272	7,128	6,805	6,344	6,066	5,971
7,549	7,458	7,114	6,724	6,197	5,700	5,013
5,370	5,147	4,944	4,707	4,465	4,318	3,986
6,672	6,440	6,367	6,355	6,108	5,947	5,825
1,650	1,533	1,546	1,538	1,468	1,413	1,346
2,093	1,993	2,019	1,982	1,868	1,857	1,837
473	477	524	616	552	529	488
327	334	427	433	363	355	328
8,373	8,569	8,562	8,273	7,991	7,958	7,729
1,577	1,538	1,545	1,678	1,473	1,468	1,442
1,242	1,175	1,102	985	1,180	1,181	1,188
8,135	8,020	7,905	8,005	8,036	8,047	7,900

Debt Ratios and Revenue Bond Coverage *Last Ten Fiscal Years*

(Dollars in Thousands Except Per Capita Amounts)

	2010		2009		2008	
Debt Ratios:						
Revenue Bonds Payable	**$ 619,308**		**$ 636,870**		**$ 658,181**	
Revenue Bonds Payable as a % of Personal Income	**0.15%**		**0.16%**		**0.16%**	
Revenue Bonds Payable Per Capita	**$ 54**		**$ 55**		**$ 57**	
Revenue Bond Coverage:						
Pledged Revenues	**$ 238,188**	(1)	**$ 205,717**	(1)	**$ 208,265**	(1)
Expenses Paid from Pledged Revenues:						
Administration and Insurance	8,737		8,634		8,465	
Maintenance of Roadway and Structures	37,577		35,699		37,215	
Services and Toll Operations	54,583		53,817		52,394	
Traffic Control, Safety, Patrol and Communications	14,989		15,529		15,794	
Total Expenses Paid from Pledged Revenues	**115,886**		**113,679**		**113,868**	
Deposit to Reserve Account	**33**		**284**		**66**	
Net Revenues Available for Debt Service	**$ 122,269**		**$ 91,754**		**$ 94,331**	
Debt Service Requirements:						
Principal	$ 21,003		$ 17,962		$ 21,153	
Interest	30,198		31,377		34,730	
Less Interest Earned	(156)		(233)		(499)	
Total Debt Service Requirements	**$ 51,045**	(4)	**$ 49,106**	(4)	**$ 55,384**	
Debt Coverage (see Note 5 to the financial statements)	**240%**		**187%**		**170%**	

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.

2007	2006	2005	2004	2003	2002	2001
$ 678,302	**$ 694,229**	**$ 709,409**	**$ 732,898**	**$ 749,178**	**$ 764,718**	**$ 778,928**
0.17%	**0.18%**	**0.19%**	**0.21%**	**0.22%**	**0.23%**	**0.24%**
$ 59	**$ 60**	**$ 62**	**$ 64**	**$ 65**	**$ 67**	**$ 68**
$ 220,323 (1)	**$ 207,307** (1)	**$ 210,255** (1)	**$ 208,780** (2)	**$ 184,363** (3)	**$ 186,159** (3)	**$ 184,573** (3)
8,115	7,845	8,193	7,982	7,166	6,432	6,099
37,703	31,479	34,185	30,957	27,137	26,236	23,321
50,739	50,186	48,585	46,449	38,787	37,401	34,355
14,614	13,986	13,565	12,902	13,136	12,474	11,966
111,171	**103,496**	**104,528**	**98,290**	**86,226**	**82,543**	**75,741**
326	**464**	**505**	**1,021**	**324**	**27**	**(76)**
$ 108,826	**$ 103,347**	**$ 105,222**	**$ 109,469**	**$ 97,813**	**$ 103,589**	**$ 108,908**
$ 19,621	$ 16,007	$ 15,775	$ 17,429	$ 16,577	$ 15,857	$ 14,247
35,678	36,456	37,350	38,535	39,378	40,286	37,641
(887)	(789)	(514)	(242)	(215)	(353)	(690)
$ 54,412	**$ 51,674**	**$ 52,611**	**$ 55,722**	**$ 55,740**	**$ 55,790**	**$ 51,198**
200%	**200%**	**200%**	**196%**	**175%**	**186%**	**213%**

(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.

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

(4) Savings realized from the advance refunding of debt in 2009 and the refunding of debt in 2010 reduced the amount required to be deposited in the debt service account, thereby increasing the Commission's debt coverage ratio.

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

	2010		
Customers	Tolls Paid	Rank	% of Total Tolls Paid
Chrysler Transport Group	$ 188,061	1	0.08%
Talon Logistics, Inc.	122,260	2	0.05%
Berner Trucking, Inc.	101,472	3	0.04%
Thomas Flatbed, Inc.	64,517	4	0.03%
Wolverine Packing Co.	58,300	5	0.03%
VDS Farms, LLC.	43,129	6	0.02%
J.W. Hunt OTC. Inc.	41,933	7	0.02%
Grand Rapids Transport, Inc.	39,319	8	0.02%
Globe Transport, Inc.	38,982	9	0.02%
Clerac, LLC. (Enterprise Rent-A- Car)	37,481	10	0.02%
Totals (1)	**$ 735,454**		**0.32%**

	2001		
Customers	Tolls Paid	Rank	% of Total Tolls Paid
Chrysler Transport Group	$ –	–	–
Talon Logistics, Inc.	–	–	–
Berner Trucking, Inc.	–	–	–
Thomas Flatbed, Inc.	–	–	–
Wolverine Packing Co.	–	–	–
VDS Farms, LLC.	–	–	–
J.W. Hunt OTC. Inc.	–	–	–
Grand Rapids Transport, Inc.	–	–	–
Globe Transport, Inc.	–	–	–
Clerac, LLC. (Enterprise Rent-A- Car)	–	–	–
United Parcel Service, Inc. (1)	2,120,247	1	1.22%
Yellow Transportation, Inc. (1)	1,945,807	2	1.12%
Roadway Express, Inc. (1)	1,847,950	3	1.06%
Werner Enterprises, Inc. (1)	1,719,804	4	0.99%
Falcon Transport Company (1)	1,579,319	5	0.91%
J.B. Hunt Transport, Inc. (1)	1,340,760	6	0.77%
Consolidated Freightways (1)	1,331,610	7	0.76%
Con-way Freight Inc. (1)	1,205,051	8	0.69%
U.S. Xpress Leasing, Inc. (1)	841,243	9	0.48%
USF Holland, Inc. (1)	719,099	10	0.41%
Totals	**$ 14,650,890**		**8.40%**

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

Notes: (1) Effective October 1, 2009, the Ohio Turnpike Commission implemented *E-ZPass®* and joined the InterAgency Group (IAG). Large commercial customers who previously had accounts with the Ohio Turnpike Commission now utilize their *E-ZPass®* account that they had previously established with another IAG agency. The Commission is now paid for their travel through other IAG agencies.

Principal Ohio Employers *Current Year and Nine Years Ago*

	2010		
Employer	Employees	Rank	% of Total Ohio Employees
State of Ohio	130,090	1	2.01%
United States Government	78,367	2	1.21%
Wal-Mart Stores	52,275	3	0.81%
Cleveland Clinic Health Systems	39,400	4	0.61%
Kroger Company	39,000	5	0.60%
Catholic Healthcare Partners	30,300	6	0.47%
University Hospitals Health Sys.	21,000	7	0.32%
JP Morgan Chase (Bank One)	19,500	8	0.30%
Giant Eagle, Inc.	17,000	9	0.26%
OhioHealth	15,800	10	0.24%
Totals	**442,732**		**6.85%**

	2001		
Employer	Employees	Rank	% of Total Ohio Employees
State of Ohio	132,008	1	1.95%
United States Government	82,762	2	1.22%
Wal-Mart Stores	20,960	7	0.31%
Cleveland Clinic Health Systems	21,120	6	0.31%
Kroger Company	25,000	4	0.37%
Catholic Healthcare Partners	–	–	–
University Hospitals Health Sys.	17,280	9	0.26%
JP Morgan Chase (Bank One)	–	–	–
Giant Eagle, Inc.	–	–	–
OhioHealth	–	–	–
General Motors Corporation	26,210	3	0.39%
Delphi Automotive	23,870	5	0.35%
General Electric Company	19,860	8	0.29%
Meijer, Inc.	15,930	10	0.24%
Totals	**385,000**		**5.70%**

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

	2010	2009	2008
Ohio Turnpike Commission Employees:			
Full-Time:			
Toll Collectors	236	286	306
Maintenance Workers	274	275	277
Toll and Service Plaza Supervisors	118	129	133
Professional and Clerical Staff	100	101	100
Maintenance Supervisors	45	44	45
Executive and Managerial Staff	18	18	18
Administrative Supervisors	22	23	20
Total Full-Time	**813**	**876**	**899**
Part-Time:			
Toll Collectors	232	265	308
Other	25	24	24
Total Part-Time	**257**	**289**	**332**
Total Ohio Turnpike Commission Employees	**1,070**	**1,165**	**1,231**

State of Ohio Statistics:			
Population (In Thousands)	11,537	11,543	11,528
Personal Income (In Millions)	$ 419,872	$ 408,395	$ 407,874
Per Capita Personal Income	$ 36,393	$ 35,380	$ 35,381
Unemployment Rate	9.8%	10.8%	7.8%

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 year 2001 were estimated from the incomplete data that is currently available.

2007	2006	2005	2004	2003	2002	2001
307	309	319	318	326	323	325
278	280	283	276	283	279	273
132	133	135	131	133	132	132
100	100	99	98	99	102	104
46	46	46	45	44	46	46
18	20	20	20	19	17	15
21	18	20	20	20	18	17
902	**906**	**922**	**908**	**924**	**917**	**912**
318	331	358	406	306	269	300
26	25	28	24	22	18	13
344	**356**	**386**	**430**	**328**	**287**	**313**
1,246	**1,262**	**1,308**	**1,338**	**1,252**	**1,204**	**1,225**
11,521	11,492	11,475	11,465	11,445	11,421	11,397
$ 395,615	$ 381,260	$ 365,319	$ 352,315	$ 340,840	$ 333,158	$ 325,623
$ 34,339	$ 33,176	$ 31,836	$ 30,730	$ 29,781	$ 29,171	$ 28,571
5.8%	5.6%	5.9%	6.2%	6.2%	5.7%	4.4%

Traffic Accident Statistics *Last Ten Fiscal Years*

	2010	2009	2008
All Accidents:			
Number	2,268	2,125	2,689
Rate	80.9	81.8	95.0
Property Damage (Over $150) Accidents:			
Number	1,885	1,695	2,168
Rate	67.3	65.2	76.6
Non-Fatal Personal Injury Accidents:			
Number	377	422	516
Rate	13.5	16.2	18.2
Number Injured	537	612	738
Injury Rate	19.2	23.5	26.1
Fatal Accidents:			
Number	6	8	5
Rate	.2	.3	.2
Fatalities	7	9	7
Fatality Rate	.2	.3	.2

Source: Ohio State Highway Patrol.

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

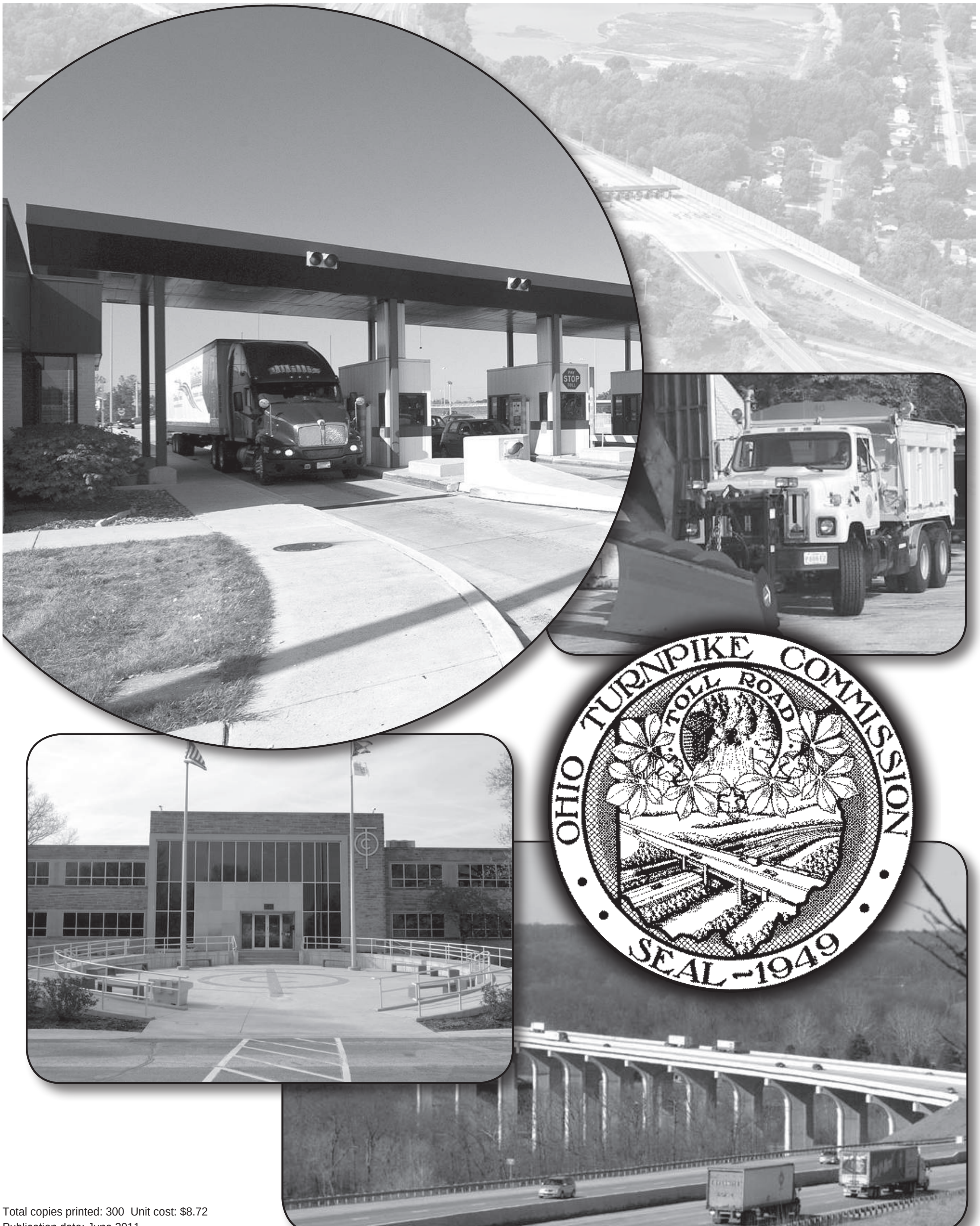
2007	2006	2005	2004	2003	2002	2001
2,532	2,342	2,858	2,609	2,433	2,373	2,092
85.0	77.0	95.6	89.6	85.9	84.5	77.0
2,025	1,881	2,293	2,134	1,965	1,947	1,698
68.0	61.9	76.7	73.3	69.3	69.3	62.5
496	453	554	463	458	416	381
16.7	14.9	18.5	15.9	16.2	14.8	14.0
711	686	829	724	698	628	602
23.9	22.6	27.7	24.9	24.6	22.4	22.2
11	8	11	12	10	10	13
.4	.3	.4	.4	.4	.4	.5
15	8	14	17	11	10	14
.5	.3	.5	.6	.4	.4	.5

Capital Asset Statistics *Last Ten Fiscal Years*

	2010	2009	2008
Land and Roadway:			
Land Area (Acres)	10,037	10,037	10,015
Length of Roadway (Miles)	241	241	241
Number of Lane Miles	1,370	1,370	1,370
Interchanges:			
Toll	29	29	29
Barrier	2	2	2
Total Interchanges	31	31	31
Service Plazas	16	14	14
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	49	49
Rivers and Streams	56	56	56

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

2007	2006	2005	2004	2003	2002	2001
10,012	10,010	10,010	9,978	9,949	9,913	9,895
241	241	241	241	241	241	241
1,370	1,356	1,356	1,356	1,317	1,304	1,286
29	29	29	29	28	28	28
2	2	2	2	2	2	2
31	31	31	31	30	30	30
14	14	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	1	1	1
350	350	350	350	350	351	355
49	49	52	52	52	53	54
56	56	59	59	59	59	61



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Notes

Notes


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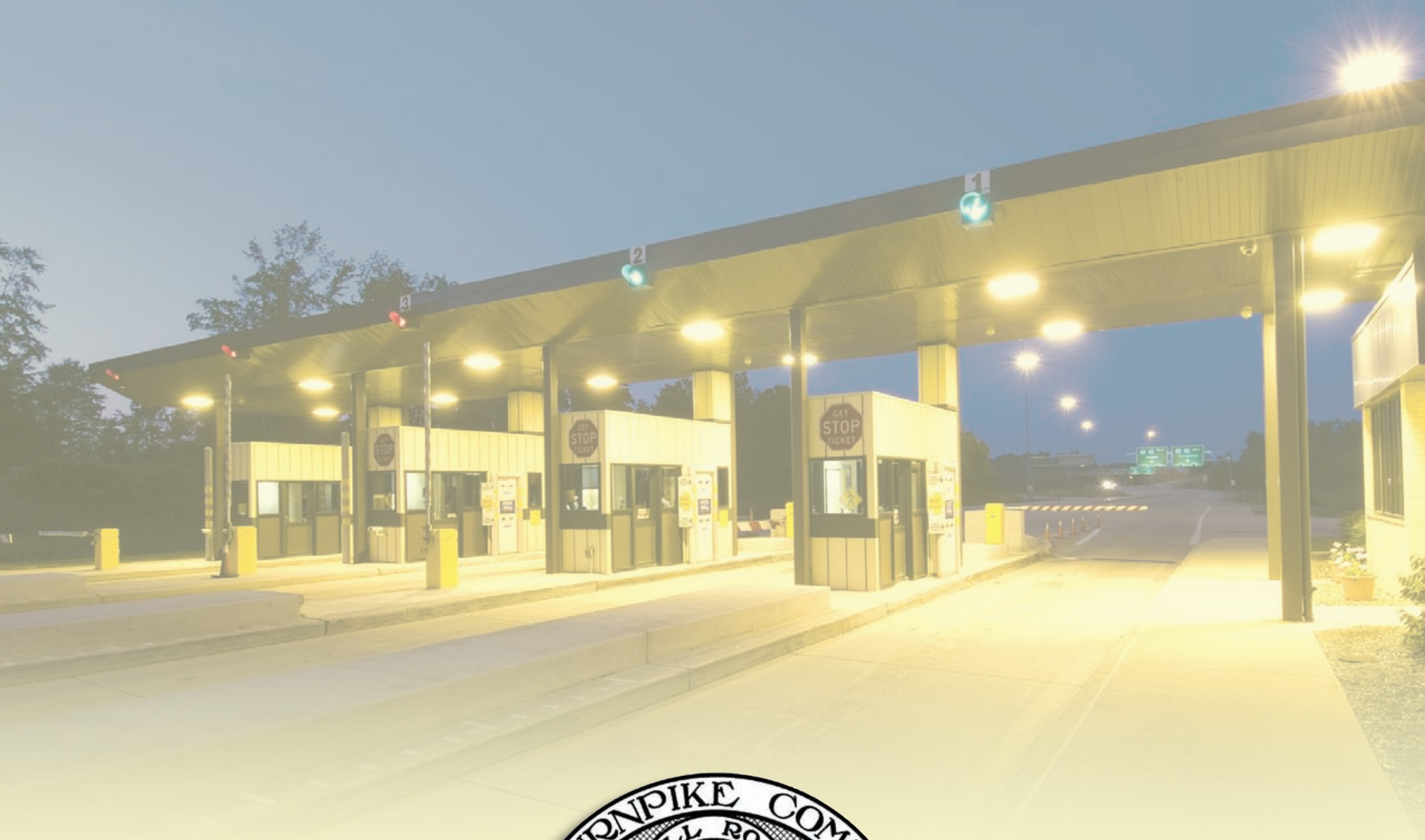

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