



OKLAHOMA
Turnpike Authority



ANNUAL COMPREHENSIVE FINANCIAL REPORT 2022

FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

OKLAHOMA TURNPIKE AUTHORITY
A COMPONENT UNIT OF THE STATE OF OKLAHOMA



About the **OKLAHOMA TURNPIKE AUTHORITY**

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

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

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. All OTA debt is issued in accordance with the Trust Agreement dated February 1, 1989, as amended. Since inception, the OTA has provided essential, convenient, cost effective and safe roadways to its customers.



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OKLAHOMA CITY, OKLAHOMA

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DESCRIPTION OF THE OKLAHOMA TURNPIKE SYSTEM

TURNER TURNPIKE

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

WILL ROGERS TURNPIKE

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

H.E. BAILEY TURNPIKE

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

INDIAN NATION TURNPIKE

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

CHICKASAW TURNPIKE

Authorized by the State Legislature in 1987 and opened in 1991. Two-lane, limited access highway extending 27.1 miles from S.H. 7 west of Sulphur to S.H. 1 near Ada. Only 13.3 miles are tolled with interchanges at U.S. 177 and Roff.

CHEROKEE TURNPIKE

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

MUSKOGEE TURNPIKE

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

JOHN KILPATRICK TURNPIKE/SOUTHWEST JKT

Authorized by the State Legislature in 1987, the original 9.5 miles opened in 1991, and the 15.8 mile extension opened in sections during 2000 and 2001. Four-lane, limited access, urban highway extending 30.3 miles from the Oklahoma City interchange of the Turner Turnpike and I-35 to I-40 between Mustang and Sara Road. The route is generally along Memorial Road on the north, turning south parallel to Sara Road just west of County Line Road, passing by Lake Overholser on its west side parallel to Morgan Road to an interchange at I-40, giving access to traffic traveling east and west on the interstate system. Interchanges at Eastern Ave., U.S. 77/Broadway Extension, Western Ave., Pennsylvania Ave., May Ave., Portland Ave./Lake Hefner Parkway, Meridian Ave., MacArthur Blvd., Rockwell Ave., NW Expressway, Wilshire Blvd., S.H. 66 and N.W. 10th.

KICKAPOO TURNPIKE

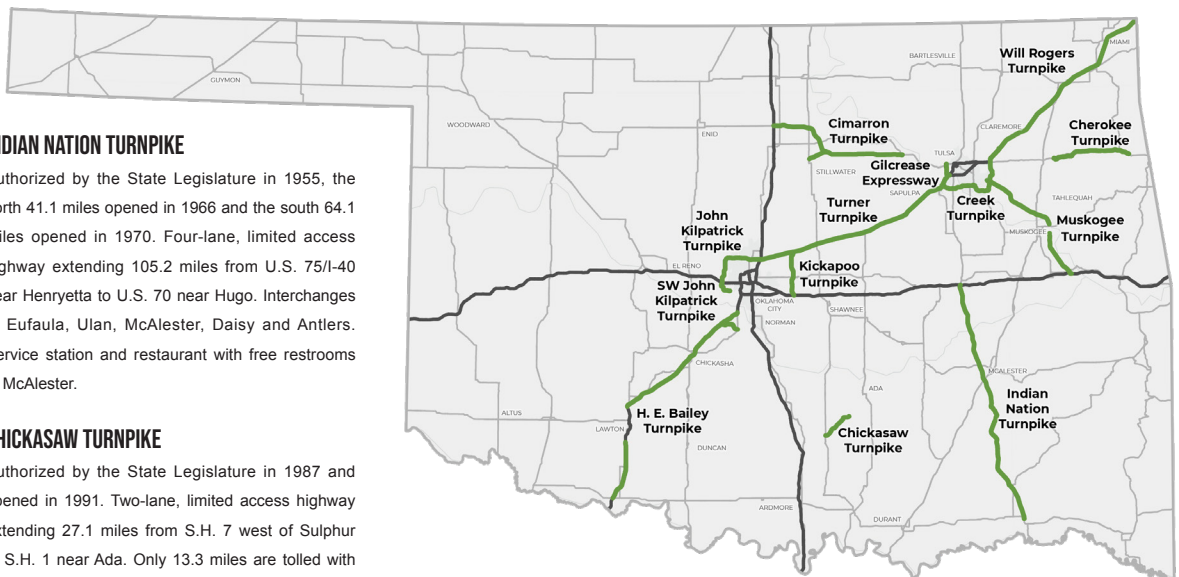
Authorized by the State Legislature in 1987 and opened in 2021. This 4 lane divided highway extends 18.5 miles to connect I-40 to I-44 on the eastern side of Oklahoma County. This Turnpike was Oklahoma's first newly constructed 80mph facility. Access provided at 89th Street, 29th Street, Reno Avenue, US-62, and Britton Road.

CIMARRON TURNPIKE

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

CREEK TURNPIKE

Authorized by the State Legislature in 1987, the original 7.4 miles opened in 1992, the 4.9 mile Creek West Extension opened in 2000, the 13.1 mile Broken Arrow South Loop opened in sections during 2001 and 2002 and the 9.0 mile Creek East Extension opened in 2002. Four-lane, limited access, urban highway extending 34.4 miles from the Turner Turnpike at S.H. 66 to the I-44 interchange of the Will Rogers Turnpike, providing access to traffic traveling east into Tulsa and south to Okmulgee; continues generally through the city of Broken Arrow to the Muskogee Turnpike; then north to the Will Rogers Turnpike. Interchanges at South 49th West Avenue, U.S. 75, Peoria Avenue, Riverside Drive, Yale Avenue, U.S. 64/Memorial Drive, U.S. 169, South 129th East Avenue, South 145th East Avenue, South 161st East Avenue, South 193rd East Avenue, East 101st Street, S.H. 51, Muskogee Turnpike, 71st Street, 51st Street, 31st Street, 11th Street, Highway 412 and Pine Street.



GILCREASE EXPRESSWAY

Authorized by the State Legislature in 2010 and opened in 2022. This 5.7 mile corridor is an extension of an existing expressway and transportation system in the Tulsa region. This expressway completes a segment of the network between I-44 and U.S. 412.



CONVERTING THE H.E. BAILEY TURNPIKE SIGNAGE TO REFLECT CASHLESS TOLLING



AERIAL VIEW OF THE GILCREASE EXPRESSWAY



OKLAHOMA Turnpike Authority

March 31, 2023

TO THE HONORABLE KEVIN STITT, GOVERNOR OKLAHOMA TURNPIKE BONDHOLDERS AND CITIZENS OF THE STATE OF OKLAHOMA

On behalf of the Oklahoma Turnpike Authority (OTA), we are pleased to transmit this annual comprehensive financial report for the year ended December 31, 2022. The Comptroller Division has prepared this Annual Report in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA.

Management of the OTA is responsible for the establishment and maintenance of internal accounting controls that have been designed to ensure assets are safeguarded and financial transactions are properly recorded and adequately documented. Such internal controls require estimates and judgments from management so that, in attaining reasonable assurance as to the adequacy of such controls, the cost does not outweigh the achieved benefit. We have established an internal control structure designed to achieve these financial objectives. We believe that the data, as presented, is accurate in all material respects and that it presents fairly the financial position and results of the OTA's operations.

An audit of the financial statements has been performed in accordance with generally accepted auditing standards in compliance with the requirements of Section 711 of the OTA's Trust Agreement dated February 1, 1989, as amended (the Trust Agreement). The required audit has been performed for the year ended December 31, 2022, by the OTA's independent auditors, FORVIS, LLP. Their report is included in the Financial Section of the Annual Report. The Financial Section also includes Management's Discussion and Analysis which provides an overview and brief analysis of the basic financial statements. Readers are encouraged to review this information.

PROFILE OF THE OKLAHOMA TURNPIKE AUTHORITY

The OTA is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic, created by statute in 1947 to provide an alternative means of constructing necessary State roadways without further straining limited State highway funds. The OTA is authorized to construct, maintain, repair and operate the Turnpike System, which presently consists of twelve turnpikes covering approximately 630.1 centerline miles. The OTA enhances the State's transportation network by providing an effective and efficient means of safe, high-speed travel throughout the State and around population centers without straining appropriations. Operations and debt service are funded by toll revenues; no State appropriations are allocated to the OTA. Only Turnpike System customers, who include out-of-state travelers, pay the tolls. Turnpikes serve Oklahoma as a mechanism for building infrastructure for current use but gradually paying for it over future periods. The OTA supplies a needed basic service at a fee that yields sufficient revenues to operate and maintain its roads at a high quality, as well as provide for debt service payments to its bondholders.

The Oklahoma Legislature has sole discretion to authorize turnpike routes, with approval from the Oklahoma Department of Transportation (the ODOT). Turnpike Revenue Bonds or Refunding Bonds may be issued for the purpose of paying the costs of turnpike projects or refunding outstanding bonds. Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United

States Securities and Exchange Commission. All OTA revenue and refunding bonds are issued in accordance with the Trust Agreement. Turnpike Bonds are payable solely from the tolls and other OTA revenues and do not constitute indebtedness of the State.

The OTA's governing body (the Authority) consists of the Governor (ex-officio) and six members. The members are appointed by the Governor and approved by the State Senate. They serve eight-year, uncompensated terms and may be reappointed. The Authority appoints the Executive Director of the OTA. The Executive Director and Deputy Director are responsible for leading the OTA. The division management staff supervises the daily operations and functions of the organization. Authority members provide oversight and policy direction. They appoint various consulting entities with national reputations for excellence, including the General Counsel, Bond Counsel, Consulting Engineers, Consulting Traffic Engineers, Financial Advisor, Bond Underwriter(s) and Independent Auditor(s). All action taken by the Authority members and staff must be in strict compliance with the provisions of the Trust Agreement.

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

ECONOMIC FACTORS

The 2023 Greater Oklahoma City Economic Outlook report authored by Dr. Russell Evans, Oklahoma City economist, and Mr. Eric Long, research economist, stated that the Oklahoma economy has not fully recovered from pre-pandemic economic activity and employment levels. As the economy approaches full recovery in 2023, activity appears to be weakening. According to an index of economic indicators for each state, published by the Federal Reserve Bank of Philadelphia, growth in Oklahoma's 2022 economic activity went from a mild index expansion of 0.1% in the second quarter to an index contraction of 0.3% in the third quarter, causing Oklahoma's economic slowdown to be more distinct than that of regional states and the United States economy. Decreasing household savings combined with increasing credit card usage and delinquencies are indicators that household spending will not be able to keep pace with inflation through 2023. In the conclusion of this report, the best-case scenario for 2023 is slow economic growth, but the expectation is that there will be a mild recession.

According to the February 2023 news release from the Bureau of Economic Analysis (BEA), U.S. GDP in the 4th quarter of 2022 increased at an annual rate of 2.7%. The February 2023 "Oklahoma Economic Indicators", prepared by senior economist Monty Evans, attributes the national increase in real GDP for the 3rd quarter of 2022 to an increase in information services, professional, scientific and technical services, and mining. Locally, Oklahoma's real GDP for the 3rd quarter 2022 increased to 5.5% from the previous quarter decline of 1.6%. Crude oil is an important commodity in the global market, and Oklahoma produces a substantial amount of oil. The City of Cushing is a major crude oil trading hub connecting Gulf Coast producers to Midwest refining markets and receiving supply from several major pipelines that originate in Texas; when compared to 2021, statewide crude production increased 10.8%.

The Oklahoma unemployment rate for December 2022 is 3.4%, which is a 0.6% higher than the previous year. This is comparable to the December 2022 national rate of 3.5%, which has shown little movement since early 2022. According to the February 2023 "Oklahoma Economic Indicator" report, in November 2022 the unemployment rates for 75 of Oklahoma's 77 counties were higher than the previous year. Statewide manufacturing employment added 3.9% jobs during 2022, however this same sector experienced a decrease in employment of 0.4% during December 2022.

According to State Treasurer Todd Russ, all major revenue streams reflected growth over the last year. Gross receipts to the Treasury in January 2023 were approximately \$1.6 billion, an increase of approximately 2.7% from January 2022. Gross income tax collections generated \$550.4 million, a slight decrease of 0.6% from the previous January. Also,

sales and use tax collections, including remittances on behalf of cities and counties, totaled \$629.4 million in January 2023, an increase of \$32.3 million, or 5.4% more than January 2022. State Treasurer Russ expressed concern that rising interest rates are causing a decrease in housing demand and other economic activity, which could impact future economic growth negatively. Additionally, gross production taxes on oil and natural gas also increased by \$9.6 million, or 6.7% from last January.

In early 2023, Kimberly Amadeo, President of WorldMoneyWatch.com summarized six factors economists use as early indicators of growth to determine the state of the economy. Considered a “lagging indicator”, unemployment rates typically signal trends. Companies usually wait until a recession is underway before laying off workers. In 2022 the unemployment rate in the U.S. remained at a historically low levels. After dropping 1.6% and 0.6%, respectively in the first and second quarters, GDP increased by 3.2% and 2.9%, respectively, in the third and fourth quarters of 2022. Consecutive drops in GDP can be a common marker of a recession. Purchases of durable goods are usually expensive so purchases are made only when consumers are confident about the future, therefore they are indicators of economic health. Purchases of durable goods increased by 0.5% in the fourth quarter of 2022, while nondurable good purchases rose by 1.5%. When interest rates rise, consumers are less likely to borrow money to pay for higher priced items such houses, cars or equipment. The fed funds target range of a healthy economy complements an average long-term inflation rate of 2.0%. As of December 2022, the fed funds targeted range was between 4.25% and 4.50%. In December 2022, the inflation rate by the Consumer Price Index was 6.5% which is higher than the previously mentioned Fed inflation rate of 2.0%. The stock market is an indicator of corporate profitability and investor confidence. A combination of the Russian invasion of Ukraine and its effect on the global economy, rising inflation, and concerns of a sharp response by the Federal Reserve to rising inflation, the S&P 500 lost 20.0% of its most recent peak. A bear market is a decrease of 20.0% or more from recent highs and can be accompanied by a recession.

Oklahoma geographically serves as a transportation crossroads for three of the nation’s most important transportation and shipping corridors, as U.S. Interstates 35, 40, and 44 intersect within the State. The Turnpike System comprises critical components of that infrastructure, contributing a key role in facilitating movement along these corridors and assisting the State in accessing the opportunities available through interstate commercial activity. The out-of-state travelers who utilize the Turnpike System also contribute to tourism dollars and provide sales and motor fuel taxes for the State. In this way, the Turnpike System connects communities both in and out of the State. The OTA collaborates with other entities in addressing the critical need to reconstruct, expand and enhance the transportation system in Oklahoma in order to increase safety and mobility for the traveling public and responding to growing traffic volumes and congestion. Additionally, in accordance with its efforts to preserve the quality of the Turnpike System, the OTA continues to focus on improving and maintaining the infrastructure.

LONG-TERM FINANCIAL PLANNING

In late 2015, the Authority embarked on a Governor-initiated, multi-million dollar turnpike expansion and improvement program known as “Driving Forward: Investing in Oklahoma’s Future” (Driving Forward). The Driving Forward plan consisted of six major projects planned for “ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come.” This program was a continuation of OTA’s mission to provide customers with a choice of a safe, convenient, efficient, user-funded transportation network focusing on fiscal responsibility and promoting economic development. Work on the final Driving Forward project is expected to be completed in the summer of 2023.

The Gilcrease Expressway (the Gilcrease) was separately funded through an innovative partnership consisting of the Oklahoma Department of Transportation (the ODOT), municipalities and governmental entities, the U.S. Department of Transportation (USDOT), and Gilcrease Developers LLC (a competitively selected build-finance partner). In mid-November 2022, the Gilcrease achieved substantial completion, and the Authority received proceeds from a \$120.1 million USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. A Non-System Trust Agreement defines the flow of funds and reporting requirements for the Gilcrease. This five-mile four-lane divided toll road includes 22 bridges, four major interchanges, and a 10-foot-wide multi-use trail. Two of the bridges span the Arkansas River. In

addition to relieving congestion during peak travel periods, the Gilcrease improves connectivity between neighborhoods on opposite sides of the Arkansas River.

Continuing this contemplation of future infrastructure needs across the Turnpike System and throughout the State, in February 2022, the Authority announced a \$5.0 billion, 15-year long range construction program. This turnpike improvement and expansion program is known as “ACCESS Oklahoma: Advancing and Connecting Communities and Economies Safely Statewide” (ACCESS). This plan identifies and addresses infrastructure needs to improve access to communities across the State and the Turnpike System. The conversion of the Turnpike System to a cashless tolling (also All Electronic Tolling or AET) process improves the safety of the traveling public by eliminating the need of a customer to stop to pay a toll and then quickly accelerate to re-enter traffic flow. With improved safety from this shift in the toll collection process, there is an expanded ability to offer additional access points to communities along multiple segments of the entire Turnpike System. ACCESS also contemplates the expansion of the Turnpike System into additional areas where congestion and capacity issues exist and are growing rapidly. This program is considering not only current needs, but also those of future generations. Funding of this program will be generated through a variety of options available to Authority, including the issuance of Revenue Bonds.

The Authority routinely identifies the maintenance, rehabilitation and improvement requirements of the existing Turnpike System through its Capital Plan and will continue this practice. Needs are prioritized into a five-year maintenance and rehabilitation program designed to keep existing turnpikes in good condition, thereby maintaining traffic flows and extending the useful life of the turnpikes. The projects included in the five-year program should significantly increase the functionality and condition of the entire Turnpike System. The Capital Plan is reviewed and updated annually during the budget process.

Total funding for the Capital Plan for the years 2023-2027 is approximately \$701.6 million. This plan includes \$214.5 million for paving rehabilitation, \$65.0 million for dowel bar retrofit grinding, \$88.2 million for bridge rehabilitation, \$37.3 million in concession area redevelopment, \$22.5 million in interchanges, \$93.6 million for safety and other roadway improvements, \$35.6 million for *PIKEPASS* (the Authority’s transponder-based electronic tolling process) and toll collection related items, \$20.4 million for cashless tolling conversion, \$17.6 million for highway patrol related items, \$11.6 million for maintenance machinery and equipment, \$12 million in building improvements, \$10 million in concrete panel lifting and \$44.5 million for various other capital projects. The remaining \$29.3 million included in the Capital Plan has been allocated for completion of the Gilcrease construction project.

The Consulting Engineer performed the 2022 annual inspection of the Turnpike System, as required by the Trust Agreement, and presented a detailed report regarding the condition of the Turnpike System bridges, paving, drainage, lighting, signs and architectural features. This report was used to develop the OTA’s 2023 Capital Plan. Total funding for the 2022 Capital Plan portion is approximately \$119.1 million, with \$41.1 million eligible to be provided by the Reserve Maintenance Fund and the remainder from the General Fund.

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

The Authority is responsible for adopting toll rates for the Turnpike System and can modify those as needed, based on consultation with and recommendation from the OTA’s consulting traffic engineer. Net toll revenues for 2022 totaled \$359.1 million, which were consistent with 2021 net toll revenues of \$357.6 million. Revenue projections for 2023 are estimated at approximately \$359.5 million.

When unanticipated events like the pandemic occur, the Authority responds by adjusting revenue projections and adjusting spending as necessary. Additionally, the Authority has access to various financing tools. In mid-2020, the OTA issued a \$50.0 million subordinate Junior Obligation Note with DNT Asset Trust, secured by the General Fund. This transaction was structured as a line of credit which was fully drawn at closing and all proceeds were deposited into the Reserve Maintenance Fund; the Authority thereby fully funded the Trust-required Reserve Maintenance deposit for the remainder of 2020, 2021 and into 2022. With the Reserve Maintenance Fund sufficiently funded, the Authority could continue to meet its debt service ratio. The Authority intends to repay this loan at the end of the three-year term.

MAJOR INITIATIVES

Driving Forward consists of projects developed to address the critical need to reconstruct, expand and enhance the transportation system in Oklahoma. This program started as a response to growing traffic volumes and congestion which can cause significant reductions in access and mobility for the traveling public. Driving Forward's main focus is to enhance the safety of the Turnpike System by replacing aging facilities and developing new alignments to provide additional routes around Oklahoma City. Driving Forward construction projects are nearing completion. The final project which is an ongoing widening of the Turner Turnpike is anticipated to be completed in the summer of 2023.

Partnerships assist the OTA in completing needed improvements in a timely and cost efficient manner. One of OTA's primary partners is the ODOT. The OTA and the ODOT work together to maximize resources and organizational strengths to serve Oklahoma's various transportation needs. The OTA also partners with counties, cities, tribes, and other organizations to create success. With the inclusion of the Gilcrease bridge over the Arkansas River in Tulsa in the Driving Forward construction plan, an innovative governmental partnership was created with agreements between the OTA, the ODOT, the City of Tulsa, Tulsa County, the Indian Nations Council of Governments, and the Federal Highway Administration to ensure construction could move forward for this project identified 60 years ago.

The OTA has leveraged work previously accomplished within the corridor and resources made available through this partnership to deliver and subsequently operate a connection between I-44 and US Highway 412. In July 2019, the Authority awarded the proposal to provide build-finance services on this project to the AECOM/Duit Team. Construction on this project started in early 2020 and achieved substantial completion and opened to the public in November 2022. At that time the Authority received the \$120.1 million USDOT TIFIA loan proceeds which were used for the partial repayment of the project company's interim financing.

As mentioned previously, the Authority recently announced a long-range construction program known as ACCESS. This 15-year turnpike improvement and expansion program identifies and addresses critical infrastructure needed to improve access to communities across the State and the Turnpike System. The conversion of the remainder of the Turnpike System to cashless tolling will help to improve the safety of the Turnpike System, which provides expanded ability to offer additional access points to communities along multiple segments of the entire Turnpike System. Engineering design for the various ACCESS projects began in 2022. The long-range program is intended to enhance the State's communities where congestion and capacity issues exist and are rapidly multiplying, thereby meeting the need of both current and future generations.

In the OTA's cashless tolling environment, which is known as PlatePay, if a traveler does not have a *PIKEPASS* transponder, a scanner will read the vehicle's license plate, and an invoice will be sent. PlatePay began with one tolling location on the Creek Turnpike in January 2017. Cashless tolling expanded to the John Kilpatrick Turnpike in late July 2021; this was the Authority's first full turnpike to be converted to cashless tolling. During 2022, the H.E. Bailey, Cimarron, Chickasaw and Kickapoo Turnpikes were fully converted to cashless tolling; the Gilcrease opened as a cashless facility. The Creek and Cherokee Turnpikes are anticipated to become fully cashless in the first quarter of 2023. The OTA anticipates a conversion of the remainder of the Turnpike System to cashless tolling by the end of 2024.

The Authority has several Capital Plan projects underway to achieve system maintenance, rehabilitation and improvements. These projects include bridge and pavement rehabilitation, dowel bar retrofit and diamond-grind (resurfacing), center median cable barrier, interchange modifications, a service plaza redevelopment, and numerous cashless tolling conversion projects across the Turnpike System. Multiple divisions from the OTA worked together to complete the cashless conversion on the aforementioned Turnpikes. Collaboration is also key to identify and prioritize projects for the Capital Plan. This plan was approved by the Authority Board in December 2022, and upon approval of the Capital Plan, several new projects were identified to begin the design phase.

Major initiatives include additional customer safety projects. Over the last several years signing projects have been completed on the Cherokee, Cimarron, Indian Nation and Muskogee Turnpikes. The signing program is used to update regulatory, warning and information signs that are faded or have poor reflectivity. These signs are informative, aesthetically pleasing and conform to national standards. Also, in conjunction with the ODOT, dynamic message signs have been erected. Dynamic message signs are permanent, changeable message structures that provide notice to the motoring public of roadway conditions and potential hazards affecting public safety, such as roadway and lane closures, accidents, snow and ice conditions and roadway obstructions. Positive barrier projects have been completed on the Cimarron, Creek, H. E. Bailey, Indian Nation and John Kilpatrick Turnpikes; additional projects to protect the traveling public are scheduled within the next five years.

The OTA Maintenance Division, supplemented by inmate labor and contractors, provides a vital role for the Turnpike System. Maintenance crews perform roadway, bridge, right-of-way, architectural and accident repairs throughout the Turnpike System. Right-of-way projects include fence, drainage and slope repairs, as well as herbicide treatment, mowing and planting of wildflowers and trees. Maintenance crews are always ready, prepared and work tirelessly to clear the Turnpike System when winter weather arrives.

The OTA provides a special convenience through its *PIKEPASS* system. The *PIKEPASS* system is the OTA's transponder-based automated electronic toll collection system which allows customers to travel at highway speeds through designated lanes. A *PIKEPASS* transponder is applied to the windshield of the customer's vehicle. The transponder emits a radio frequency that is recognized by a positioned reader, and data is captured and transmitted via the electronic toll collection system. The information is then translated into the appropriate toll collection transactions for each customer's individual account. The electronic *PIKEPASS* system improved safety, eases congestion around tolling points and enhances driver satisfaction, all at a lower toll rate.

PIKEPASS customers experience lower toll rates than cash or PlatePay customers for using their transponders and are eligible for an additional 5.0% reward for participating in the volume discount program with 20 or more qualifying toll transactions in a month. The discount is calculated for each transponder independently, and the account must remain positive for discounts to apply.

Also to assist customers, *PIKEPASS* Online services are available that range from applying for a *PIKEPASS* account to managing an account. *PIKEPASS* customers may pay their accounts online by credit or debit card through the *PIKEPASS* Online system. In addition to providing the *PIKEPASS* Online service, the OTA offers full service customer assistance at various locations in Oklahoma City, Tulsa and Walters, as well as a mobile store which regularly services remote locations. The OTA also maintains full customer service stores within the Tourism Information Centers in Oklahoma City and Midwest City, as part of a continued partnership with the Department of Tourism.

To advance to the next level of technology and achieve interoperability, the Turnpike System utilizes Encompass 6 transponder readers, which have multi-protocol functionality. The OTA is currently interoperable with six partners: the Kansas Turnpike Authority, the North Texas Tollway Authority, the Texas Department of Transportation, the Harris County Toll Road Authority, the Central Texas Regional Mobility Authority and the Fort Bend County Toll Road Authority. This partnership is known as the Central U.S. Interoperability hub (CUSIOP). During the fourth quarter of 2022, the CUSIOP began the final testing phase to become interoperable with several agencies within the Southeast Interoperability hub

(SEIOP). Through interoperability, OTA customers can use a *PIKEPASS* transponder on toll roads, bridges and tunnels on its partners' systems. Conversely, customers from a partner agency can use their agency's respective transponder throughout the Turnpike System. Discussions continue with other tolling entities to determine strategies for achieving further national interoperability.

AWARDS AND ACKNOWLEDGMENTS

The OTA is a proud sponsor of Keep Oklahoma Beautiful (KOB). For the fifth consecutive year, the OTA and the ODOT earned the Keep America Beautiful 2022 National Award in the State Agency Partnership category. With combined efforts across the State, and participation in all 77 Oklahoma counties, Oklahoma joined a national effort in the 2022 "Great American Clean Up." The OTA and the ODOT were nominated by KOB for their partnership in assisting with the supplies, publicity and volunteers for this effort. The OTA and the KOB partnership has made it possible for this statewide nonprofit organization to be recognized nationally for being one of a few states to have had 100.0% county participation in the Great American Clean Up, and the only state to do it for twelve consecutive years.

In early 2022, the OTA was a recipient of one construction award. The American Concrete Pavement Association presented the OTA with a silver award for the National Award for Excellence in Concrete Pavement" for the I-40 and John Kilpatrick Turnpike Extension project; Duit Construction was OTA's contractor.

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the OTA for its annual comprehensive financial report for the fiscal year ended December 31, 2021. This is the 32nd consecutive year that the OTA has achieved this prestigious award. In order to be awarded a Certificate of Achievement, the government must publish an easily readable and efficiently organized annual comprehensive 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. The OTA believes that its current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and will be submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the efficient and dedicated efforts given by the Comptroller Division staff who prepared the report and graphic design assistance from the Strategic Communications staff. Appreciation is also due the OTA's management staff for their professional contributions to this report and to the OTA's independent auditors for their participation in the review of this report. Special appreciation is extended to Governor Stitt and the Authority Members. Support of the Authority's efforts to excel in the operational and financial management of the OTA is sincerely appreciated.

Respectfully submitted,

THE OKLAHOMA TURNPIKE AUTHORITY



Gene Love, Chairman



Tim Gatz, Executive Director



Julie Porter, Comptroller

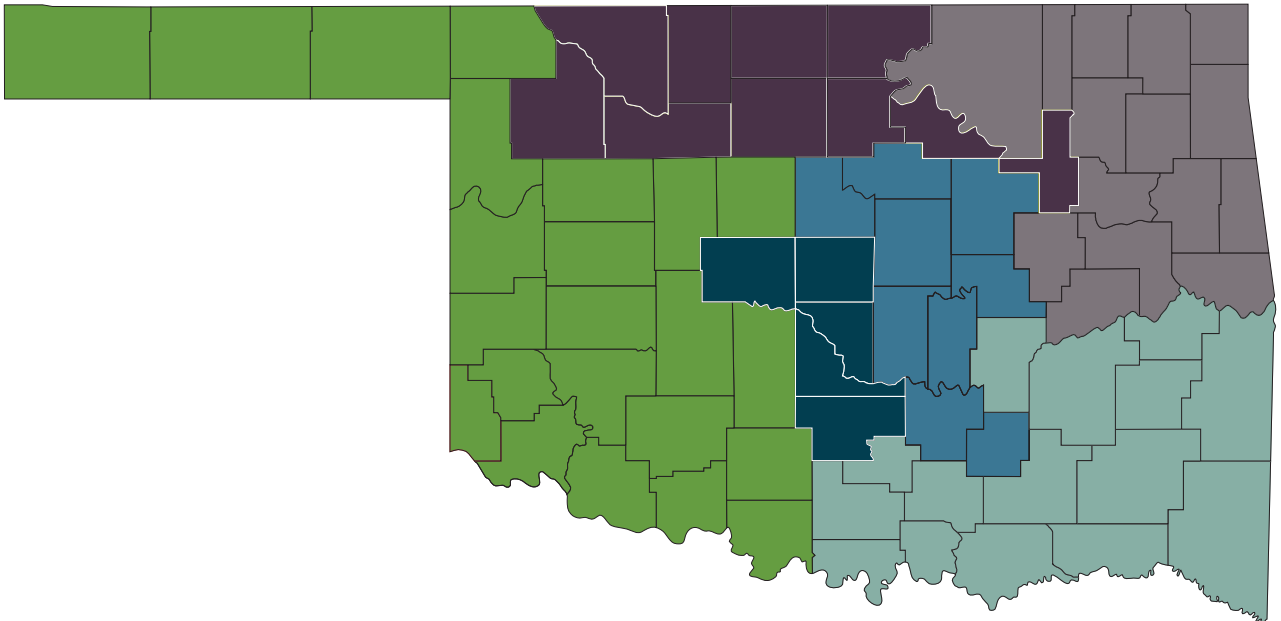
OKLAHOMA TURNPIKE AUTHORITY MEMBERS



Chairman
GENE LOVE
District 5



Vice Chairman
JOHN D. JONES
District 1



Secretary & Treasurer
DANA WEBER
District 4



Member
TODD CONE
District 2



Member
WILL L. BERRY
District 3



Member
JOHN TITSWORTH
District 6



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

Oklahoma Turnpike Authority

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2021

Christopher P. Morill

Executive Director/CEO



CREWS PLOWING THE JOHN KILPATRICK TURNPIKE



OKLAHOMA
TURNPIKE
AUTHORITY



Independent Auditor's Report

Members
Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Oklahoma Turnpike Authority (the Authority), a component unit of the state of Oklahoma, as of and for the years ended December 31, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of December 31, 2022 and 2021, and the changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in *Note 1* to the financial statements, in fiscal year 2022, the Authority adopted Governmental Accounting Standards Board Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, pension, and other postemployment benefit information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing

standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The schedule of budget compared to actual operating expense and schedule of annual debt service requirements are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the schedule of budget compared to actual operating expense and schedule of annual debt service requirements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2023, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

FORVIS, LLP

Tulsa, Oklahoma
March 31, 2023

MANAGEMENT'S DISCUSSION AND ANALYSIS

YEARS ENDED DECEMBER 31, 2022 AND 2021

This section of the Oklahoma Turnpike Authority's (OTA) annual financial report presents management's discussion and analysis of its financial performance during the fiscal years ended December 31, 2022 and 2021. Please read it in conjunction with the transmittal letter in the Introductory Section and the OTA's financial statements, as a whole.

Please note the OTA implemented Governmental Accounting Standards Board (GASB) Statement 87 'Leases', effective as of January 1, 2021. Periods prior to this date are not affected by GASB 87. The financial statements for the year ended December 31, 2021 have been restated for this implementation.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this report consists of three parts: management's discussion and analysis, the basic financial statements with the notes to the financial statements and other supplementary information. The OTA's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units on an accrual basis. The OTA reports all assets and liabilities of the Authority. Additionally, revenues and expenses are recognized in the period earned or incurred, which includes depreciation. The OTA's Financial Statements provide information about the OTA's overall financial status. The Notes to Financial Statements include explanation for certain items. Other supplementary information provides further required details.

The OTA's Trust Agreement dated February 1, 1989, as amended (the Trust) defines the flow of funds and establishes various unrestricted and restricted accounts. These accounts are referred to as "Funds" for discussion purposes but are consolidated for enterprise fund financial statement presentation. The Revenue Fund provides for the general operations of the Turnpike System and is directly impacted by fluctuations in operating results. The monies held in restricted accounts are held for specific purposes. A monthly transfer is made to the Reserve Maintenance Fund from revenues to fund budgeted Capital Plan projects. The required Reserve Maintenance Fund deposit is established by the Consulting Engineer during the annual review and evaluation of the Turnpike System. Residual funds not needed for other required

purposes are transferred to the General Fund to be utilized as programmed.

In late 2015, the Authority embarked on a Governor-initiated, multi-million dollar turnpike expansion and improvement program known as "Driving Forward: Investing in Oklahoma's Future" (Driving Forward). Driving Forward was characterized as "ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come." Driving Forward projects included reconstruction projects for the Muskogee, H.E. Bailey and Turner Turnpikes, as well as capacity expansion for the Turner Turnpike, the new Kickapoo Turnpike alignment from I-40 to the Turner Turnpike, a southwest extension for the John Kilpatrick Turnpike and a new west extension of the Gilcrease Expressway (the Gilcrease) in Tulsa. In support of this endeavor, in 2017 and 2018 the Authority issued \$1,113.2 million in Revenue Bonds to provide proceeds dedicated to the construction of these projects on the Turnpike System.

The Gilcrease was separately funded through an innovative partnership consisting of the Oklahoma Department of Transportation (the ODOT), municipalities and governmental entities, the U.S. Department of Transportation (the USDOT), and Gilcrease Developers LLC (a competitively selected build-finance partner). In mid-November 2022, the Gilcrease achieved substantial completion, and the Authority received proceeds on a \$120.1 million loan from the USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) program. A Non-System Trust Agreement defines the flow of funds and reporting requirements for the Gilcrease. This five-mile four-lane divided toll road includes 22 bridges, four major interchanges, and a 10-foot-wide multi-use trail. Two of the bridges span the Arkansas River. In addition to relieving congestion during peak travel periods, the Gilcrease improves connectivity between neighborhoods on opposite sides of the Arkansas River.

In early 2022, the Authority announced a long-range program known as "ACCESS Oklahoma: Advancing and Connecting Communities and Economies Safely Statewide" (ACCESS). ACCESS is a \$5.0 billion, 15-year long-range construction program to plan for future infrastructure needs along the Turnpike System and throughout the State, improve traffic safety and facilitate improved movement of people and products. A variety of projects are contemplated in this

program, with projects identified across the Turnpike System. Funding for this program will be generated through a variety of options available to the OTA, including the issuance of Second Senior Revenue Bonds.

Additionally, the Authority continues its 5-year Capital Plan. The 2023 portion of the Capital Plan calls for spending of approximately \$161.4 million for multiple capital projects. Approximately 73.8% of this funding is allocated to road and bridge projects, building projects and maintenance equipment and vehicles. The remaining portion of the Capital Plan budget is allocated to additional Information Technology services and equipment and service upgrades for the continued expansion of cashless tolling. The Capital Plan will be funded by current resources and toll revenues.

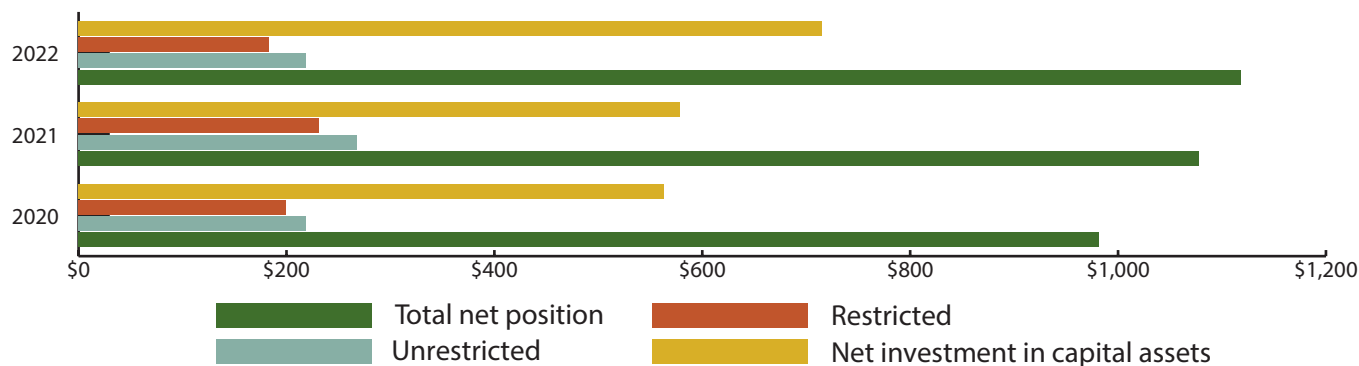
TABLE A-1 - STATEMENTS OF NET POSITION DECEMBER 31, 2022 AND 2021 (MILLIONS OF DOLLARS)			
	2022	2021	2020
Current assets	\$ 465.1	\$ 556.9*	\$ 536.7
Noncurrent restricted and other assets	195.1	224.1*	194.7
Capital and lease assets	2,589.8	2,356.1*	2,291.0
Total assets	3,250.0	3,137.1*	3,022.4
Total deferred outflows	57.9	58.3	72.6
Current Liabilities	265.7	175.2*	121.8
Noncurrent Liabilities	1,901.7	1,900.0*	1,978.2
Total liabilities	2,167.4	2,075.2*	2,100.0
Total deferred inflows	22.4	42.3*	13.1
Net Position:			
Net investment in capital assets	713.6	577.6	563.6
Restricted	183.5	231.7	200.4
Unrestricted	220.9	268.6*	217.9
Total net position	\$ 1,118.0	\$ 1,077.9*	\$ 981.9

*Restated for implementation of GASB 87, effective January 1, 2021

TABLE A-2 - STATEMENTS OF REVENUES, EXPENSES & CHANGES IN NET POSITION DECEMBER 31, 2022 AND 2021 (MILLIONS OF DOLLARS)			
	2022	2021	2020
Operating Revenues:			
Toll revenue	\$ 359.1	\$ 357.7	\$ 302.6
Concession revenue	2.8	2.2*	2.6
Total operating revenues	361.9	359.9	305.2
Operating expenses, depreciation and amortization:			
Toll Operations	25.5	27.0	32.7
Turnpike Maintenance	30.2	22.7 *	27.2
Engineering	2.6	3.2	2.7
Construction	7.6	1.9	3.0
Right-of-Way and Utility	0.7	-	-
Highway Patrol	18.1	19.7	20.0
Customer Service	15.4	14.6 *	12.5
Administrative Services	2.4	2.3	2.3
Information Technology	13.6	12.4 *	12.1
Comptroller and Cash Management	18.1	1.2	1.6
Finance and Revenue	2.0	1.6	4.8
Operations Support	-	6.5	-
Executive	5.9	4.1	4.1
Authority	0.0	0.0	0.0
Depreciation and amortization	107.5	95.7 *	97.4
Total operating expenses, depreciation and amortization	249.6	212.9 *	220.4
Operating income	112.3	147.0 *	84.8
Net non-operating (expenses)	(72.2)	(51.0)*	16.5
Change in net position	40.1	96.0 *	101.3
Total net position, beginning of year	1,077.9	981.9	880.6
Total net position, end of year	\$ 1,118.0	\$ 1,077.9 *	\$ 981.9

*Restated for implementation of GASB 87, effective January 1, 2021

TABLE A-3 - NET POSITION (MILLIONS OF DOLLARS)



FINANCIAL ANALYSIS

NET POSITION

The Statements of Net Position report the OTA's net position and how it has changed. Net position is the difference between the OTA's assets and deferred outflows and its liabilities and deferred inflows. Total net position is one way to measure the OTA's financial health or position. Over time, increases or decreases in net position can serve as a key performance indicator of whether the financial position is improving or deteriorating. As shown in Table A-1, the OTA's net position continues to increase. Total net position at December 31, 2022 increased \$40.1 million to approximately \$1,118.0 million, as compared to \$1,077.9 million at December 31, 2021; net position was \$981.9 million at December 31, 2020.

A significant factor of the current year increase in total net position can be identified in the 'Net investment in capital assets' category, which has increased \$136.0 million when compared to December 31, 2021; an increase of \$150.0 is noted when compared to December 31, 2020. The various activities to finalize projects in the Driving Forward projects, as well as continued Capital Plan activities and initial activities of the ACCESS program are reflected in these increases.

Another portion of the change in total net position is reflected in the 'Restricted' category, which is comprised of the monies restricted for debt service, reserve maintenance and pensions. Total 'Restricted' has decreased approximately \$48.2 million as compared to 2021 and \$16.9 million when compared to 2020. The monies restricted for debt service have remained consistent between 2022 and 2021, after increasing in 2021 over 2020. This change reflects the effect of the issuance of the Series 2020A and 2020B bonds in October 2020; these

refunding bonds defeased the Series 2011AB and a portion of the Series 2017C Bonds. The adjusted annual debt service requirements are reflected in these fluctuations. The decrease in the monies restricted for reserve maintenance have steadily decreased as these monies are reinvested in the Turnpike System, which is reflected in the increase in 'Net investment in capital assets' discussed above. The amounts restricted for pensions fluctuate annually based on the OPERS calculation of the net pension liability (asset) and the OTA's proportionate share of the same.

Another component of the change in total net position is the \$47.7 million decrease in the "Unrestricted" category when compared to December 31, 2021 and an increase of \$3.0 million when compared to December 31, 2020. The 'Unrestricted' category includes current and other assets less current liabilities. The \$29.2 million dollar increase in accounts payable and accrued expenses when compared to December 31, 2021 and the \$26.8 million increase when compared to December 31, 2020 are related to various capital asset construction activities previously noted in the discussion of the increase in the 'Net investment in capital assets'. The OTA manages construction contracts for these projects with other governmental entities responsible for portions of these costs. If funds are received prior to completion of the project, those receipts are reflected as a liability in current accounts payable and accrued expenses; the liability is reduced as construction progresses. This fluctuation is also impacted by monies held in the Revenue and General Funds. These monies totaled approximately \$246.0 at December 31, 2022, as compared to \$260.1 million and \$204.6 million at the close of 2021 and 2020, respectively.

Consistent with other tolling entities in the industry, the COVID-19 pandemic created a negative impact on traffic in 2020. The OTA demonstrated fiscal responsibility by initiating a series of transactions to help counter-balance the toll shortfall.

On July 1, 2020, the Authority closed on a Junior Obligation Note in the amount of \$50.0 million. The full line was drawn at closing and deposited in the Revenue Maintenance Fund, thereby satisfying the Trust-required annual deposit for the remainder of 2020, 2021 and into 2022. The Authority also issued the previously mentioned Series 2020A and 2020B bonds in October 2020; this adjusted the annual debt service requirements as of January 1, 2021 and decreased the Trust-required deposits to be funded from revenues. By December 31, 2021, OTA's traffic normalized to pre-pandemic numbers. For December 31, 2022, OTA generated \$56.5 million in additional toll income when compared to 2020, and an increase of \$1.4 million over 2021.

The OTA has steadily demonstrated its commitment to the preservation of and investment in the Turnpike System through its funding of the Reserve Maintenance and General Funds through revenues, and when necessary, the issuance of Second Senior Revenue Bonds to fund certain improvement projects. Reserve Maintenance deposits must meet funding requirements established annually by the Consulting Engineer. These monies must be utilized for capital improvements on the Turnpike System. As noted previously, residual funds not needed for other required purposes are transferred to the General Fund. The General Fund monies are then utilized for programmed projects, determined annually through the budgeting process. The on-going investment in the Turnpike System is the key factor of the continued increase in total net position.

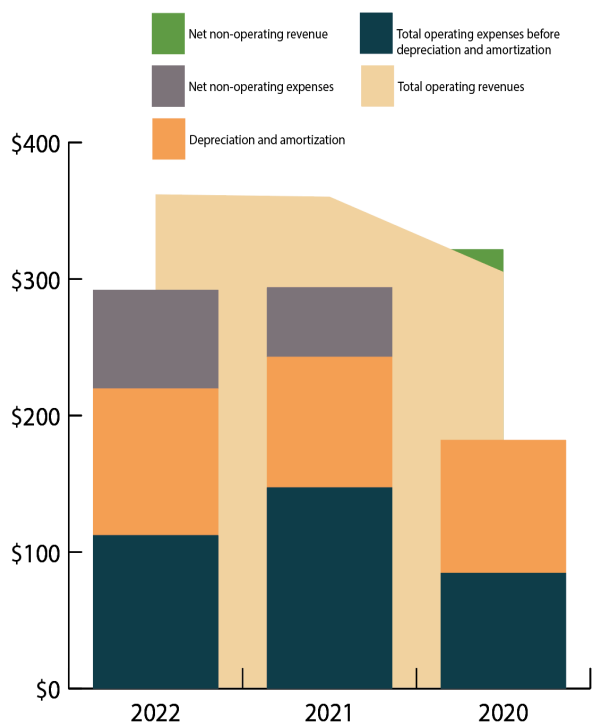
CHANGES IN NET POSITION

As depicted in Table A-2, the OTA's total operating revenues at December 31, 2022, were approximately \$361.9 million, 0.6% and 18.6% increases when compared to revenues of \$359.9 million and \$305.2 million for 2021 and 2020, respectively. Year-to-date toll revenues reported 0.6% over 2022 projections of \$357.6 million. The OTA is gradually converting the Turnpike System to cashless tolling. This method of toll collection improves safety on the Turnpike System, and the free-flow traffic model adds a convenience to the traveling public. On cashless turnpikes, if a traveler does not have a *PIKEPASS* transponder, a scanner reads the vehicle's license plate, takes a photo and an invoice is sent. PlatePay travelers also have the option to enroll in the PlusPass mobile application. PlusPass partners with the OTA to provide this service. PlatePay customers using PlusPass receive a discount for using the mobile application as their preferred billing method. The Creek Turnpike operated one cashless interchange since 2017, and the John Kilpatrick Turnpike became fully converted to cashless tolling in mid-2021. Throughout 2022, the Kickapoo, H.E. Bailey, Chickasaw and Cimarron Turnpikes were converted to cashless tolling, and the Gilcrease opened to the public in late November as a cashless facility. The remainder of the Creek and the Cherokee Turnpikes will be converted in early 2023, with the remaining four turnpikes anticipated to be converted by the end of 2024.

Total toll transactions for 2022 remained consistent with 2021 levels, reporting at just under 196.0 million transactions, and an increase compared to 166.1 million transactions for 2020. Passenger traffic accounted for 177.0 million and commercial traffic accounted for 18.9 million of the total transactions in 2022.

The OTA is fully interoperable with all tolling entities participating in the Central United States Interoperability Hub (CUSIOP). Current interoperable partners include the Kansas Turnpike Authority and the following partners in Texas: the North Texas Tollway Authority, the Central Texas Regional Mobility Authority (CTRMA), Ft. Bend County Toll Road Authority (Ft. Bend), Texas Department of Transportation, and Harris County Toll Road Authority. Interoperability allows customers with a *PIKEPASS* transponder to travel on these other interoperable toll systems. Conversely, customers with eligible transponders from interoperable partners can travel the OTA Turnpike System; CTRMA and Ft. Bend do not issue transponders, and as such, do not have customers traveling on the OTA Turnpike System. Total revenues derived from interoperability for 2021 comprised approximately \$17.3 million, or 4.8%, of the \$359.1 million of toll revenues. Interoperable

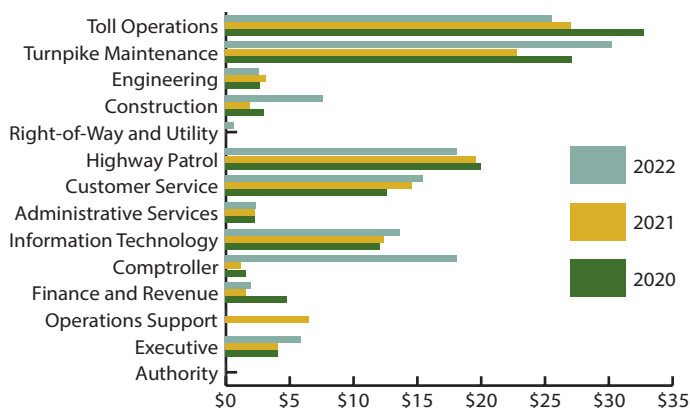
TABLE A-4 - CHANGES IN NET POSITION (MILLIONS OF DOLLARS)



transactions have reflected a steady growth rate since the original implementation in late 2014. For 2022, interoperable transactions totaled 8.3 million, or 4.2%, of 196.0 million total transactions. The CUSIOP anticipates becoming interoperable with the Southeast Interoperability Hub (SEIOP) in early 2023. This Hub-to-Hub relationship will be the first in the nation as the move towards National interoperability is one step closer to becoming an attainable goal. As the number of *PIKEPASS* customers using the Turnpike System grows, there is a similar impact on interoperability.

The total change in net position for 2022 is \$40.1 million, compared to the \$96.0 million total change for 2021. The current year increase is less than the prior year's increase resulting from the current year increase of \$24.9 million in operating expenses before depreciation and amortization across most divisions, an increase of \$11.8 million in depreciation and amortization expense, as well as the \$21.2 million increase in net non-operating expenses.

TABLE A-5 - OPERATING EXPENSES (MILLIONS OF DOLLARS)



Total operating expenses have fluctuated from a division classification perspective the last few reporting periods as the OTA continues to progress through the implementation of converting the Turnpike System to cashless tolling. As previously mentioned, PlatePay is the OTA's cashless tolling system. On cashless turnpikes, if a traveler does not have a *PIKEPASS* transponder, a scanner reads the vehicle's license plate, takes a photo and an invoice is sent. The responsibilities for PlatePay are represented in a shared capacity among the Toll Operations, Customer Service and Cash Management branch of the Comptroller divisions. The image review processes and costs are reflected in the Toll Operations division. The costs associated with customer support are reflected in the Customer Service division. The invoicing, bank processing, collections and responsibility for establishing a reasonable allowance for bad debt expense are reflected in the Comptroller division, specifically the Cash Management

branch (formerly the Operations Support division). This sharing of responsibility is a shift from these processes being wholly included in the Toll Operations division (2020) or the Customer Service division (pre-2020).

As traffic increases and turnpikes are converted to the cashless process, costs associated with PlatePay will also increase. The Operations Support division was created in early 2021 to further separate and prepare for the transition to cashless tolling in mid-2021. As PlatePay activity began to rapidly increase with the transition of the John Kilpatrick Turnpike to cashless tolling, it was further determined that the integration necessary for the reconciliation, recording and tracking of invoice activity would be better positioned within the Comptroller Division as a separate branch. The Cash Management branch of the Comptroller division operates as a business office to reconcile and balance PlatePay and *PIKEPASS* financial activity. Total 2021 collective operating expenses for the Operations Support and Comptroller divisions was \$7.7 million as compared to \$18.1 million in total Comptroller and Cash Management operating expenses. This \$10.4 million increase is the result of the five new turnpikes which became cashless throughout the year. Nearly half of this increase in expense, \$4.8, million is represented in an increase for printing and postage costs related to issued PlatePay invoices, as well as mailing costs associated with an increased number of *PIKEPASS* customers utilizing the System. Banking and financial services have increased nearly \$2.1 million as customers utilize credit cards as the primary payment method. Additionally, bad debt expense is also reflected in this branch as the Comptroller Division is responsible for establishing a reasonable allowance for bad debt.

The increase in operating expenses for the Maintenance division was approximately \$7.5 million. A portion of this increase is related to various salary increases that were implemented in January 2022 in an effort to improve employee retention. Expenses related to various road maintenance activities accounted for \$3.0 million of the 2022 increase; activities included continued striping and concrete panel replacement, equipment repairs, cable barrier replacement efforts and sign replacements. These efforts help maintain the Turnpike System at a high standard. Additionally, the Maintenance Division reflects an increase of \$1.8 million for ice and snow supplies which was incurred to prepare for anticipated winter weather. Significant inflation and supply chain issues have also created notable operating expense increases in the price of salt, as well as fuel and gasoline and herbicide and insecticide increases.

Construction division operating expenses reflect an increase of \$5.7 million. The majority of this expense is related to a joint project between the City of Oklahoma City, the City of Mustang and the OTA. The resulting asset will not be owned by the OTA, so the cost attributable to the OTA's share of this project is properly expensed. Additionally there have been several emergency bridge repairs needed on the Turner Turnpike which are also appropriately expensed.

Throughout the last reporting periods, several Driving Forward projects have been completed or reached substantial completion. This has resulted in an increase in depreciable capital assets. Accordingly, there is an increase in depreciation expense being recognized for these assets, with total depreciation and amortization expense increasing \$11.8 million over the prior year. Also, the OTA implemented GASB 87 'Leases,' effective as of January 1, 2021. This statement establishes a single model for lease accounting based on the principle that leases are financings of a right to use an asset. The restatement for the adoption of GASB 87 resulted in a net \$0.3 million impact on December 31, 2021 net position. GASB 87 creates intangible lease assets which are then amortized as appropriate. Approximately \$1.0 million of amortization expense is recognized and combined with depreciation expense for these intangible assets in both 2022 and 2021.

Finally, net non-operating expenses have increased primarily as a result of the significant \$23.7 million decrease in the fair value of investments, offset by \$3.8 million increase in interest earned on investments. These fluctuations reflect current market conditions.

CAPITAL AND LEASE ASSETS AND DEBT ADMINISTRATION

CAPITAL AND LEASE ASSETS

The OTA has invested approximately \$4,815.3 million and \$4,484.7 million in capital and lease assets as of December 31, 2022 and 2021, respectively. The primary components of depreciable capital assets include 'Roads and bridges' and 'Improvements'; non-depreciable components include 'Construction work in progress' (CWIP) and 'Land'. In 2022, accumulated depreciation and amortization on capital and lease assets increased to \$2,225.5 million, a 4.6% increase as compared to the 2021 balance of \$2,128.6 million. This is the result of the capitalization of several projects in the 'Roads and Bridges', 'Improvements' and 'Equipment' categories.

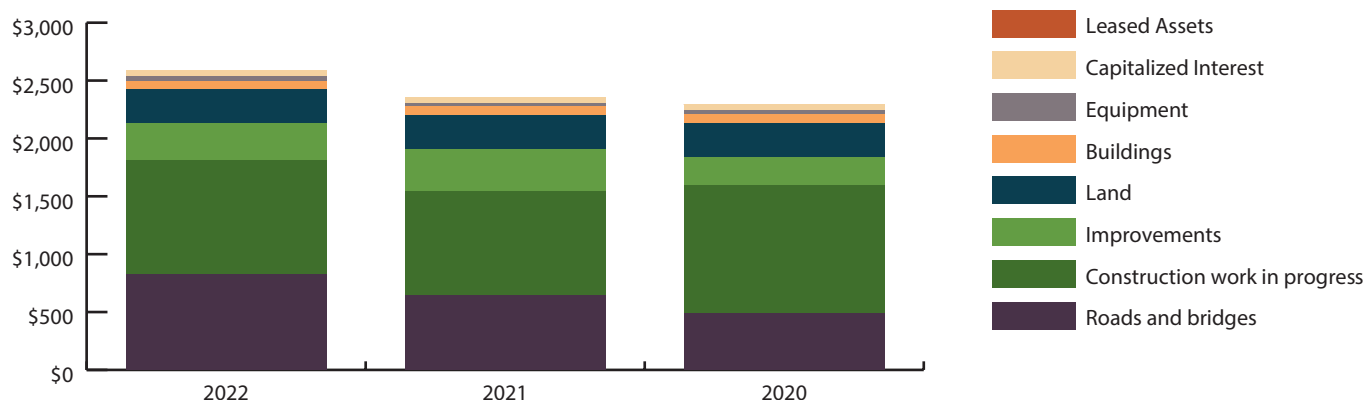
As previously noted, the OTA implemented GASB 87 effective as of January 1, 2021. The premise of GASB 87 is the principle that leases are financings of a right to use an asset. Accordingly, the OTA has created intangible lease assets which are reflected on the Statements of Net Position. As of December 31, 2022 and 2021, the cumulative net Lease Assets reported at just under \$2.0 million and \$1.0 million, respectively. These assets will be amortized over the corresponding applicable lease terms. Approximately \$1.0 million of amortization expense is recognized and combined with depreciation expense for these intangible assets in both 2022 and 2021. The restatement for the adoption of GASB 87 resulted in a \$0.3 million impact on December 31, 2021 net position.

At December 31, 2022 and 2021, considering the implementation of GASB 87, total net capital and lease assets were \$2,589.8 and \$2,356.1 million, an increase of 9.9%. When comparing end of year 2022 to December 31, 2020, net capital assets have increased 13.0%. Net capital assets at the close of 2020 were \$2,291.0 million (see Table A-6). GASB 87 is not applicable to periods prior to January 1, 2021.

The largest increase in net capital assets is reflected in net depreciable assets, increasing to \$1,309.3 million at December 31, 2022 from \$1,154.6 million and \$881.0 million in 2021 and 2020, respectively. Capital assets include those associated with Driving Forward and planned projects in the Capital Plan. At December 31, 2022, numerous projects were in progress across the Turnpike System, funded as appropriate by the Reserve Maintenance, General and Construction Funds. The Construction Funds are associated with proceeds from the Series 2017 and 2018 Bonds related to Driving Forward. The amounts in non-depreciable capital assets also result from activities related to the Driving Forward and ACCESS construction programs. Throughout the last reporting periods, several projects have been completed or reached substantial completion. The resulting increase reflects the transfer of costs from non-depreciable assets to the capitalization of completed road and bridge rehabilitation projects, along with road striping, drainage and signing improvements.

Prior to the implementation of GASB 89, the Authority allocated and accumulated capitalized interest for constructed assets. When a project is closed, the capitalized interest associated with the project is also capitalized. The balance of interest cost in CWIP decreased to \$27.7 million in 2022 from \$40.7 million in 2021, resulting from the capitalization of qualifying projects. The amortization expense associated with 'Capitalized interest' was \$4.1 million, \$4.3 million and \$5.0 million for 2022, 2021, and 2020, respectively.

TABLE A-6 - CAPITAL ASSETS (NET OF DEPRECIATION, MILLIONS OF DOLLARS)

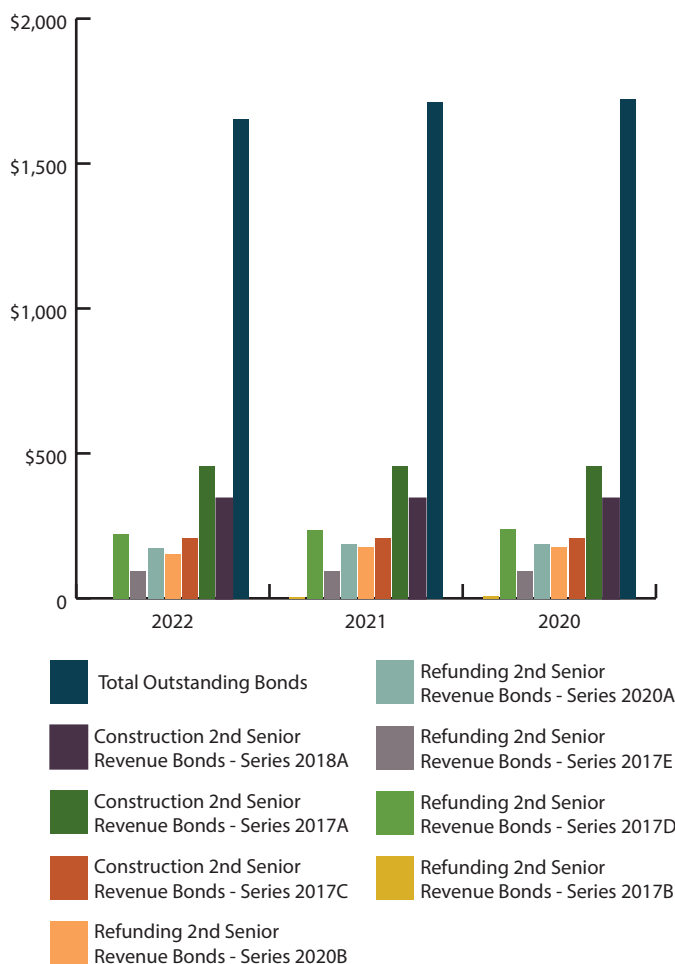


Overall, CWIP increased as of December 31, 2022 to \$989.1 million from \$902.8 million in 2021 and a decrease from \$1,110.4 million in 2020. While CWIP has decreased with the capitalization of certain Capital Plan construction projects, the decrease is in part related to the capitalization of completed road and bridge projects associated with the conclusion of the Driving Forward program. The OTA has also begun preliminary activities for the numerous projects included in the ACCESS program. Additionally, design work continues on Capital Plan improvements including bridge and pavement reconstruction and rehabilitation projects, cable barrier installation, and the redevelopment of the Stroud service plaza on the Turner Turnpike.

Capital assets were also affected by the sale of surplus land in 2022 and 2021. The OTA began purchasing property in 2015 for the construction of the Driving Forward projects. As the Driving Forward program is concluding, OTA is diligently reviewing its on-going need for obtained right-of-way. For parcels identified as surplus and unnecessary for future turnpike needs, this property is disposed of according to policy and returned to the appropriate tax rolls. By the close of 2022, the 'Land' category had decreased approximately \$8.1 million from 2021 and \$10.1 million as compared to 2020. For additional information regarding the OTA's capital and lease assets, please see Notes 10 and 11 to the financial statements.

at December 31, 2022. All of the OTA's bonds are fixed rate bonds, insured and rated Aa3 by Moody's Investors Service, and AA- by both Fitch Ratings and Standard and Poor's Rating Service with a stable rating outlook. Proceeds for the USDOT TIFIA loan were distributed in mid-November 2022 in the amount of \$120.1 million (see further discussion below). The payable to the ODOT at December 31, 2022 and 2021 was approximately \$54.7 million and \$54.2 million, respectively.

TABLE A-7 - OUTSTANDING BONDS (MILLIONS OF DOLLARS)



DEBT ADMINISTRATION

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with rules and regulations of the U.S. Treasury Department and the U.S. Securities and Exchange Commission. At December 31, 2022 the OTA's noncurrent long-term debt included revenue bonds, a USDOT TIFIA loan and a payable to the ODOT. The OTA had approximately \$1,653.9 million in revenue bonds outstanding

On May 8, 2020, the USDOT and the OTA executed a TIFIA loan agreement of up to just over \$120.1 million. Loan proceeds were anticipated to be disbursed upon Gilcrease Developers LLC (the Project Company) achieving the substantial completion milestone for construction of the Gilcrease Expressway. In mid-November 2022, the project reached substantial completion, and the TIFIA loan proceeds were disbursed to the Project Company to be used towards repayment of the Project Company's interim financing. This USDOT TIFIA loan is reflected on the Statements of Net Position. This TIFIA loan is subject to a separate Non-System Trust Agreement and the loan agreement contains elements specific to this long-term loan. Every January 1 or July 1 of the 'Capitalized Interest Period' of this loan, interest accrued on the TIFIA loan in the 6 months prior to said date shall be capitalized and added to the outstanding TIFIA loan balance. 'The Capitalized Interest Period' is defined as the period from and including the Effective Date to the first day of the initial payment.

On July 1, 2020 the Authority closed on a Junior Obligation Note with DNT Asset Trust in the amount of \$50.0 million. The full line was drawn at closing and deposited in the Reserve Maintenance Fund, thereby satisfying the Trust-required annual deposit for the remainder of 2020, 2021 and into the following year. This subordinate debt is secured by the credit of the OTA's General Fund and matures on July 1, 2023.

On October 29, 2020, the Authority closed on the delivery of \$187.2 million in Series 2020A Refunding Second Senior Revenue Bonds, and \$179.2 million in Series 2020B Refunding Second Senior Revenue Bonds. These bonds were issued for the purpose of refunding the remaining Series 2011AB Bonds, as well as refunding a portion of the 2017C Bonds. The 2020A Bonds were structured as tax-exempt fixed rate "AA-" bonds and the 2020B Bonds were structured as taxable fixed rate "AA-" bonds. The combined total all-in-cost of capital for the Series 2020AB Bonds was 1.27%.

The OTA's other outstanding Second Senior Revenue Bonds and Refunding Second Senior Revenue Bonds were also structured as tax-exempt fixed rate "AA-" bonds. These bonds were issued in support of the Driving Forward program and to refund various other eligible bonds. The last several issues have routinely resulted in a total all-in-cost of capital between 3.75%-4.15%. For additional information on the OTA's long-term debt activity, please refer to Notes 4 and 12 to the financial statements.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

According to the "Oklahoma Economic Report," released by Oklahoma State Treasurer Todd Russ in February 2023, Gross Receipts to the Treasury achieved a record high over the past twelve months. However, rising interest rates may impede future economic growth. According to Treasurer Russ, all major revenue streams reflected growth, with sales and use tax collections exceeding the December inflation rate of 6.5%; income tax receipts increased by 13.1%. Since the OTA does not receive appropriations, the OTA is not directly affected by the state budget fluctuations.

The Oklahoma unemployment rate remains low at 3.4%, remaining unchanged since September. The U.S unemployment rate also remains low at 3.5% in December 2022. The Federal Open Market Committee (FOMC) is expected to raise its policy interest rate another 0.25% in late March. Further, the FOMC stated in early March that the 'ultimate level of interest rates is likely to be higher than previously anticipated.' However the collapse of two US banks may cause a pause to this strategy. The FOMC will continue to assess economic factors and make policy adjustments as appropriate.

Continuing to recover from the COVID-19 pandemic, OTA's traffic and revenue has begun to normalize. The toll transactions for 2022 remained steady at approximately 196.0 million, an 18.0% increase compared to 166.1 million in 2020. Year to date net toll revenues for 2022 were \$359.1 million, consistent with previous year revenues of \$357.6 million, and an 18.7% increase when compared to 2020 net toll revenues of \$302.6 million. Toll revenues for 2023 are projected at \$359.5 million.

The Authority's 2023 Annual Budget, adopted by the Authority in December 2022, includes approximately \$137.8 million for the Operating and Maintenance budget and \$161.4 million for the 2023 Capital Plan projects funded through the Reserve Maintenance Fund and General Fund budgets. The OTA's 2023 Annual Budget reflects the Authority's commitment to customer safety and responsiveness to both current economic conditions and customer expectations.

CONTACTING THE OTA'S FINANCIAL MANAGEMENT

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



CONSTRUCTION OF THE GILCREASE EXPRESSWAY

STATEMENTS OF NET POSITION, DECEMBER 31, 2022 AND 2021

	2022	2021 (as restated)
Assets:		
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 232,710,374	\$ 247,490,145
Investments-unrestricted (note 3)	11,491,066	12,606,690
Cash and cash equivalents - restricted (note 3)	127,038,498	173,724,850
Investments-restricted (note 3)	59,427,059	92,988,405
Accounts receivable (note 14)	20,295,510	14,996,790
Lease receivable (note 11)	767,521	730,140
Accrued interest receivable-unrestricted	102,967	93,244
Accrued interest receivable-restricted	862,543	2,103,099
Tag inventory	3,044,639	3,191,120
Materials inventory	7,914,601	8,640,535
Prepaid expenses	1,433,567	282,206
Total current assets	<u>465,088,345</u>	<u>556,847,224</u>
Noncurrent assets:		
Cash and cash equivalents-restricted (note 3)	28,120,943	23,135,117
Investments-restricted (note 3)	155,114,563	172,333,635
Lease receivable (note 11)	10,722,813	11,490,334
Total noncurrent cash, cash equivalents and investments	<u>193,958,319</u>	<u>206,959,086</u>
Capital and lease assets: (note 10 and 11)		
Depreciable, net	1,309,272,774	1,154,631,977
Lease assets, net	1,988,649	995,390
Land	289,465,672	297,605,153
Construction work in progress	989,092,728	902,835,921
Net capital and lease assets	<u>2,589,819,823</u>	<u>2,356,068,441</u>
Net OPEB asset	1,077,314	1,598,507
Net pension asset	-	15,605,276
Total noncurrent assets	<u>2,784,855,456</u>	<u>2,580,231,310</u>
Total assets	<u>3,249,943,801</u>	<u>3,137,078,534</u>
Deferred outflows of resources:		
Unamortized net deferred debit on refunding (note 4)	45,548,194	54,841,442
Related to pensions (note 7)	11,700,917	2,945,538
Related to OPEB (note 9)	632,755	485,278
Total deferred outflows of resources	<u>57,881,866</u>	<u>58,272,258</u>
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 14)	57,689,119	24,083,652
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 14)	6,983,268	11,560,046
Accrued interest payable	35,715,534	36,482,894
Unearned revenue	47,182,735	44,704,090
Lease liability (note 11)	675,511	728,060
Arbitrage rebate payable to U.S. Treasury	217,677	1,220,158
Current notes payable and long-term debt (note 4)	117,250,000	56,345,000
Total current liabilities	<u>265,713,844</u>	<u>175,123,900</u>
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 14)	2,295,629	2,171,315
Net pension liability (note 7)	9,675,932	-
Net OPEB liability (note 9)	1,779,806	2,036,768
Lease liability (note 11)	1,331,379	283,563
Long-term debt, net of unamortized net premiums of \$125,196,041 and \$137,416,186 in 2022 and 2021, respectively	1,711,836,041	1,841,306,186
USDOT TIFIA loan (note 4 and 12)	120,116,133	-
Payable to Department of Transportation (note 5)	54,668,438	54,201,683
Total noncurrent liabilities	<u>1,901,703,358</u>	<u>1,899,999,515</u>
Total liabilities	<u>2,167,417,202</u>	<u>2,075,123,415</u>
Deferred inflows of resources:		
Unamortized net deferred credit on refunding (note 4)	9,528,685	10,559,907
Related to pensions (note 7)	469,610	17,874,181
Related to OPEB (note 9)	1,507,651	1,945,448
Related to leases (note 11)	10,879,913	11,912,863
Total deferred inflows of resources	<u>22,385,859</u>	<u>42,292,399</u>
Net position:		
Net investment in capital assets	713,589,422	577,618,690
Restricted for debt service	154,455,813	155,013,054
Restricted for reserve maintenance	27,991,124	59,476,569
Restricted for pension and OPEB	1,077,314	17,203,783
Unrestricted	220,908,933	268,622,882
Total net position	<u>\$ 1,118,022,606</u>	<u>\$ 1,077,934,978</u>
Commitments and contingencies (notes 16 and 17)	-	-
See accompanying notes to financial statements		

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION, YEARS ENDED DECEMBER 31, 2022 AND 2021

	2022	2021 <i>(as restated)</i>
	<u> </u>	<u> </u>
Operating revenues:		
Tolls	\$ 359,054,214	\$ 357,624,786
Concessions	2,849,823	2,252,398
Total operating revenues	<u>361,904,037</u>	<u>359,877,184</u>
Operating expenses:		
Toll Operations	25,455,529	27,027,078
Turnpike Maintenance	30,248,504	22,739,834
Engineering	2,579,383	3,193,727
Construction	7,609,600	1,907,947
Right-of-Way and Utility	675,391	-
Highway Patrol	18,126,514	19,647,458
Customer Service	15,383,332	14,563,429
Administrative Services	2,362,247	2,321,217
Information Technology	13,595,613	12,429,550
Comptroller and Cash Management	18,117,100	1,180,198
Finance and Revenue	2,048,295	1,590,502
Operations Support	-	6,539,686
Executive	5,901,426	4,077,203
Authority	7,597	3,878
Total operating expenses before depreciation and amortization	<u>142,110,531</u>	<u>117,221,707</u>
Operating income before depreciation and amortization	219,793,506	242,655,477
Depreciation and amortization	<u>(107,467,549)</u>	<u>(95,681,351)</u>
Operating income	<u>112,325,957</u>	<u>146,974,126</u>
Non-operating revenues (expenses):		
Interest earned on investments	8,594,842	4,830,811
Net (decrease) in fair value of investments	(25,798,530)	(2,131,520)
Interest expense on revenue bonds outstanding and leased assets	(66,828,180)	(69,816,233)
Other revenues	11,793,539	14,527,755
Contributed revenue	-	1,691,921
Net non-operating expenses	<u>(72,238,329)</u>	<u>(50,897,266)</u>
Change in net position	40,087,628	96,076,860
Total net position, beginning of the year	<u>1,077,934,978</u>	<u>981,858,118</u>
Total net position, end of the year	<u>\$ 1,118,022,606</u>	<u>\$ 1,077,934,978</u>

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2022 AND 2021

	2022	2021 <i>(as restated)</i>
Cash flows from operating activities:		
Receipts from customers	\$ 364,067,113	\$ 362,072,903
Receipts from concessionaires	2,550,811	1,942,395
Receipts from other sources	14,236,854	13,350,458
Payments to service providers	(79,308,017)	(81,405,719)
Payments to employees	(44,830,206)	(40,204,173)
Net cash flows provided by operating activities	<u>256,716,555</u>	<u>255,755,864</u>
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	50,385,630	49,216,419
Payments to the Department of Transportation (ODOT)	(50,385,630)	(49,216,419)
Interest received and recorded as payable to the ODOT	466,755	424,461
Net cash flows provided by noncapital financing activities	<u>466,755</u>	<u>424,461</u>
Cash flows from capital and related financing activities:		
Transfer from escrow for defeased bonds	745,204	-
Proceeds from USDOT TIFIA loan	120,116,133	-
Principal payment to retire revenue bonds	(56,345,000)	(10,930,000)
Interest paid on revenue bonds outstanding	(71,047,703)	(68,244,070)
Interest paid on other long-term debt outstanding	(1,161,167)	(1,137,000)
Interest paid on leased assets	(81,924)	(65,354)
Principal payments on leased assets	(1,002,071)	(985,890)
Interest revenue received from leases	592,756	593,035
Contributed revenue for construction	-	1,691,921
Acquisition and construction of capital assets	(349,578,502)	(171,060,668)
Proceeds from disposal of capital assets	9,180,001	3,451,720
Net cash flows used in capital and related financing activities	<u>(348,582,273)</u>	<u>(246,686,306)</u>
Cash flows from investing activities:		
Purchase of investments	(122,504,099)	(213,706,178)
Proceeds from sales and maturities of investments	148,601,611	228,879,093
Interest received	9,823,635	5,025,282
(Decrease) increase in arbitrage rebate payable to U.S. Treasury	(1,002,481)	184,600
Net cash flows provided by investing activities	<u>34,918,666</u>	<u>20,382,797</u>
Net (decrease) increase in cash and cash equivalents	<u>(56,480,297)</u>	<u>29,876,816</u>
Cash and cash equivalents, January 1 (including \$196,859,967 and \$221,664,211 for 2022 and 2021 respectively, reported in restricted assets)	<u>444,350,112</u>	<u>414,473,296</u>
Cash and cash equivalents, December 31 (including \$155,114,563 and \$196,859,967 for 2022 and 2021 respectively, reported in restricted assets)	<u>\$ 387,869,815</u>	<u>\$ 444,350,112</u>

(Continued)

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2022 AND 2021

	2022	2021 <i>(as restated)</i>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 112,325,957	\$ 146,974,126
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	107,467,549	95,681,351
Other non-operating revenue	19,093,925	16,736,597
Changes in assets, deferred outflows of resources, liabilities and deferred inflows of resources:		
(Increase) in accounts receivable	(3,527,231)	(5,413,143)
Decrease in leases receivable	730,141	725,439
(Increase) in prepaid expense	(1,151,361)	(12,924)
Decrease (increase) in tag inventory	146,481	(190,551)
Decrease (increase) in materials inventory	725,934	(2,783,697)
Decrease (increase) in net OPEB asset	521,193	(16,646,697)
Decrease in net pension asset	15,605,276	-
(Increase) in deferred outflows related to pensions	(3,186,901)	(3,292,840)
(Increase) decrease in deferred outflows related to pensions	(5,568,478)	7,340,691
(Increase) decrease in deferred outflows related to OPEB	(147,497)	21,695
Increase (decrease) in net pension liability	2,308,159	(1,077,367)
Increase (decrease) in net pension liability related to pension deferrals	7,367,773	(9,523,707)
(Decrease) in net OPEB liability	(321,043)	(419,078)
Increase in net OPEB liability related to OPEB deferrals	64,081	507,097
(Decrease) increase in deferred inflows related to pensions	(17,404,571)	17,788,292
(Decrease) increase in deferred inflows related to OPEB	(437,797)	512,629
(Decrease) in deferred inflows related to leases	(1,032,950)	(1,033,051)
Increase in accounts payable and accrued expenses	20,659,270	3,725,462
Increase in unearned revenue	2,478,645	6,135,540
Total adjustments	144,390,598	108,781,738
Net cash flows provided by operating activities	\$ 256,716,555	\$ 255,755,864
Noncash investing, capital, and financing items:		
(Loss) on disposal of capital assets	\$ (7,891,082)	\$ (2,851,584)
Unrealized (loss) on investments	(18,767,147)	(2,182,592)
Capital assets included in accounts payable and accrued expenses	28,656,033	20,162,302
Lease obligations incurred for property and equipment	(2,002,016)	(107,536)

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS, YEARS ENDED DECEMBER 31, 2022 AND 2021

NOTE 1. NATURE OF THE ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Oklahoma Turnpike Authority (the Authority), have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Authority has adopted the pronouncements of the Governmental Accounting Standards Board (GASB), which is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Authority's accounting policies are described below:

A. REPORTING ENTITY

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

The Authority is a component unit of the State and is combined with other component units and presented as a single column in the State's Government-Wide Financial Statements. Additionally, the Authority is represented individually on the State's Combining Statements for Component Units. The Authority's governing body consists of the Governor (ex-officio) and six members who are appointed by the Governor, by and with the consent of the State Senate. The Governor may remove any member of the Authority, at any time, with or without cause. The members are appointed to represent defined geographical districts and to serve without pay for terms of eight years. The Authority has full control over all operations, but must comply with certain bond indentures and Trust Agreements. The Authority employs an Executive Director to manage the day-to-day operations.

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

B. BASIS OF ACCOUNTING

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

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

C. CHANGES IN ACCOUNTING

The Authority adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 87 'Leases' (GASB 87). The primary objective of GASB 87 is to enhance the relevance and consistency of information about governments' leasing activities. This statement establishes a single model for lease accounting based on the principle that leases are financings of the right to use asset. Under this statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is

required to recognize a lease receivable and a deferred inflow of resources.

The Oklahoma Turnpike Authority elected partial early implementation of Governmental Accounting Standards Board (GASB) Statement No. 99 'Omnibus 2022' (GASB 99) in regards to lease standards. A portion of this standard provides additional information for interpretation and application for GASB 87 by providing extensive guidance on short-term leases, variable payments and lease incentives.

The Authority adopted GASB 87 and GASB 99 effective as of January 1, 2021. The adoption of these standards resulted in a restatement of financial statements for the year ended December 31, 2021, with a net \$0.3 million increase in change in net position for that year. There was no effect of adopting these standards on beginning net position as of January 1, 2021, or on periods prior to 2021. Please see Note 11 'Leases' for additional required information.

D. BUDGET

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

See additional information regarding legal compliance for budgets in Note 2.

E. CASH, CASH EQUIVALENTS AND INVESTMENTS

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

F. INVENTORY

Inventories of *PIKEPASS* transponders are valued at the lower of cost or market using the first-in-first-out method. These

inventories are charged to expense during the period in which they are consumed (provided to customers), in accordance with the consumption method.

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

G. RESTRICTED ASSETS

Certain proceeds of the Turnpike Revenue Bonds are restricted by applicable bond covenants for construction or set aside as reserves to ensure repayment of the bonds. Certain assets advanced to the Authority monthly from motor fuel excise taxes are restricted in accordance with the Trust Agreement for the purpose of paying debt interest and principal if other available sources are not sufficient (see Note 5). Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying debt interest and principal payments that are due on a semi-annual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Limited types of expenses may be funded from these restricted accounts. When funds are not sufficiently available in these restricted accounts, or if expenses do not meet these standards, expenses are funded from unrestricted accounts. The funds and accounts are established as follows:

- The "Senior Bond Interest and Sinking Accounts" are established as sinking funds for the payment of interest and principal of the senior lien revenue bonds.
- The "Subordinate Bond Interest and Sinking Accounts" are established as sinking funds for the payment of interest and principal of the subordinate lien revenue bonds.
- The "Senior Bond Reserve Accounts" are established for the purpose of paying interest and maturing principal in the event that monies held in the "Senior Bond Interest and Sinking Accounts" and "Turnpike Trust Fund," and monies available in the "General Fund" and "Reserve Maintenance Fund" are insufficient for such purpose.
- The "Subordinate Bond Reserve Account" is established for the purpose of paying interest and maturing principal in the event that monies held in the "Subordinate Bond Interest and Sinking Accounts" and "Turnpike Trust Fund," and monies available in the "General Fund" and "Reserve Maintenance Fund" are insufficient for such purpose.
- The "Turnpike Trust Fund" is established for the purpose of depositing and segregating the apportionments of motor fuel excise taxes by the Oklahoma Tax Commission derived from fuel consumed on all Authority turnpikes and

can be used only to compensate for any deficiency in the monies otherwise available for the payment of bond interest and principal (see Note 5).

- The “Reserve Maintenance Fund” is established for the purpose of applying and holding monies in reserve to pay the cost of resurfacing, extraordinary maintenance or repairs, engineering expenses, insurance premiums or self-insurance reserves and interest and maturing principal if monies in the “Senior Bond Interest and Sinking Accounts” and “Subordinate Bond Interest and Sinking Accounts” are insufficient for such purposes.
- The “Construction Funds” are established for the purpose of holding bond proceeds and other financing sources to be used to pay the costs of turnpike construction or improvements.

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

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

H. COMPENSATED ABSENCES

Vested or accumulated vacation leave is recorded as an expense and a liability as the benefits accrue to employees. The portion that is estimated to be due within one year is included with the current liabilities. There are no accumulating sick leave benefits that vest for which any liability must be recognized.

I. CAPITAL AND LEASE ASSETS

All capital assets are stated at cost. Capital assets are defined as assets with initial, individual costs exceeding \$5,000 to \$25,000 depending on asset category. Depreciation is computed on the straight-line method over the following estimated useful lives:

Roads and bridges	30 years
Improvements	5-30 years
Buildings	5-30 years
Equipment	3-7 years
Capitalized Interest	10-30 years

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

With the implementation of GASB 89 in 2019, interest costs incurred during periods of construction are recognized as an expense in the period in which the cost is incurred. Interest costs incurred before 2019 and accumulated as a component of construction work in progress (CWIP) will be capitalized upon project completion and then amortize naturally. The amount of interest transferred from CWIP was approximately \$13.0 and \$.2 million in 2022 and 2021, respectively.

Prior to 2019, interest costs incurred on revenue bonds used to finance the construction or acquisition of assets were capitalized. The amount of interest capitalized was calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. As projects financed by these revenue bonds were finalized, the interest cost became eligible for capitalization on other qualified assets. Additionally, the Authority allocated and capitalized interest for other constructed assets by applying the cost of borrowing rate to qualifying assets. Amortization of capitalized interest is included in depreciation expense. Approximately \$71.4 and \$73.0 million in interest expense was incurred in 2022 and 2021, respectively.

The Authority, as lessee, has entered into multiple lease agreements for equipment and rental space with terms that vary but do not exceed a five year term. In compliance with the adoption of GASB 87, a lease asset with a corresponding lease liability is recorded for any qualifying lease assets.

The lease assets are initially recorded as the sum of the amount of the initial measurement of the lease liability, lease payments made at or before the commencement of the lease term less any lease incentives received from the lessor at or before the commencement of the lease term and initial direct costs that are ancillary charged necessary to place the asset into service. Lease assets are amortized on a straight-line basis over the life of the lease. The Authority reported approximately \$1.0 million in amortization expense for 2022 and 2021, respectively.

J. LEASE RECEIVABLE AND RELATED DEFERRED INFLOWS OF RESOURCES

The Authority, as lessor, enters into various non-cancelable contracts with concessionaires that provide customer service throughout the Turnpike System. These contracts are for twenty

year terms and generally contain optional renewal periods of five years. In compliance with GASB provisions regarding leases, a lease receivable and deferred inflow of resources are recorded for the concessionaire lease at commencement. The lease receivable is initially measured at the present value of the lease payments expected to be received during the lease term, reduced by any provision for estimated uncollectible amounts. The deferred inflow of resources is measured at the initial measurement of the lease receivable plus any payments received at or before the commencement of the lease term that relate to future periods, less any lease incentives paid at or before the commencement of the lease term. The total amount of deferred inflows of resources for leases was \$10.9 and \$11.9 million at December 31, 2022 and 2021, respectively.

Interest revenue on the lease receivable is recognized using the effective interest method. The deferred inflow of resources for leases is recognized on a straight-line basis over the term of the lease.

K. DEFERRED OUTFLOWS AND INFLOWS OF RESOURCES OTHER THAN PENSIONS AND OPEB

In addition to assets, the Statements of Net Position also include, deferred outflows of resources, which represents a consumption of net assets that applies to future reporting periods and will not be recognized as an outflow of resources or expense until then; deferred outflows of resources have a positive effect on net position. Deferred inflows of resources are the acquisition of net assets that is applicable to future reporting periods; deferred inflows of resources have a negative effect on net position. The unamortized net deferred debit and credit on refunding represents the difference between the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

L. DEFERRED OUTFLOWS AND INFLOWS OF RESOURCES RELATED TO PENSIONS AND OPEB

As mentioned above, deferred outflows of resources are the consumption of net assets that is applicable to future reporting periods and have a positive effect on net position. Deferred inflows of resources are the acquisition of net assets that is applicable to future reporting periods; deferred inflows of resources have a negative effect on net position. For pension and OPEB reporting purposes, collective pension and OPEB expense include the differences between expected and actual experience with regard to economic and demographic factors in the measurement of the total pension and OPEB liabilities and the changes of assumptions about future economic

or demographic factors or other inputs. These amounts are amortized over a closed period equal to the average expected remaining service lives of all employees, at the beginning of the measurement period, provided with pensions through the Oklahoma Public Employees Retirement Plan (the OPERS Plan) and OPEB through the Health Insurance Subsidy Plan (the HISP Plan) and the State of Oklahoma Implicit Rate Subsidy of Health Insurance (the EGID Plan). The portion of these amounts not included in collective pension and OPEB expenses are included in collective deferred outflows or inflows of resources related to pensions and OPEB. Similarly, collective pension and OPEB expenses include the difference between projected and actual earnings on pension plan investments amortized over a closed five-year period. The portion of these amounts not included in collective pension expense is included in collective deferred outflows or inflows of resources related to pensions and OPEB. See Notes 7 and 9.

M. PENSIONS AND OPEB

For pension and OPEB purposes of measuring the net liabilities, deferred outflows of resources and deferred inflows of resources and expenses, information about the fiduciary net position of the OPERS Plans, the HISP Plan and the EGID Plan and additions to/deductions from the Plans' fiduciary net positions have been determined on the same basis as they are reported by the Plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. See Notes 7 and 9 for further discussions.

N. NET BOND PREMIUMS AND BOND ISSUANCE COSTS

Net bond premiums are presented as additions to bonds payable on the Statements of Net Position and are amortized over the life of the bonds on a method that approximates the effective interest method. Amortization expense related to net bond premiums was approximately \$12.2 and \$12.4 million for 2022 and 2021, respectively. Amortization expense is a component of interest expense on revenue bonds outstanding on the Statements of Revenues, Expenses and Changes in Net Position.

O. ARBITRAGE REBATE PAYABLE

The Tax Reform Act of 1986 imposed additional restrictive regulations, reporting requirements and arbitrage rebate liability on issuers of tax-exempt debt. This Act requires the remittance to the Internal Revenue Service (IRS) of 90% of the cumulative rebatable arbitrage within 60 days of the end of each five-year reporting period following the issuance of

governmental bonds. The cumulative arbitrage rebate liability was \$0.2 and \$1.2 million at December 31, 2022 and 2021.

P. INCOME TAXES

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

Q. ESTIMATES

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

NOTE 2. LEGAL COMPLIANCE BUDGETS

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

The Authority may not expend any amount or incur any obligations for maintenance, repairs and operations in excess of the total amount of the budgeted expenses in the Revenue Fund unless the funding source is other than revenues received from the Turnpike System. The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the budget of monthly deposits. The Director is authorized to approve all line item and inter-division budget transfers. Budget amendments must be approved by the governing

body in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2022 or 2021.

NOTE 3. DEPOSITS AND INVESTMENTS

DEPOSITS

At December 31, 2022 and 2021, the carrying amounts of the Authority's cash deposits were \$13.0 million and \$26.1 million, respectively. The bank balances were \$11.4 million and \$21.5 million, respectively. At December 31, 2022 and 2021, the carrying amount and bank balances of the Authority's cash equivalents were \$374.9 million and \$418.6 million, respectively. Under the terms of the Trust Agreement, all monies deposited with the Trustee in excess of the amount insured by the Federal Deposit Insurance Corporation shall be continuously secured with collateralized securities held by the Authority's agent in the Authority's name. The Authority has complied with the terms of the Trust Agreement in 2022 and 2021.

INVESTMENTS

The fair values of the Authority's investments at December 31, 2022 and 2021, were \$226.0 million and \$277.9 million, respectively.

CREDIT RISK

The Trust Agreement establishes the investment policy for the Authority. Under the terms of the Trust Agreement, the Authority can invest in (a) government obligations, federally issued or guaranteed bonds, debentures or notes; (b) defeased municipal obligations; (c) repurchase agreements meeting certain conditions defined in the Authority's Trust Agreement; (d) certificates of deposit and time deposits in, or interests in money market portfolios meeting certain conditions defined in the Authority's Trust Agreement; (e) commercial paper; (f) obligations and full faith and credit obligations of state or local government issuers; (g) shares of stock in a corporation that is a regulated investment company and invests all of its assets in government obligations; and/or (h) any unsecured or secured agreement with the Federal National Mortgage Association (FNMA) or any bank, trust company or national banking association or a corporation meeting certain conditions defined in the Authority's Trust Agreement. The Authority's 2022 and 2021 investments in Federal Home Loan Bank (FHLB) debt securities were rated Aaa by Moody's Investor Services (Moody's) and AA+ by S&P. The Authority's 2022 and 2021 investments in FNMA (Freddie Mae) debt securities, Federal Home Loan Mortgage

Corporation (FHLMC) debt securities, and Federal Farm Credit Banks (FFCB) debt securities were rated Aaa by Moody's, AA+ by S&P and AAA by Fitch Rating (Fitch). All of the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U.S. Government. The Authority also has an investment policy for funds not pledged as security under the Trust Agreement. Under this policy, which currently applies only to the Prepaid *PIKEPASS* Fund, these funds can be invested in equity securities, fixed income securities and cash equivalents. The portfolio must be invested with a minimum investment in equity securities of 30% and a maximum of 50% and a minimum investment in fixed income securities of 50% and a maximum of 70%. For equity securities, the ownership of stock of any one issuer is limited to no more than 10% or the percentage of its weighting in the S&P 500 Index, whichever is higher, of the total equity assets of the portfolio. No securities of common stock in non-public corporations, short sales, letter or restricted stock and buying and selling on margin may be purchased. Fixed income securities with a single issuer, with the exception of the U.S. government and its fully guaranteed agencies, must not exceed 10% of the portfolio's market value;

total exposure to any one industry shall not exceed 30% of the portfolio's market value. Corporate debt issues must meet or exceed an A credit rating from Moody's and S&P. No fixed income securities of convertible bonds, denominated foreign debt, private placements, fixed income and interest rate futures and other specialized investments may be purchased. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2022 and 2021.

INTEREST RATE RISK

The Trust Agreement also specifically defines the maturity periods for each of the Authority's funds and accounts (see Note 1(G)). These maturity limits range from 6 months to 7 years. For funds not pledged as security under the Trust Agreement, the average maturity of fixed income securities should not exceed 10 years. The Authority has no other policies limiting investment maturities. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2022 and 2021.

CONCENTRATION OF CREDIT RISK

Except as previously noted for the Prepaid *PIKEPASS* Fund, there is no limit on the amount the Authority may invest in any one issuer. The Authority had a significant investment in a JP Morgan Chase Bank (JP Morgan) repurchase agreement, representing 18.3% total investments at December 31, 2021. This repurchase agreement had a yield equal to

the rate of 5.991%. If the rating of unsecured senior long-term debt obligations of JP Morgan fell below A by Moody's or S&P, then the repurchase agreement could have been collateralized with additional securities, transferred with the consent of the Trustee to another entity with long-term senior unsecured debt rated at A or better by Moody's and S&P, or terminated if neither of the above conditions are met. Certain JP Morgan unsecured senior long-term debt was rated Aa2 by Moody's and A+ by S&P. Wells Fargo Bank Minnesota, N.A., correspondent custodian, held the collateral for this agreement directly for the benefit of the customers of the custodian, Bank of Oklahoma N.A. The transaction matured every 30 days and was automatically renewed until January 1, 2022. The terms of this repurchase agreement were governed by the Master Repurchase Agreement between JP Morgan and Bank of Oklahoma, N.A., Trustee, as supplemented by the letter agreement dated May 23, 2002.

The Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The Authority has the following recurring fair value measurements as of December 31, 2022:

FAIR VALUE MEASUREMENTS AS OF DECEMBER 31, 2022					
Description	Level 1	Level 2	Level 3	2022	%
U.S. Treasuries	\$ 78,705,418	\$ -	\$ -	\$ 78,705,418	34.82%
FHLB debt securities	33,812,088	-	-	33,812,088	14.96%
CMO debt securities	-	29,910,721	-	29,910,721	13.23%
FFCB debt securities	34,212,713	-	-	34,212,713	15.14%
OEF	24,272,261	-	-	24,272,261	10.74%
ETF	7,705,662	-	-	7,705,662	3.41%
Municipal Bonds	-	30,891	-	30,891	0.01%
FHLMC debt securities	17,382,934	-	-	17,382,934	7.69%
Total	\$ 196,091,076	\$ 29,941,612	\$ -	\$ 226,032,688	

FAIR VALUE MEASUREMENTS AS OF DECEMBER 31, 2021					
Description	Level 1	Level 2	Level 3	2021	%
U.S. Treasuries	\$ 82,963,210	\$ -	\$ -	\$ 82,963,210	29.90%
FHLB debt securities	34,750,543	-	-	34,750,543	12.50%
CMO debt securities	-	16,755,642	-	16,755,642	6.00%
FFCB debt securities	30,558,418	-	-	30,558,418	11.00%
OEF	28,975,401	-	-	28,975,401	10.40%
ETF	8,360,863	-	-	8,360,863	3.00%
Municipal Bonds	-	216,480	-	216,480	0.10%
Repurchase agreement	-	-	50,936,450	50,936,450	18.30%
FHLMC debt securities	24,411,723	-	-	24,411,723	8.80%
Total	\$ 210,020,158	\$ 16,972,122	\$ 50,936,450	\$ 277,928,730	

Investments classified in Level 1 of the fair value hierarchy are quoted prices (unadjusted) in active markets for identical assets or liabilities that the reporting entity has the ability to access at the measurement date. An active market for the asset or liability is a market in which transactions for the asset or liability occur with sufficient frequency and volume to provide pricing information on an ongoing basis. A quoted price in an active market provides the most reliable evidence of fair value and shall be used to measure fair value whenever available. Examples of prices that qualify as Level 1 include but are not limited to Nasdaq, NYSE, AMEX market close, U.S. government and agency bonds and notes, and mutual fund net asset valuation at market close.

Investments classified in Level 2 of the fair value hierarchy can be based on “significant other observable inputs”, which include: (1) quoted prices for similar, but not identical, assets or liabilities in active markets, (2) quoted prices for identical or similar assets or liabilities inactive markets, (3) inputs other than quoted market prices that are observable, such as interest rate and yield curves, volatilities, prepayment speeds, loss severities, credit risks and default rates, and (4) other inputs derived from or corroborated by observable market inputs. Examples of Level 2 prices include but are not limited to corporate, municipal, ABS and mortgage bonds. These assets do not trade at a sufficient frequency to provide market close pricing and therefore require utilization of like asset activity inputs entered into a pricing matrix.

Investments classified in Level 3 of the fair value hierarchy are valued using unobservable inputs for the asset. As previously noted, for the repurchase agreement, investment value was defined by the agreement with a yield equal to the rate of 5.991%. This agreement included a provision to require collateral if the provider’s long-term debt rating was reduced, and as such, could be affected indirectly by market changes. As of December 31, 2021, fair value was considered comparable to the value defined by the terms of the repurchase agreement. The repurchase agreement matured on January 1, 2022.

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2022

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
BOK Short-Term Cash Fund I	3.930 %	12/31/2022	Demand	\$ 194,985,130	\$ 194,985,130	2
Invesco Stit Treas-Inst	4.240	12/31/2022	Demand	392,596	392,596	1
FFCB	0.690	07/24/2020	07/22/2025	249,975	225,973	1
FFCB	0.700	08/17/2020	08/13/2026	249,563	218,698	1
FFCB	0.720	10/28/2020	10/27/2026	249,825	218,045	1
FFCB	1.300	03/16/2021	03/23/2027	400,000	352,928	1
FHLB	0.500	07/23/2021	08/16/2024	250,000	234,100	1
FHLB	0.625	01/11/2021	01/22/2026	200,000	177,996	1
FHLB	0.900	02/05/2021	02/26/2027	400,000	345,380	1
FHLB	3.000	02/15/2022	03/12/2027	261,958	239,030	1
FHLB	0.500	02/02/2021	01/27/2031	249,625	205,522	1
FHLMC	0.320	12/15/2020	06/28/2024	250,000	233,172	1
FHLMC	0.625	10/15/2020	10/27/2025	125,000	111,886	1
FHLMC	0.700	12/08/2020	12/30/2025	250,000	223,760	1
FHLMC	1.000	02/08/2021	07/20/2027	799,880	699,264	1
FHLMC	1.000	12/01/2020	12/23/2027	250,000	212,833	1
FHLMC	1.070	10/14/2020	10/27/2028	250,000	206,133	1
FHLMC	1.080	11/04/2020	11/24/2028	250,000	207,968	1
FHMS	4.094	04/08/2019	09/25/2024	204,062	191,157	2
FHR	2.000	09/05/2019	12/15/2026	90,381	85,686	2
FHR	1.250	03/31/2020	03/15/2027	47,125	45,555	2
FHR	2.250	08/05/2021	05/15/2040	18,925	17,205	2
FHR	2.500	03/12/2020	05/15/2041	58,489	53,724	2
FHR	2.000	04/01/2020	02/15/2042	290,075	262,267	2
FHR	2.750	09/26/2019	08/15/2047	77,668	67,753	2
FHR	2.500	09/05/2019	07/25/2048	98,394	85,677	2
FHS	3.500	10/22/2021	07/15/2042	13,623	12,139	2
GNR	4.503	12/14/2021	11/01/2025	166,819	154,592	2
GNR	3.250	12/09/2020	08/16/2039	7,184	6,804	2
GNR	4.000	12/09/2020	07/20/2039	27,783	25,477	2
GNR	3.000	01/28/2021	09/16/2039	9,214	8,554	2
GNR	3.000	06/03/2021	09/16/2039	5,130	4,738	2
GNR	2.650	07/06/2020	01/20/2046	53,076	49,788	2
GNR	3.000	01/30/2020	09/20/2049	36,935	33,755	2
GNR	2.000	11/02/2021	06/20/2050	155,823	124,983	2
Municipal Bonds	1.250	12/28/2021	05/20/2051	38,843	30,891	2
U.S. Treasury Notes	1.625	11/01/2021	10/31/2023	973,810	929,404	1
U.S. Treasury Notes	4.250	09/27/2022	09/30/2024	485,525	483,589	1
U.S. Treasury Notes	4.125	09/28/2022	09/30/2027	3,975,310	3,967,136	1
U.S. Treasury Notes	2.875	09/22/2022	05/15/2032	745,438	737,504	1
				207,643,184	206,868,792	
Revenue Fund:						
BOK Short-Term Cash Fund I	3.930	12/31/2020	Demand	33,043,861	33,043,861	2
Total unrestricted cash equivalents & investments				240,687,045	239,912,653	
Restricted:						
Reserve Maintenance Fund:						
BOK Short-Term Cash Fund I	3.930	12/31/2022	Demand	3,683,036	3,683,036	2
Invesco Stit Treas-Inst	4.240	12/31/2022	Demand	578,399	578,399	1
FFCB	0.250	08/18/2021	02/26/2024	1,996,420	1,901,300	1
FFCB	0.350	05/04/2021	04/22/2024	2,204,268	2,083,730	1
FFCB	0.320	06/14/2021	06/14/2024	1,868,598	1,750,694	1
FFCB	0.450	08/17/2021	07/23/2024	2,002,160	1,870,180	1
FFCB	0.320	02/02/2021	02/03/2025	2,996,250	2,740,080	1
FHLB	0.400	03/16/2021	04/12/2024	3,000,000	2,829,330	1
FHLB	0.625	07/06/2021	10/15/2024	2,000,000	1,856,340	1
FHLB	2.750	01/19/2022	12/13/2024	2,080,300	1,936,300	1
U.S. Treasury Notes	0.375	Various	04/15/2024	2,802,500	2,649,948	1
U.S. Treasury Notes	1.750	07/09/2021	07/31/2024	1,041,016	956,680	1
U.S. Treasury Notes	0.625	11/04/2021	10/15/2024	5,488,318	5,137,165	1
U.S. Treasury Notes	0.250	Various	07/31/2025	1,758,189	1,737,390	1
				33,499,454	31,710,572	

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2022

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Revenue Bond Reserve Accounts:						
BOK Short-Term Cash Fund I	3.930 %	12/31/2022	Demand	\$ 10,855,134	\$ 10,855,134	2
Invesco Stit Treas-Inst	4.240	12/31/2022	Demand	7,147,686	7,147,686	1
FFCB	0.700	08/17/2020	08/13/2026	873,469	765,441	1
FFCB	0.750	12/16/2020	12/16/2026	875,000	755,668	1
FFCB	1.500	01/27/2022	01/13/2027	2,975,820	2,708,310	1
FFCB	1.300	03/16/2021	03/23/2027	1,000,000	882,320	1
FFCB	1.650	01/26/2022	01/27/2028	3,000,000	2,669,130	1
FFCB	1.875	01/26/2022	02/01/2028	2,993,970	2,657,430	1
FFCB	1.940	08/20/2021	06/30/2031	1,008,000	812,080	1
FHLB	0.500	07/23/2021	08/16/2024	500,000	468,200	1
FHLB	0.625	01/11/2021	01/22/2026	1,000,000	889,980	1
FHLB	1.500	01/28/2022	02/25/2027	4,000,000	3,690,360	1
FHLB	0.900	02/05/2021	02/26/2027	1,600,000	1,381,520	1
FHLB	3.000	02/15/2022	03/12/2027	3,143,490	2,868,360	1
FHLB	0.980	08/25/2020	08/17/2028	847,450	706,826	1
FHLB	0.500	02/02/2021	01/27/2031	848,725	698,777	1
FHLB	1.000	01/25/2021	02/12/2031	1,500,000	1,211,685	1
FHLB	1.125	02/12/2021	02/26/2031	3,000,000	2,443,740	1
FHLMC	0.625	10/15/2020	10/27/2025	1,700,000	1,521,653	1
FHLMC	0.700	12/08/2020	12/30/2025	1,000,000	895,040	1
FHLMC	0.800	08/03/2020	01/28/2027	499,500	433,815	1
FHLMC	1.000	02/08/2021	07/20/2027	1,999,700	1,748,160	1
FHLMC	1.000	07/14/2020	10/29/2027	1,500,000	1,282,785	1
FHLMC	1.000	12/01/2020	12/23/2027	1,750,000	1,489,828	1
FHLMC	1.150	07/14/2020	06/30/2028	674,865	566,743	1
FHLMC	1.020	01/04/2021	10/27/2028	874,650	719,644	1
FHLMC	1.070	10/14/2020	10/27/2028	900,000	742,077	1
FHLMC	1.080	11/04/2020	11/24/2028	1,750,000	1,455,773	1
FHMS	4.094	Various	09/25/2024	882,033	823,888	2
FHMS	3.600	04/29/2020	02/25/2025	927,275	819,870	2
FHR	3.500	01/25/2022	06/15/2026	1,067,607	1,011,860	2
FHR	1.500	07/23/2020	12/15/2027	1,063,482	974,836	2
FHR	1.250	06/03/2021	08/25/2040	712,178	588,735	2
FHR	2.000	11/02/2018	01/15/2041	221,599	224,806	2
FHR	2.500	03/12/2020	05/15/2041	398,373	365,916	2
FHR	3.000	10/31/2018	12/15/2041	365,833	357,627	2
FHR	2.000	05/20/2021	02/15/2042	117,971	104,907	2
FHR	2.000	11/16/2018	12/15/2042	98,403	94,596	2
FHR	3.000	01/25/2022	12/15/2043	259,702	237,127	2
FHR	2.250	09/04/2019	06/15/2044	516,997	463,203	2
FHR	3.000	01/18/2019	08/15/2044	276,073	263,584	2
FHR	2.750	06/10/2021	01/15/2045	429,357	374,542	2
FHR	2.500	01/28/2022	07/15/2046	718,136	613,278	2
FHR	2.500	09/05/2019	07/25/2048	787,155	685,415	2
FHR	3.000	09/06/2019	08/15/2048	139,062	119,840	2
FHR	2.500	02/01/2022	06/25/2049	3,015,455	2,556,911	2
FHR	2.500	02/02/2022	07/25/2049	2,010,906	1,741,600	2
FHR	3.000	08/26/2020	10/25/2049	392,876	329,596	2
FHR	3.000	02/04/2022	12/25/2049	1,747,157	1,512,833	2
FHR	1.000	12/10/2021	03/25/2051	881,207	711,634	2
FHR	1.500	01/25/2022	03/25/2051	666,327	567,780	2
GNR	3.000	11/22/2021	08/20/2039	13,308	13,113	2
GNR	1.750	06/08/2020	10/20/2042	79,533	71,759	2
GNR	2.500	01/28/2022	11/16/2043	2,078,097	1,800,346	2
GNR	2.500	03/13/2020	04/20/2045	162,093	146,185	2
GNR	2.650	07/06/2020	01/20/2046	360,677	338,331	2
GNR	3.000	01/25/2022	09/20/2047	1,116,552	994,403	2
GNR	2.500	02/01/2022	10/20/2047	3,711,645	3,207,281	2
GNR	3.500	12/10/2021	10/20/2048	1,082,496	953,494	2
GNR	3.500	09/18/2019	02/20/2049	405,898	365,364	2
GNR	3.000	02/17/2022	02/20/2049	4,680,660	4,208,964	2
GNR	3.000	01/30/2020	09/20/2049	251,159	229,534	2
GNR	2.000	11/02/2021	06/20/2050	934,938	749,895	2

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2022

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
U.S. Treasury Notes	1.625 %	Various	10/31/2023	\$ 12,476,482	\$ 11,966,195	1
U.S. Treasury Notes	4.250	09/27/2022	9/30/2024	5,195,921	5,175,203	1
U.S. Treasury Notes	4.125	09/28/2022	9/30/2027	30,324,819	30,262,463	1
U.S. Treasury Notes	2.875	09/22/2022	5/15/2032	6,528,169	6,458,690	1
				146,915,070	136,953,769	
2017 Bond Service Accounts: Invesco Stit Treas-Inst	4.240	12/31/2022	Demand	60,040,342	60,040,342	1
2017A Construction Fund: BOK Short-Term Cash Fund I	3.930	12/31/2022	Demand	603	603	2
2017C Construction Fund: BOK Short-Term Cash Fund I	3.930	12/31/2022	Demand	17	17	2
2018 Bond Service Accounts Invesco Stit Treas-Inst	4.240	12/31/2022	Demand	7,534,881	7,534,881	1
2018A Construction Fund: BOK Short-Term Cash Fund I	3.930	12/31/2022	Demand	2,955	2,955	2
2020 Bond Service Accounts: BOK Short-Term Cash Fund I	3.930	12/31/2022	Demand	34,813,572	34,813,572	2
Turnpike Trust Fund: Invesco Stit Treas-Inst	4.240	12/31/2022	Demand	10,118,124	10,118,124	1
FFCB	4.320	06/28/2022	03/14/2023	199,971	199,972	1
FFCB	4.317	06/30/2022	07/13/2023	499,934	499,735	1
FFCB	0.150	02/12/2021	08/10/2023	799,600	778,168	1
FFCB	0.280	09/14/2020	09/14/2023	1,998,000	1,935,940	1
FFCB	4.352	07/13/2022	02/13/2024	430,000	430,021	1
FFCB	0.320	06/14/2021	06/14/2024	999,250	936,200	1
FFCB	0.450	08/17/2021	07/23/2024	500,540	467,545	1
FFCB	4.360	06/08/2022	10/08/2024	429,849	429,075	1
FFCB	0.320	02/02/2021	02/03/2025	1,498,125	1,370,040	1
FFCB	2.125	12/06/2021	12/11/2026	3,127,500	2,789,370	1
FFCB	1.300	03/16/2021	03/23/2027	2,000,000	1,764,640	1
FHLB	3.000	07/01/2022	01/25/2024	500,000	495,200	1
FHLB	0.500	07/23/2021	08/16/2024	750,000	702,300	1
FHLB	0.625	07/06/2021	10/15/2024	1,000,000	928,170	1
FHLB	2.750	01/19/2022	12/13/2024	2,080,300	1,936,300	1
FHLB	1.750	02/03/2022	09/12/2025	1,007,290	936,040	1
FHLB	1.000	07/01/2021	01/22/2026	1,000,000	903,000	1
FHLB	0.875	07/06/2021	06/12/2026	1,003,395	893,790	1
FHLB	0.900	08/17/2021	08/26/2026	1,500,000	1,321,965	1
FHLB	0.900	08/12/2022	08/27/2026	272,400	264,957	1
FHLB	3.000	03/17/2022	09/11/2026	2,065,660	1,912,400	1
FHLB	1.400	12/21/2021	12/30/2026	1,500,000	1,334,520	1
FHLMC	0.375	04/29/2020	04/20/2023	1,999,860	1,974,940	1
FHLMC	0.375	10/02/2020	09/23/2025	996,860	899,880	1
FHLMC	0.650	03/17/2022	08/25/2026	1,870,200	1,757,580	1
GNR	2.000	11/19/2020	04/20/2066	60,167	57,814	2
U.S. Treasury Notes	2.625	05/01/2019	12/31/2023	1,014,180	979,510	1
U.S. Treasury Notes	2.125	05/01/2019	02/29/2024	991,719	971,140	1
U.S. Treasury Notes	0.250	09/28/2021	03/15/2024	497,949	474,085	1
U.S. Treasury Notes	2.000	05/01/2019	04/30/2024	492,715	482,580	1
U.S. Treasury Notes	3.000	08/09/2022	06/30/2024	437,783	429,519	1
U.S. Treasury Notes	1.750	07/09/2021	07/31/2024	1,041,016	956,680	1
U.S. Treasury Notes	3.000	Various	07/31/2024	598,570	585,330	1
U.S. Treasury Notes	0.625	11/04/2021	10/15/2024	2,494,690	2,335,075	1
U.S. Treasury Notes	0.750	08/30/2022	03/31/2026	136,307	134,462	1
U.S. Treasury Notes	1.250	01/21/2022	12/31/2026	985,390	895,670	1
				48,897,344	46,281,737	

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SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2022

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Prepaid PIKEPASS Fund:						
Invesco Stit Treas-Inst	4.240 %	12/31/2022	Demand	\$ 9,427,424	\$ 9,427,424	1
DFA S/T Extended Quality-Inst (open-end fund)	0.179	Various	Demand	3,662,048	3,436,547	1
Fidelity Emerg Mkts Indx (open-end fund)	0.233	Various	Demand	971,341	714,316	1
Fidelity Intl Indx (open-end fund)	1.096	Various	Demand	3,516,569	2,880,517	1
Fidelity S/C Indx (open-end fund)	0.546	Various	Demand	1,347,156	1,026,412	1
Ishares Inter Govt Cr Bond (exchange-traded fund)	1.904	Various	Demand	4,584,127	4,370,431	1
Ishares RSSL 1000 L/C Idx-K (open-end fund)	0.370	Various	Demand	7,997,119	12,082,970	1
Vanguard Intrmd Bd Indx-Inst (open-end fund)	0.511	Various	Demand	4,768,504	4,131,499	1
Vanguard Short Term Treasury (exchange-traded fund)	0.664	Various	Demand	3,545,064	3,335,231	1
				39,819,352	41,405,347	
Gilcrease Expressway Fund:						
Blackrock Liq Fedfd-Csh	3.650	12/31/2022	Demand	2,271,882	2,271,882	1
Total restricted cash equivalents & investments				373,795,472	361,015,677	
Cash balance (unrestricted & restricted)				-	12,974,173	
Total Cash, Cash Equivalents and Investments				\$ 614,482,517	\$ 613,902,503	

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2021

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
BOK Short-Term Cash Fund I	0.020 %	12/31/2021	Demand	\$ 209,456,184	\$ 209,456,184	2
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	374,347	374,347	1
FFCB	0.690	07/24/2020	07/22/2025	249,975	246,028	1
FFCB	0.700	08/17/2020	08/13/2026	249,563	244,235	1
FFCB	0.720	10/28/2020	10/27/2026	249,825	242,690	1
FFCB	1.300	03/16/2021	03/23/2027	400,000	396,116	1
FHLB	0.625	01/11/2021	01/22/2026	200,000	196,356	1
FHLB	0.900	02/05/2021	02/26/2027	400,000	389,872	1
FHLB	0.250	07/23/2021	08/16/2024	250,000	248,610	1
FHLB	0.300	02/02/2021	01/27/2031	249,625	243,475	1
FHLMC	0.320	12/15/2020	06/28/2024	250,000	247,475	1
FHLMC	0.625	10/15/2020	10/27/2025	125,000	122,499	1
FHLMC	0.700	12/08/2020	12/30/2025	250,000	246,093	1
FHLMC	1.000	02/08/2021	07/20/2027	799,880	781,608	1
FHLMC	1.000	12/01/2020	12/23/2027	250,000	243,818	1
FHLMC	1.070	10/14/2020	10/27/2028	250,000	241,033	1
FHLMC	1.080	11/04/2020	11/24/2028	250,000	242,575	1
FHMS	4.094	04/08/2019	09/25/2024	307,157	306,684	2
FHR	2.250	08/05/2021	05/15/2040	25,268	25,027	2
FHR	2.000	11/04/2019	03/15/2026	25,119	25,242	2
FHR	2.000	04/01/2020	02/15/2042	382,775	383,096	2
FHR	1.250	03/31/2020	03/15/2027	80,949	81,458	2
FHR	2.500	03/12/2020	05/15/2041	84,402	83,851	2
FHR	2.000	09/05/2019	12/15/2026	130,847	134,369	2
FHR	2.750	09/26/2019	08/15/2047	118,587	121,635	2
FHR	2.500	09/05/2019	07/25/2048	129,030	130,832	2
FHS	3.500	10/22/2021	07/15/2042	16,894	17,194	2
GNR	3.250	12/09/2020	08/16/2039	14,420	14,181	2
GNR	4.000	12/09/2020	07/20/2039	37,888	36,975	2
GNR	3.000	01/28/2021	09/16/2039	13,829	13,654	2
GNR	3.000	06/03/2021	09/16/2039	7,344	7,396	2
GNR	2.650	Various	01/20/2046	97,716	96,285	2
GNR	3.000	01/30/2020	09/20/2049	49,461	48,873	2
GNR	2.000	11/02/2021	06/20/2050	190,654	189,928	2
GNR	1.250	12/28/2021	05/20/2051	49,812	49,827	2
Municipal Bond	4.503	12/14/2021	11/01/2025	215,250	216,480	2
U.S. Treasury Notes	1.625	11/01/2021	10/31/2023	973,810	969,125	1
U.S. Treasury Notes	1.875	Various	07/31/2026	4,507,695	4,420,407	1
U.S. Treasury Notes	1.250	Various	08/15/2031	903,945	901,688	1
				222,617,251	222,437,221	
Revenue Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	22,744,175	22,744,175	2
Total unrestricted cash equivalents & investments				245,361,426	245,181,396	
Restricted:						
Reserve Maintenance Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	496,387	496,387	2
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	6,372,260	6,372,260	1
FFCB	0.150	02/12/2021	08/10/2023	1,999,000	1,982,820	1
FFCB	0.300	10/02/2020	09/01/2023	999,850	995,480	1
FFCB	0.280	09/14/2020	09/14/2023	999,000	996,270	1
FFCB	0.250	08/18/2021	02/26/2024	1,996,420	1,979,600	1
FFCB	0.350	05/04/2021	04/22/2024	2,204,268	2,187,196	1
FFCB	0.320	06/14/2021	06/14/2024	1,868,598	1,845,409	1
FFCB	0.450	08/17/2021	07/23/2024	2,002,160	1,988,000	1
FFCB	0.320	02/02/2021	02/03/2025	2,996,250	2,930,910	1
FHLB	2.125	07/05/2019	06/10/2022	1,005,506	1,008,290	1
FHLB	1.875	Various	12/09/2022	3,053,233	3,041,040	1
FHLB	1.375	03/03/2020	02/17/2023	1,016,772	1,010,780	1
FHLB	0.220	10/02/2020	04/05/2023	3,000,000	2,992,950	1
FHLB	3.375	05/24/2021	12/08/2023	879,671	856,386	1
FHLB	0.500	12/08/2021	12/08/2023	995,516	996,800	1
FHLB	0.400	03/16/2021	04/12/2024	3,000,000	2,980,770	1

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2021

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
FHLB	0.625 %	07/06/2021	10/15/2024	\$ 2,000,000	\$ 1,982,320	1
FHLMC	0.375	04/29/2020	04/20/2023	1,999,860	1,995,380	1
FHLMC	0.250	11/13/2020	08/16/2023	2,000,000	1,993,880	1
U.S. Treasury Notes	0.125	08/18/2021	10/31/2022	3,000,703	2,995,080	1
U.S. Treasury Notes	1.500	10/02/2020	02/28/2023	2,064,766	2,023,920	1
U.S. Treasury Notes	0.125	10/02/2020	09/15/2023	1,997,578	1,981,880	1
U.S. Treasury Notes	0.250	Various	03/15/2024	3,987,031	3,952,680	1
U.S. Treasury Notes	0.375	Various	04/15/2024	4,506,484	4,455,360	1
U.S. Treasury Notes	1.750	07/09/2021	07/31/2024	1,041,016	1,022,500	1
U.S. Treasury Notes	0.625	11/04/2021	10/15/2024	5,488,318	5,456,440	1
				62,970,647	62,520,788	
Revenue Bond Reserve Accounts:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	10,254,918	10,254,918	2
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	1,849,147	1,849,147	1
FFCB	0.700	08/17/2020	08/13/2026	873,469	854,821	1
FFCB	0.750	12/16/2020	12/16/2026	874,999	850,220	1
FFCB	1.300	03/16/2021	03/23/2027	1,000,000	990,290	1
FFCB	1.940	08/20/2021	06/30/2031	1,008,000	993,950	1
FHLB	0.625	01/11/2021	01/22/2026	1,000,000	981,780	1
FHLB	0.900	02/05/2021	02/26/2027	1,600,000	1,559,488	1
FHLB	0.980	08/25/2020	08/17/2028	847,450	818,006	1
FHLB	0.250	07/23/2021	08/16/2024	500,000	497,220	1
FHLB	0.300	02/02/2021	01/27/2031	848,725	827,815	1
FHLB	1.000	01/25/2021	02/12/2031	1,500,000	1,463,895	1
FHLB	1.125	02/12/2021	02/26/2031	3,000,000	2,927,760	1
FHLMC	0.625	10/15/2020	10/27/2025	1,700,000	1,665,983	1
FHLMC	0.700	12/08/2020	12/30/2025	1,000,000	984,370	1
FHLMC	0.800	08/03/2020	01/28/2027	499,500	488,180	1
FHLMC	1.000	02/08/2021	07/20/2027	1,999,700	1,954,020	1
FHLMC	1.000	07/14/2020	10/29/2027	1,500,000	1,465,080	1
FHLMC	1.000	12/01/2020	12/23/2027	1,750,000	1,706,722	1
FHLMC	1.020	01/04/2021	10/27/2028	874,650	840,901	1
FHLMC	1.070	10/14/2020	10/27/2028	900,000	867,717	1
FHLMC	1.080	11/04/2020	11/24/2028	1,750,000	1,698,025	1
FHLMC	1.150	07/14/2020	06/30/2028	674,865	656,114	1
FHMS	4.094	Various	09/25/2024	1,327,645	1,321,809	2
FHMS	3.600	04/29/2020	02/25/2025	938,719	898,191	2
FHR	2.000	11/02/2018	01/15/2041	367,862	395,706	2
FHR	3.000	10/31/2018	12/15/2041	475,170	505,047	2
FHR	2.000	05/20/2021	02/15/2042	155,672	153,238	2
FHR	2.500	03/12/2020	05/15/2041	574,867	571,113	2
FHR	2.000	11/16/2018	12/15/2042	118,362	129,309	2
FHR	1.500	07/23/2020	12/15/2027	1,573,558	1,547,863	2
FHR	2.250	09/04/2019	06/15/2044	693,749	705,255	2
FHR	2.750	06/10/2021	01/15/2045	542,200	542,731	2
FHR	3.000	01/18/2019	08/15/2044	422,973	439,425	2
FHR	3.000	09/06/2019	08/15/2048	187,160	192,116	2
FHR	2.500	09/05/2019	07/25/2048	1,032,242	1,046,659	2
FHR	3.000	08/26/2020	10/25/2049	475,414	461,108	2
FHR	1.250	06/03/2021	08/25/2040	851,296	829,410	2
FHR	1.000	12/10/2021	03/25/2051	910,303	908,274	2
GNR	3.000	11/22/2021	08/20/2039	103,183	103,349	2
GNR	1.750	06/08/2020	10/20/2042	119,460	118,189	2
GNR	2.500	03/13/2020	04/20/2045	240,147	241,826	2
GNR	3.000	09/03/2019	03/20/2045	1,988	1,953	2
GNR	2.650	07/06/2020	01/20/2046	664,027	654,300	2
GNR	3.500	12/10/2021	10/20/2048	1,082,496	1,077,495	2
GNR	3.500	09/18/2019	02/20/2049	571,842	590,677	2
GNR	3.000	01/30/2020	09/20/2049	336,337	332,339	2
GNR	2.000	11/02/2021	06/20/2050	1,143,921	1,139,568	2
JP Morgan Chase Repo	5.991	05/23/2002	01/01/2022	50,936,450	50,936,450	3
U.S. Treasury Notes	1.250	Various	08/15/2031	3,018,358	3,011,170	1
U.S. Treasury Notes	1.625	11/01/2021	10/31/2023	7,428,747	7,393,008	1
U.S. Treasury Notes	1.875	Various	07/31/2026	34,392,339	33,721,802	1
				148,491,910	147,165,802	

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2021

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
2017 Bond Service Accounts: Invesco Stit Treas-Inst	0.010 %	12/31/2021	Demand	\$ 38,635,016	\$ 38,635,016	1
2017A Construction Fund: BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	465,838	465,838	2
2017C Construction Fund: BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	13,316	13,316	2
2018 Bond Service Accounts Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	7,534,881	7,534,881	1
2018A Construction Fund: BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	39,732,951	39,732,951	2
2020 Bond Service Accounts: BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	46,126,184	46,126,184	2
Turnpike Trust Fund: Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	11,031,052	11,031,052	1
FFCB	0.150	02/12/2021	08/10/2023	799,600	793,128	1
FFCB	0.280	09/14/2020	09/14/2023	1,998,000	1,992,540	1
FFCB	0.320	06/14/2021	06/14/2024	999,250	986,850	1
FFCB	0.450	08/17/2021	07/23/2024	500,540	497,000	1
FFCB	0.320	02/02/2021	02/03/2025	1,498,125	1,465,455	1
FFCB	2.125	12/06/2021	12/11/2026	3,127,500	3,118,830	1
FFCB	1.300	03/16/2021	03/23/2027	2,000,000	1,980,580	1
FHLB	2.125	07/05/2019	06/10/2022	1,005,506	1,008,290	1
FHLB	1.875	01/02/2020	12/09/2022	2,014,106	2,027,360	1
FHLB	0.625	07/06/2021	10/15/2024	1,000,000	991,160	1
FHLB	1.000	07/01/2021	01/22/2026	1,000,000	992,490	1
FHLB	0.875	07/06/2021	06/12/2026	1,003,395	985,260	1
FHLB	0.900	08/17/2021	08/26/2026	1,500,000	1,477,455	1
FHLB	1.400	12/21/2021	12/30/2026	1,500,000	1,499,085	1
FHLB	0.250	07/23/2021	08/16/2024	749,999	745,830	1
FHLMC	2.375	Various	01/13/2022	3,088,049	3,001,950	1
FHLMC	0.375	04/29/2020	04/20/2023	1,999,860	1,995,380	1
FHLMC	0.375	10/02/2020	09/23/2025	996,860	972,920	1
GNR	2.000	11/19/2020	04/20/2066	82,043	82,185	2
U.S. Treasury Notes	2.125	05/01/2019	12/31/2022	994,687	1,016,600	1
U.S. Treasury Notes	2.750	05/01/2019	08/31/2023	1,018,477	1,034,460	1
U.S. Treasury Notes	0.125	10/02/2020	09/15/2023	998,789	990,940	1
U.S. Treasury Notes	2.875	05/01/2019	10/31/2023	1,024,414	1,039,570	1
U.S. Treasury Notes	2.625	05/01/2019	12/31/2023	1,014,180	1,037,350	1
U.S. Treasury Notes	2.125	05/01/2019	02/29/2024	991,719	1,028,830	1
U.S. Treasury Notes	0.250	09/28/2021	03/15/2024	497,949	494,085	1
U.S. Treasury Notes	2.000	05/01/2019	04/30/2024	492,715	513,615	1
U.S. Treasury Notes	1.750	07/09/2021	07/31/2024	1,041,016	1,022,500	1
U.S. Treasury Notes	0.625	11/04/2021	10/15/2024	2,494,690	2,480,200	1
				48,462,521	48,302,950	
Prepaid PIKEPASS Fund: Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	3,159,902	3,159,902	1
DFA S/T Extended Quality-Inst (open-end fund)	0.920	Various	Demand	3,601,782	3,624,268	1
Fidelity Emerg Mkts Indx (open-end fund)	2.140	Various	Demand	954,118	893,635	1
Fidelity Intl Indx (open-end fund)	3.070	Various	Demand	3,441,851	3,358,703	1
Fidelity S/C Indx (open-end fund)	1.260	Various	Demand	1,334,404	1,287,394	1
Ishares Inter Govt Cr Bond (exchange-traded fund)	1.460	Various	Demand	4,584,127	4,852,006	1
Ishares RSSL 1000 L/C Idx-K (open-end fund)	1.240	Various	Demand	7,779,074	14,939,309	1
Vanguard Intrmd Bd Indx-Inst (open-end fund)	1.850	Various	Demand	4,767,316	4,872,092	1
Vanguard Short Term Treasury (exchange-traded fund)	0.360	Various	Demand	3,545,064	3,508,857	1
				33,167,638	40,496,166	
Gilcrease Expressway Fund: Blackrock Liq Fedfd-Csh	0.030	12/31/2021	Demand	20,041,020	20,041,020	1
Total restricted cash equivalents & investments				445,641,922	451,034,912	
Cash balance (unrestricted & restricted)				-	26,062,534	
Total Cash, Cash Equivalents and Investments				\$ 691,003,348	\$ 722,278,842	

NOTE 4. LONG-TERM DEBT

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2022						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2017A	02/08/2017	\$ 456,070,000	\$ -	\$ -	\$ 456,070,000	\$ -
Series 2017B	02/08/2017	4,730,000	-	(4,730,000)	-	-
Series 2017C	12/21/2017	209,920,000	-	-	209,920,000	-
Series 2017D	12/21/2017	235,295,000	-	(11,315,000)	223,980,000	33,420,000
Series 2017E	12/21/2017	93,550,000	-	-	93,550,000	4,370,000
Series 2018A	10/31/2018	344,310,000	-	-	344,310,000	-
Series 2020A	10/29/2020	187,195,000	-	(14,745,000)	172,450,000	11,545,000
Series 2020B	10/29/2020	179,165,000	-	(25,555,000)	153,610,000	17,915,000
Total		\$ 1,710,235,000	\$ -	\$ (56,345,000)	\$ 1,653,890,000	\$ 67,250,000

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2021						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2017A	02/08/2017	\$ 456,070,000	\$ -	\$ -	\$ 456,070,000	\$ -
Series 2017B	02/08/2017	9,965,000	-	(5,235,000)	4,730,000	4,730,000
Series 2017C	12/21/2017	209,920,000	-	-	209,920,000	-
Series 2017D	12/21/2017	240,990,000	-	(5,695,000)	235,295,000	11,315,000
Series 2017E	12/21/2017	93,550,000	-	-	93,550,000	-
Series 2018A	10/31/2018	344,310,000	-	-	344,310,000	-
Series 2020A	10/29/2020	187,195,000	-	-	187,195,000	14,745,000
Series 2020B	10/29/2020	179,165,000	-	-	179,165,000	25,555,000
Total		\$ 1,721,165,000	\$ -	\$ (10,930,000)	\$ 1,710,235,000	\$ 56,345,000

OTHER LONG-TERM DEBT OUTSTANDING AS OF DECEMBER 31, 2022						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Jr. Obligation Note	07/01/2020	\$ 50,000,000	\$ -	\$ -	\$ 50,000,000	\$ 50,000,000
USDOT TIFIA Loan	11/25/2022	-	120,116,133	-	120,116,133	-
Total		\$ 50,000,000	\$ 120,116,133	\$ -	\$ 170,116,133	\$ 50,000,000

OTHER LONG-TERM DEBT OUTSTANDING AS OF DECEMBER 31, 2021						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Jr. Obligation Note	07/01/2020	\$ 50,000,000	\$ -	\$ -	\$ 50,000,000	\$ -

DEBT SERVICE REQUIREMENTS DECEMBER 31, 2022		
YEAR	TOTAL REVENUE BONDS	
Maturity January 1	Principal	Interest
2023	\$ 67,250,000	\$ 70,277,590
2024	69,300,000	68,076,413
2025	71,880,000	65,332,705
2026	74,575,000	62,466,155
2027	77,715,000	59,149,163
2028-2032	304,080,000	249,426,817
2033-2037	238,310,000	197,032,871
2038-2042	296,870,000	138,477,465
2043-2047	370,190,000	65,160,512
2048	83,720,000	3,348,799
Total	\$ 1,653,890,000	\$ 978,748,490

The Authority issues revenue bonds from time to time for the purposes of financing capital improvements and new projects. In addition, when the market environment indicates favorable results, the Authority will issue bonds to restructure its debt to take advantage of these economic factors. All of the Authority's current outstanding bonds are fixed rate bonds and were issued pursuant to the prevailing Trust Agreement, dated February 1, 1989, and as amended with supplements thereto (the Trust Agreement), with Bank of Oklahoma, N.A., as Trustee. The Authority's Bonds are payable solely from and secured by a pledge of minimum net revenues, as defined by the Trust Agreement, from the operation of the Turnpike System.

DESCRIPTION OF FIXED RATE DEBT

On October 29, 2020, the Authority closed on the delivery of \$187.2 million in Series 2020A Refunding Second Senior Revenue Bonds, and \$179.2 million in Series 2020B Refunding Second Senior Revenue Bonds. These bonds were issued for the purposes of (1) refunding the remaining Series 2011AB Bonds, as well as refunding a portion of the 2017C Bonds and (2) paying the costs of issuance. The 2020A Bonds were structured as tax-exempt fixed rate “AA-” bonds and the 2020B Bonds were structured as taxable fixed rate “AA-” bonds. The Series 2020AB Bonds are series bonds due in annual installments beginning January 1, 2022 through January 1, 2033. Interest is payable semi-annually on January 1 and July 1 of each year. Interest rates on the Series 2020A Bonds is 5.0% and on the Series 2020B Bonds range from 0.491% to 2.072%.

The Series 2020AB Bonds refunded and defeased by escrow deposit the outstanding \$242.7 million principal of the Series 2011A Bonds, the \$52.8 million principal of Series 2011B Bonds and \$102.9 million principal of the Series 2017C bonds; the liability was removed from the Statements of Net Position. Bank of Oklahoma, N.A., serves as the Escrow Trustee on these Series 2011AB Bonds and 2017C Bonds. These Series 2011AB Bonds were fully redeemed as of January 1, 2021. The Series 2017C Bonds were fully redeemed as of January 1, 2022.

On October 31, 2018, the Authority closed on the delivery of the Series 2018A Second Senior Revenue Bonds totaling \$344.3 million. The Series 2018A bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements, (2) satisfying the Second Senior Bond Reserve Account Requirements and (3) paying the costs of issuance. The Series 2018A Bonds were structured as tax-exempt fixed rate “AA-” bonds. The Series 2018A Bonds are series bonds due in annual installments beginning January 1, 2032 through January 1, 2048. Interest is payable semi-annually on January 1 and July 1 of each year. Interest rates on the Series 2018A Bonds range from 3.6% to 5.0%.

On February 8, 2017, the Authority closed on the delivery of the Series 2017A Second Senior Revenue Bonds totaling \$456.1 million and the Series 2017B Refunding Second Senior Revenue Bonds totaling \$23.9 million. The Series 2017A&B bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements, including payment of amounts due under the Wells Fargo revolving credit agreement (short-term debt),

(2) currently refunding the outstanding principal of the Series 2007A Bonds, (3) satisfying the Second Senior Bond Reserve Account Requirements and (4) paying the costs of issuance. The Series 2017A&B Bonds were structured as tax-exempt fixed rate “AA-” bonds. The Series 2017A Bonds are series bonds due in annual installments beginning January 1, 2032 through January 1, 2047; the Series 2017B Bonds are series bonds due in annual installments beginning January 1, 2018 through January 1, 2022. Interest commenced on July 1, 2017, and is payable semi-annually on January 1 and July 1 of each year. Interest rates on the Series 2017A Bonds range from 3.5% to 5.0% and the Series 2017B Bonds range from 2.0% and 4.0%.

The Series 2017B Bonds refunded and defeased by escrow deposit the outstanding \$24.6 million principal of the Series 2007A Bonds; the liability was removed from the Statements of Net Position. Bank of Oklahoma, N.A., served as the Escrow Trustee on the Series 2007A Bonds which were fully redeemed March 8, 2017. The Series 2007A Refunding Bonds were originally issued on June 6, 2007 for the purposes of refunding the portion of the Series 2002A&B Refunding Bonds that were eligible at that time; those Series 2002A&B Bonds became fully redeemed as of January 1, 2012.

On December 21, 2017, the Authority closed on the delivery of the Series 2017C Second Senior Revenue Bonds totaling \$312.8 million, the Series 2017D Refunding Second Senior Revenue Bonds totaling \$275.7 million and the Series 2017E Refunding Second Senior Revenue Bonds totaling \$95.8 million. The Series 2017CDE Bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements (2) satisfying the Second Senior Bond Reserve Account Requirements, (3) currently refunding the outstanding principal of the Series 2006BEF Bonds, (4) funding termination payments relating to interest rate swaps associated with the Series 2006BEF Bonds, (5) advance refunding certain maturities of the Series 2011B Bonds and (6) paying the costs of issuance. The Series 2017CDE Bonds were structured as tax-exempt fixed rate “AA-” bonds. The Series 2017CDE Bonds are series bonds due in annual installments; the Series 2017C Bonds begin January 1, 2034 through January 1, 2047; the Series 2017D Bonds beginning January 1, 2018 through January 1, 2028; the Series 2017E Bonds begin January 1, 2023 through January 1, 2031. Interest is payable semi-annually on January 1 and July 1 of each year, interest commenced January 1, 2018. Interest rates on the Series 2017C Bonds range from 3.0% to 5.0%; the Series 2017D Bonds range from 4.0% to 5.0%; and the Series 2017E Bonds range from 2.85% and 5.0%.

The Series 2017D Bonds refunded and defeased by escrow deposit the outstanding \$280.8 million principal of the Series 2006BEF Bonds; the liability was removed from the Statements of Net Position. Bank of Oklahoma, N.A., served as the Escrow Trustee on the Series 2006BEF Bonds which were fully redeemed January 12, 2018. In conjunction with the defeasance of the Series 2006BEF Bonds, the Authority also terminated its swap agreements corresponding to this variable rate debt. The termination payments were approximately \$41.3 million and were funded with the proceeds from the Series 2017D Bonds. The Series 2006BEF Refunding Bonds were originally issued on August 24, 2006 for the purposes of refunding the outstanding Series 1992F First Senior Revenue Capital Appreciation Bonds and certain maturities of the Series 1998A&B Revenue Bonds; those Bonds became fully redeemed as of January 1, 2009.

The Series 2017E Bonds refunded and defeased by escrow deposit certain maturities totaling \$101.5 million of the Series 2011B Bonds; the liability corresponding to these maturities was removed from the Statements of Net Position. Bank of Oklahoma, N.A., served as the Escrow Trustee on the Series 2011B Bonds. With the issuance of the Series 2020AB Bonds, these bonds became fully redeemed as of January 1, 2021.

The Authority closed on the delivery of the Series 2011A Refunding Second Senior Revenue Bonds totaling \$524.0 million on October 31, 2011. The Series 2011A Bonds were issued for the purposes of (1) refunding (a) certain maturities of the Series 2002A&B Refunding Bonds and (b) the Series 2006C&D Refunding Bonds and (2) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate "AA-" bonds. The principal amount of the bonds refunded and defeased through an escrow deposit was \$533.3 million; the liability was removed from the Statements of Net Position. The Series 2006C&D Bonds were fully redeemed as of October 31, 2011 and the Series 2002A&B Bonds were fully redeemed as of January 1, 2012. In conjunction with the defeasance of the Series 2006C&D Bonds, the Authority terminated the swap agreements corresponding to this variable rate debt. Termination payments were approximately \$51.3 million and were funded with proceeds from the Series 2011A Bonds. With the issuance of the Series 2020AB Bonds, the Series 2011A Bonds were defeased with Bank of Oklahoma, N.A. serving as the Escrow Trustee; the liability was removed from the Statements of Net Position. These bonds became fully redeemed as of January 1, 2021.

On December 15, 2011, the Authority closed on the delivery of the Series 2011B Second Senior Revenue Bonds totaling

\$159.7 million. The Series 2011B Bonds were issued to provide funds for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects including capacity improvements for the John Kilpatrick and Creek Turnpikes, (2) satisfying the Second Senior Bond Reserve Account Requirements and (3) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate "AA-" bonds. As previously noted, the 2017E bonds refunded certain maturities totaling \$101.5 million of the outstanding Series 2011B Bonds. As previously noted, with the issuance of the Series 2020AB Bonds, the remaining Series 2011B Bonds were defeased with Bank of Oklahoma, N.A. serving as the Escrow Trustee; the liability was removed from the Statements of Net Position. These bonds became fully redeemed as of January 1, 2021.

The Authority previously defeased the Series 1989 First Senior and Subordinate Lien Revenue Bonds; the liability was removed from the Statements of Net Position. Bank of New York serves as Escrow Trustee having acquired the trust services of the previous Escrow Trustee, Bank One Trust Company. The remaining \$29.0 million of the original issue was outstanding at December 31, 2021 and became fully redeemed as of January 3, 2022.

Prior to the issuance of the Series 2017D Bonds, the Authority had \$280.8 million outstanding of variable rate Series 2006BEF Bonds. In August 2006, the Authority issued, through a negotiated sale, six separate series of Series 2006 Refunding Second Senior Revenue Bonds totaling \$635.6 million. As part of that sale, the Authority issued variable rate Series 2006B-F Refunding Second Senior Revenue Bonds in the initial aggregate principal of \$530.8 million. The Series 2006B-F Bonds were initially issued in a variable rate mode that reset on a weekly basis with interest payable on a monthly basis. In conjunction with the \$530.8 million Series 2006B-F bonds described above, the Authority entered into five separate synthetic fixed rate swap agreements totaling \$530.8 million, with three separate counterparties. After the Series 2017D Bonds currently refunded and defeased these Series 2006BEF Bonds, in late 2017, the Authority had no outstanding variable rate debt.

OTHER BOND RELATED INFORMATION

The Interest, Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balance for the Revenue Bond Reserve Account (the Reserve Account) was approximately \$137.0 and \$147.2 million as of December 31, 2022 and 2021, respectively. Previously the Authority had funded the remainder of the current debt

reserve requirement with a ten year term loan with US Bank for \$15.0 million. With the issuance of the Series 2020AB Bonds, amounts currently on deposit in the subaccounts of the refunded bonds were not contributed to the defeasance and redemption of the refunded bonds but rather considered in the funding requirements of the debt service due January 1, 2021, as well as funding of certain System improvements and the calculation of the amount now necessary for the Reserve Account. With the Reserve Account sufficiently funded, an amount was eligible to be released from the Reserve Account to repay the term loan with US Bank, and accordingly, as of December 31, 2020, the loan with US Bank was paid in full.

The Series 2020A and 2020B Bonds refunded \$242.7 million principal of the 2011A Bonds, \$52.8 million principal of the 2011B Bonds and \$102.9 million principal of the 2017C Bonds. This refunding resulted in an increase to the Authority's net deferred credit of approximately \$11.6 million. With the Series 2020 refunding, the Authority decreased its aggregate debt service payments by approximately \$65.1 million from 2021 to 2033; the net present value savings of this transaction were approximately \$64.3 million.

The Series 2017B Bonds refunded \$24.6 million principal of the Series 2007A Bonds. This refunding resulted in an increase to the Authority's net deferred debit of approximately \$0.2 million. With the Series 2017B refunding, the Authority decreased its aggregate debt service payments by approximately \$1.7 million from 2018 to 2022; the net present value savings of this transaction were approximately \$1.5 million.

The Series 2017D Bonds refunded \$280.8 million principal of the Series 2006BEF Bonds (variable rate) and terminated the corresponding swaps and reduced the Authority's risk exposure. This refunding resulted in an increase to the Authority's net deferred debit of approximately \$42.4 million. With the Series 2017D refunding, the Authority increased its aggregate debt service payments by approximately \$3.2 million from 2018 to 2028; the net present value savings on this transaction were approximately (\$2.0 million).

The Series 2017E Bonds refunded \$101.5 million principal of the Series 2011B Bonds. This refunding resulted in an increase to the Authority's net deferred debit of approximately \$5.7 million. With the Series 2017B refunding, the Authority decreased its aggregate debt service payments by approximately \$13.9 million from 2018 to 2031; the net present value savings of this transaction were approximately \$11.4 million.

As of December 31, 2022 and 2021, the Statements of Net Position reflect a collective net deferred debit of approximately \$45.5 and \$54.8 million respectively, resulting from accounting losses from the defeasance of debt through its various refundings. On December 31, 2022 and 2021, the Statements of Net Position present a collective net deferred credit of approximately \$9.5 and \$10.6 million; this results from accounting gains from the issuance of the Series 2020AB Bonds. The combined amortization of the net deferred debit and net deferred credit for December 31, 2022 and 2021, is approximately \$7.5 and \$9.2 million. These amounts are reflected as a component of interest expense in the Statement of Revenues, Expenses and Changes in Net Position.

DIRECT BORROWINGS

In April 2022, the Authority approved resolution for a \$200.0 million revolving line of credit with Wells Fargo, N.A. This line of credit was to provide interim financing for improvements and/or construction of various turnpike projects. It was later decided to exercise the termination option of this agreement. The termination warranted cancellation costs in which a portion is reflected as interest expense and the remaining recorded as fees related to debt issuance.

On July 1, 2020 the Authority closed on a \$50.0 million subordinate Junior Obligation Note, Series 2020A (the Note) maturing on July 1, 2023 with interest paid semi-annually at a fixed rate of 2.274%. The Note is a credit agreement with DNT Asset Trust (the Lender). The Note is structured as a line of credit with the full line being drawn at closing and deposited to the Reserve Maintenance Fund to satisfy Trust-required deposits through mid-2022. The Note allows for the voluntary prepayment of principal, an extension of the maturity date and the option to convert the principal into a term loan. The proceeds allow monies to be available to fund capital projects. The Note is secured by the credit of the General Fund.

The Note contains certain covenants that the Authority is aware of and monitors for compliance. Failure to comply with certain covenants can create an event of default. Additionally, the Note defines other events of default such as non-payment of the Note or due payment on the Authority's outstanding Bonds, bankruptcy, changes in the validity of the pledge of the General Fund or a ratings downgrade of its long-term unenhanced Second Senior borrowings to below BBB- or Baa3. Should an event of default occur, the Lender can take certain actions including the acceleration of the repayment of the Note, with proper notification. As of December 31, 2022, the Authority believes it has complied with all Note covenants and no events of default have occurred.

YEAR	OTHER LONG-TERM DEBT (JUNIOR OBLIGATION NOTE SERIES 2020A)	
	Principal	Interest
Maturity July 1		
2023	50,000,000	1,137,000
Total:	\$ 50,000,000	\$ 1,137,000

On May 8, 2020, the USDOT and the OTA executed a TIFIA loan (the TIFIA loan) agreement of up to just over \$120.1 million. Loan proceeds were anticipated to be disbursed upon Gilcrease Developers LLC (the Project Company) achieving the substantial completion milestone for construction of the Gilcrease Expressway. In mid-November 2022, the project reached substantial completion, and the TIFIA loan proceeds were disbursed to the Project Company to be used towards repayment of the Project Company's interim financing. This USDOT TIFIA loan is reflected on the Statements of Net Position. This TIFIA loan is subject to a separate Non-System Trust Agreement, and the loan agreement contains elements specific to this long-term loan. Interest is due semi-annually on January 1 and July 1 at a rate of 1.35%. Also every January 1 and July 1 of the 'Capitalized Interest Period' of this loan, interest accrued on the TIFIA loan in the 6 months prior to said date shall be capitalized and added to the outstanding TIFIA loan balance. 'The Capitalized Interest Period' is defined as the period from and including the effective date to the first day of the initial payment. Principal payments are due semi-annually on January 1 and July 1 beginning July 1, 2026 through July 1, 2057. The TIFIA loan contains certain covenants that the Authority is aware of and monitors for compliance. Failure to comply with certain covenants can create an event of default. Additionally, the TIFIA loan defines other events of default such as failure to make specified timely payments or required deposits, the issuance of other debt secured by revenues of the Gilcrease Expressway without prior written consent or a continuous cessation of operations for a period of 180 days. The ODOT is also required to make an annual Project Assistance Deposit. The TIFIA loan will be repaid by the revenues of the Gilcrease Expressway. The other net toll revenues of the System Trust Agreement are not pledged as security for this TIFIA loan. As of December 31, 2022, the Authority believes it has complied with all TIFIA loan covenants, and no events of default have occurred.

YEAR	OTHER LONG-TERM DEBT (USDOT TIFIA LOAN)	
	Principal	Interest
Maturity July 1		
2023	-	-
2024	-	-
2025	-	-
2026	960,965	838,387
2027	2,072,081	1,670,929
2028-2032	13,613,675	7,857,923
2033-2037	16,841,919	6,832,354
2038-2042	19,834,922	5,602,869
2043-2047	21,771,724	4,205,885
2048-2052	24,226,849	2,658,246
2053-2057	25,912,684	972,411
Total:	\$ 125,234,819 *	\$ 30,639,004

*The TIFIA Loan is structured such that additional principal amounts will be added to the original principal amount during the Capitalized Interest period. Those additions will gradually be reflected on the Statements of Net Position as the amounts become due.

NOTE 5. ADVANCES FROM MOTOR FUEL TAX TRUST

By virtue of the "Enabling Act" of 1971 and amendments thereto, a portion of the motor fuel excise taxes collected on fuels consumed on the turnpikes is made available to the Authority from the Oklahoma Tax Commission. Prior to July 1, 1992, this amount was not to exceed \$3.0 million during a fiscal year of the State. In 1992, Title 69, §1730 was amended to remove the cap and allow the Authority to receive the full amount collected in accordance with the original formula. This amendment stated the motor fuel taxes due to the Authority would be apportioned to the Authority on the first day of each calendar month. Beginning July 1, 1992, the amount of cash and investments on deposit was frozen as security for the Series 1989 Revenue Bonds. All motor fuel taxes apportioned to the Authority shall be available to fund debt service and reserves to the extent monies are not otherwise available to the Authority for such purpose. If such motor fuel excise taxes apportioned to the Authority are not necessary in such month, the motor fuel excise taxes shall be paid over to the Oklahoma Department of Transportation (ODOT). During 2022 and 2021, the Authority received and subsequently remitted to ODOT \$50.4 million and \$49.2 million, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of \$46.3 million and \$48.3 million at December 31, 2022 and 2021, respectively) are invested in interest-bearing obligations in the Turnpike Trust Fund. The interest received thereon (\$653,649 and \$592,265 during the years ended December 31, 2022 and 2021, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2022 or 2021.

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

When all Senior and Subordinate Revenue Bonds, together with interest thereon, have been paid, the Authority will be required to pay all amounts that have been received from the Oklahoma Tax Commission and any interest earned on amounts invested to the ODOT. The accumulated liability to the ODOT as of December 31, 2022 and 2021, is \$54.7 million and \$54.2 million, respectively, and the annual activity is shown below:

	BEGINNING BALANCE	ADDITIONS	RETIRED	ENDING BALANCE
2022	\$ 54,201,683	\$ 466,755	\$ -	\$ 54,668,438
2021	\$ 53,777,222	\$ 424,461	\$ -	\$ 54,201,683

Additions to the liability represent the interest earned on amounts invested, net of realized gains and losses on the sale of investments. No amounts are due within one year.

NOTE 6. DEFERRED COMPENSATION PLAN

The State of Oklahoma offers to its own employees, state agency employees and other duly constituted authority or instrumentality employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457 and Chapter 45 of Title 74 of the Oklahoma Statutes. The Oklahoma State Employees Deferred Compensation Plan, known as SoonerSave, is a voluntary plan that allows participants to defer a portion of their salary into SoonerSave. Participation allows a person to shelter the portion of their salary that they defer from current federal and state income tax. Taxes on the interest or investment gains on this money, while in SoonerSave, are also deferred. The deferred compensation is not available to employees until termination, retirement, death or approved unforeseeable emergency. Under SoonerSave, the untaxed deferred amounts are invested as directed by the participant among various plan investment options. Effective January 1, 1998, a Trust and Trust Fund covering the plan assets was established pursuant to federal legislation enacted in 1996, requiring public employers to establish such trusts for plans meeting the requirements of Section 457 of the Internal Revenue Code. Under terms of the Trust, the corpus or income of the Trust Fund may be used only for the exclusive benefit of the plan participants and their beneficiaries. Further information may be obtained from the Oklahoma State Employees Deferred Compensation Plan audited financial statements for the year ended June 30, 2022. The Authority believes that it has no liabilities in respect to the State's plan.

NOTE 7. DEFINED BENEFIT RETIREMENT PLAN

PLAN DESCRIPTION

Employees of the Authority are provided with pensions through the Oklahoma Public Employees Retirement Plan (the Plan), a cost-sharing multiple employer public employee defined benefit pension plan administered by the Oklahoma Public Employees Retirement System (the OPERS). Title 74 of the Oklahoma Statutes, Sections 901-932 and 935, as amended, assigns the authority for management and operation of the Plan to the OPERS Board of Trustees. The OPERS issues a publicly available annual comprehensive financial report (ACFR) that includes financial statements and required supplementary information for the Plan. That annual report may be obtained at <http://www.opers.ok.gov/wp-content/uploads/2022/12/ACFR-2022-OPERS.pdf>.

BENEFITS PROVIDED

The Plan provides retirement, disability, and death benefits to Plan members and beneficiaries. The benefit provisions are established and may be amended by the Oklahoma Legislature. Retirement benefits are determined at 2% of the average annual salary received during the highest thirty-six months of the last ten years of participating service, but not in excess of the applicable annual salary cap, multiplied by the number of years of credited service. Employees qualify for full retirement benefits at their specified normal retirement age or when the employee's age and years of credited service meet defined thresholds, determined by the employee's date of membership within the Plan. Employees have the option to increase the benefit computation factor for all future service from 2.0% to 2.5%. The election is irrevocable and binding for all future employment under the OPERS, and applies only to full years of service. Those who make the election pay the standard contribution rate plus an additional contribution rate which is actuarially determined. Employees become eligible to vest fully upon termination of employment after attaining eight years of credited service, or the employee's contributions may be withdrawn upon termination of employment.

Disability retirement benefits are available for members having eight years of credited service whose disability status has been certified. Disability retirement benefits are determined in the same manner as retirement benefits, but payable immediately without an actuarial reduction. Upon the death of an active employee, the accumulated contributions of the employee are paid to the employee's named beneficiary(ies) in a single

lump sum payment or in monthly payments over the life of the spouse, if so elected. Upon the death of a retired employee, the Plan will pay a \$5,000 death benefit to the employee's beneficiary or estate of the employee if there is no living beneficiary, in addition to any excess employee contributions or survivor benefits due.

Employees who first became employed on or after November 1, 2015, and have no prior participation in the Plan will participate in a mandatory defined contribution plan. See Note 8 for further discussion.

CONTRIBUTIONS

Employees and the Authority are required to contribute at a rate established by the Oklahoma Legislature after recommendation by the OPERS Board, based on an actuarial calculation which is performed to determine the adequacy of such contribution rates. The Oklahoma Legislature may amend the contribution requirements. The contribution rate for employees was 3.5% during 2022 and 2021. The Authority's contribution remains at its currently mandated maximum rate of 16.5%. The Authority's contributions to the Plan for the years ended December 31, 2022 and 2021, were approximately \$3.2 and \$3.3 million respectively, and equal to the required contributions for each year.

ACTUARIAL ASSUMPTIONS

The total pension liability as of June 30, 2022 and 2021, were determined based on actuarial valuations prepared as of July 1, 2022 and 2021, respectively, using the following actuarial assumptions:

- Investment return – 6.50% compounded annually, net of investment expense and including inflation
- Salary increases – 3.5% to 9.25% per year including inflation
- Mortality rates – active participants and nondisabled pensioners – Pub 2010 Below Media, General Membership Active/Retiree Healthy Mortality Table with base rates projected to 2030 using Scale MP-2019 (male rates unadjusted, female rates set forward two years)
- No annual post-retirement benefit increases
- Assumed inflation rate – 2.50%
- Payroll growth – 3.25%
- Actuarial cost method – entry age
- Select period for termination of employment assumptions – 10 years

The actuarial assumptions used in the July 1, 2022 and 2021 valuations are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2019. The experience study report is dated May 13, 2020.

The long-term expected rate of return on pension plan investments was determined using a log-normal distribution analysis in which best estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate return weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

In 2022 and 2021, best estimates for each major asset class used arithmetic real rates of return. Target asset allocations and best estimates of real rates of return for each major asset class as of June 30, 2022 and 2021 are summarized in the following table:

Asset Class	2022		2021	
	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	34.0%	4.7%	34.0%	4.7%
U.S. Small Cap Equity	6.0%	5.8%	6.0%	5.8%
Int's Developed Equity	23.0%	6.5%	23.0%	6.5%
Emerging Market Equity	5.0%	8.5%	5.0%	8.5%
Core Fixed Income	25.0%	0.5%	25.0%	0.5%
Long Term Treasuries	3.5%	-	3.5%	-
U.S. Tips	3.5%	0.3%	3.5%	0.3%
Total	100.0%		100.0%	

The discount rate used to measure the total pension liability, net of investment expenses, was 6.5% for 2022 and 2021. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate determined does not use a municipal bond rate.

PENSION LIABILITIES (ASSET)

At December 31, 2022, the Authority reported a liability of \$9.7 million and an asset of \$15.6 million at December 31, 2021, for its proportionate share of the net pension liability (asset). The annual activity is shown below:

	BEGINNING BALANCE	ADDITIONS	REDUCTIONS	ENDING
2022	\$ (15,605,276)	\$ 29,899,330	\$ (4,618,122)	\$ 9,675,932
2021	\$ 10,601,074	\$ 136,454	\$ (26,342,804)	\$ (15,605,276)

SENSITIVITY OF THE NET PENSION LIABILITY (ASSET)

The following presents the Authority's proportionate share of the net pension liability (asset) calculated using the discount rate of 6.5% for 2022 and 2021, as well as what the Authority's proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rate:

	1% DECREASE	CURRENT DISCOUNT RATE	1% INCREASE
2022	5.5% \$23,715,754	6.5% \$9,675,932	7.5% \$(2,197,690)
2021	5.5% \$(1,448,759)	6.5% \$(15,605,276)	7.5% \$(27,570,884)

PENSION EXPENSE

The net pension liability (asset) was measured as of June 30, 2022 and 2021, and the total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of July 1, 2022 and 2021, respectively. The OPERS

determined that the actual contributions made to the Plan during the fiscal year are appropriate as the allocation basis as they are representative of future contributions. Contributions are reported using the accrual basis of accounting. At June 30, 2022 the Authority's proportionate share of the net pension liability (asset) and corresponding employer pension amounts was approximately 1.15%, a decrease from its proportion of 1.16%, measured as of June 30, 2021. At December 31, 2022, the Authority recognized pension expense of approximately \$2.3 million and contra pension expense of \$1.1 million at December 31, 2021.

PENSION PLAN FIDUCIARY NET POSITION

Detailed information about the pension plan's fiduciary net position is available in the separately issued OPERS ACFR, available as previously noted.

DEFERRED OUTFLOWS AND INFLOWS

The 2022 deferred outflows of resources to contributions subsequent to the measurement date, will be recognized as a reduction of the net pension liability. The 2021 deferred inflows of resources related to the net difference between projected and actual earnings on pension plan investments, as shown in the table below, will be recognized as a reduction of the pension liability and an addition to the pension asset.

	DEFERRED OUTFLOWS OF RESOURCES 2022	DEFERRED INFLOWS OF RESOURCES 2022	DEFERRED OUTFLOWS OF RESOURCES 2021	DEFERRED INFLOWS OF RESOURCES 2021
Difference between expected and actual experience	\$ -	\$ 443,629	\$ -	\$ 392,380
Changes of assumptions	-	-	1,149,888	-
Net difference between projected and actual earnings on pension plan investments	10,156,111	-	-	17,402,735
Changes in proportion and differences between Authority contributions and proportionate share of contributions	120,932	25,981	147,563	79,066
Authority contributions subsequent to the measurement date	1,423,874	-	1,648,087	-
Total	\$ 11,700,917	\$ 469,610	\$ 2,945,538	\$ 17,874,181

Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

YEARS ENDED DECEMBER 31	2022	2021
2022	\$ -	\$ (3,391,188)
2023	1,497,490	(4,129,146)
2024	1,495,441	(4,265,810)
2025	1,035,805	(4,790,586)
2026	5,778,697	N/A
Thereafter	N/A	N/A

NOTE 8. DEFINED CONTRIBUTION PLAN

Oklahoma Legislature enacted legislation requiring that effective November 1, 2015, a Defined Contribution System be established by the OPERS for most state employees first employed by a participating State employer on or after November 1, 2015. Employees of the Authority who first become employees on or after November 1, 2015, and have no prior participation in the OPERS must participate in this mandatory Defined Contribution Plan (the Plan) created in accordance with Internal Revenue Code (the Code) Section 401(a) and 457(b) and chapter 40 of Title 590 of the Oklahoma Statutes. The Plan is known as Pathfinder. This Plan and its related Trust(s) are intended to meet the requirements of the Internal Revenue Code. Pathfinder is administered by the OPERS. The OPERS Board may amend Pathfinder or Trust but no amendment shall authorize or permit any part of the Trust for Pathfinder to be used or diverted to purposes other than for the exclusive benefit of the Pathfinder participants and their beneficiaries.

Contribution rates are established by Oklahoma Statute and may be amended by Oklahoma Legislature. For 2022 and 2021, employees must make mandatory employee contributions of 4.5% of pre-tax salary to the 401(a) plan and may make additional voluntary contributions to the 457(b) plan, subject to the maximum deferral limited allowed under the Code. Employees are vested 100% for all employee contributions. The Authority must make mandatory contributions of 6% of the employee's pre-tax salary and 7% if the employee elects to participate in the 457(b) plan. Employees become vested for employer contributions based on an established vesting schedule. The amount of the Authority's contributions for Pathfinder for the year ended December 31, 2022 and 2021 were approximately \$1.0 and \$0.4 million, respectively.

Additionally, in order to reduce the liabilities of the defined benefit plan, the Authority is required to contribute the difference between the established 16.5% defined benefit employer contribution rate and the amount required to match the participating employees' contribution in the defined contribution plan. The amounts contributed by the Authority for the years ended December 31, 2022 and 2021 to meet this requirement are included with the Authority's contributions noted in Note 7. The Authority reports no liabilities for Pathfinder at December 31, 2022 and 2021.

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS

PLAN DESCRIPTION

For the Authority, two plans are classified as postemployment benefits other than pensions (OPEB). The Health Insurance Subsidy Plan (the HISP Plan) is administered by the Oklahoma Public Employees Retirement System (the OPERS). The State of Oklahoma Implicit Rate Subsidy of Health Insurance is defined as the Employee Group Insurance Division Plan (the EGID Plan) and is administered by the Employee Group Insurance Division (the EGID).

As a participant in the OPERS pension plan, the Authority recognizes a proportionate share of the total OPERS OPEB asset for the HISP Plan. The Authority's proportionate share of the total OPERS OPEB asset is based on actual contributions made to the Plan for pensions. The HISP Plan provides a health insurance premium subsidy for retirees of the Authority who elect to maintain health insurance with the EGID. The HISP Plan is a component of the Oklahoma Public Employees Retirement Plan (the Plan), a cost-sharing multiple employer public employee defined benefit plan. The OPERS issues a publicly available annual comprehensive financial report (ACFR) that includes financial statements and required supplementary information for the HISP Plan. That annual report may be obtained at <http://www.opers.ok.gov/wp-content/uploads/2022/12/ACFR-2022-OPERS.pdf>.

As a participant in the EGID's health insurance plan, the Authority recognizes a proportionate share of the total EGID OPEB liability. The Authority's proportionate share of the total EGID OPEB liability is based on the number of active Authority employees compared to total EGID active participants, as of the measurement date. The EGID is statutorily required to make health insurance premiums for pre-Medicare retirees and active employees the same. An implicit rate subsidy is the result of blended premium rates from the participation of current employees, retired employees and retirees that are not yet eligible for Medicare benefits. The EGID Plan is a non-trusted single-employer plan, and as a result, there are no assets to net against the total liability. Separately issued reports for the EGID Plan may be obtained at <https://oklahoma.gov/content/dam/ok/en/omes/documents/ImplicitRateSubsidy2022.pdf>

BENEFITS PROVIDED

The HISP Plan contributes a health insurance premium subsidy of \$105 per month or the Medicare Supplement Premium to the EGID for retirees of the Authority who elect to maintain health insurance with the EGID. This subsidy continues until the retiree terminates health insurance coverage with EGID, or until death. The subsidy is only for the retiree, not joint annuitants or beneficiaries. Employees who first became employed by the Authority on or after November 1, 2015, and have no prior participation in the Plan are not eligible to receive the HISP Plan subsidy.

The EGID Plan provides healthcare coverage for employees and dependents from the date of retirement to age 65, provided the participant was covered by the Plan before retiring. Post-retirement medical benefits are provided until age 65 if the retiree and spouse pay the full active premium. Participants can elect to enroll in special coverage, and surviving spouses may continue until age 65.

EMPLOYEES COVERED

Participant data for the EGID Plan is as of the July 1, 2021 measurement date utilizing a census date of July 1, 2021. The EGID Plan had a total of 33,720 participants; 31,223 were active employees and 2,206 were terminated, vested inactive participants. The Authority accounted for 473 of the active EGID participants.

CONTRIBUTIONS

Contributions made to the Plan are allocated to the pensions. The Authority does not make additional contributions to the OPERS for the HISP Plan.

The EGID Plan is funded by both participants and the Authority on a “pay as you go” basis. Medical plan premiums are assessed and remitted systematically to cover the plan’s benefit obligations.

ACTUARIAL ASSUMPTIONS

The OPEB asset as of June 30, 2022 and 2021, were determined based on actuarial valuations prepared as of July 1, 2022 and 2021, respectively, using the following actuarial assumptions:

The HISP Plan actuarial assumptions used in the July 1, 2022 and 2021 valuations are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2019. The experience study report is dated May 13, 2020. The EGID Plan actuarial assumptions used in the June 30, 2022 valuation is based on a measured date of July 1, 2021, with a measurement period of July 1, 2020 to July 1, 2021. The EGID Plan actuarial assumptions used in the June 30, 2021 valuation is based on a measured date of July 1, 2020, with a measurement period of July 1, 2019 to July 1, 2020.

ACTUARIAL ASSUMPTIONS	HISP PLAN 2022	EGID PLAN 2022	HISP PLAN 2021	EGID PLAN 2021
Investment return, net of investment expense and including inflations	6.5%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust	6.5%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust
Salary increase, including inflation	3.5% to 9.25%	3.25% to 9.25%	3.5% to 9.25%	3.25% to 9.25%
Mortality Rates	Pub-2010 Below Media projected to 2030 using Scale MP-2019 (male rates are unadjusted, and female rates set forward two years)	Pub-2010 Public Retirement Plans General Mortality Table weighted by Headcount projected by MP-2021	Pub-2010 Below Media projected to 2030 using Scale MP-2019 (male rates set back one year, and female rates set forward two years)	Pub-2010 Public Retirement Plans General Mortality Table weighted by Headcount projected by MP-2020
Assumed inflation rates	2.5%	No data	2.5%	No data
Annual post-retirement benefit increases	No	No data	No	No data
Payroll growth	3.25%	No data	3.25%	No data
Actuarial Cost method	Entry age	Entry age	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	No data	10 years	No data
Health Care Trend Rate	N/A based on how OPERS is structured and benefit payments are made	6.1% decreasing to 4.8%	N/A based on how OPERS is structured and benefit payments are made	5.3% decreasing to 5.0%
Plan Participation	No data	45% of retired employees are assumed to participate in the Plan	No data	40% of retired employees are assumed to participate in the Plan
Marital assumptions	No data	"Male participants-25% who elect coverage are assumed to have a spouse who will receive coverage; Female participants-15% who elect coverage are assumed to have a spouse who will receive coverage; Males are assumed to be 3 years older than their spouses"	No data	"Male participants-25% who elect coverage are assumed to have a spouse who will receive coverage; Female participants-15% who elect coverage are assumed to have a spouse who will receive coverage; Males are assumed to be 3 years older than their spouses"

The long-term expected rate of return on the HISP Plan OPEB investments was determined using a log-normal distribution analysis in which best estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. As indicated in the chart below, there is not a calculation for the long-term expected rate of return on the EGID Plan OPEB investments because the Plan is unfunded and benefits are not paid from a qualifying trust.

In 2022 and 2021, best estimates for each major asset class used arithmetic real rates of return, as used in the June 30, 2019 experience study, for the HISP Plan OPEB liability. Target asset allocations and best estimates of real rates of return for each major asset class as of June 30, 2022 and 2021, respectively, for the HISP Plan OPEB liability are as presented. As a non-trusted plan, the EGID Plan does not have any assets, therefore there are not any asset classes with which to measure target allocations and long term expected real rates of return.

Asset Class	2022		2021	
	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	34.0%	4.7%	34.0%	4.7%
U.S. Small Cap Equity	6.0%	5.8%	6.0%	5.8%
Int's Developed Equity	23.0%	6.5%	23.0%	6.5%
Emerging Market Equity	5.0%	8.5%	5.0%	8.5%
Core Fixed Income	25.0%	0.5%	25.0%	0.5%
Long Term Treasuries	3.5%	-	3.5%	-
U.S. Tips	3.5%	0.3%	3.5%	0.3%
Total	100.0%		100.0%	

The discount rate used to measure the HISP Plan OPEB asset was 6.5% for 2022 and 2021. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the HISP Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on HISP Plan OPEB investments was applied to all periods of projected benefit payments to determine the HISP Plan OPEB asset. The discount rate determined does not use a municipal bond rate.

The discount rate used to measure the EGID Plan OPEB liability was 2.16% and 2.21% for 2022 and 2021, respectively. The discount rate determined used the Bond Buyer GO 20-Bond Municipal Bond Index.

SENSITIVITY OF THE OPEB ASSET/LIABILITY

The following presents the Authority's proportionate share of the net HISP Plan OPEB asset calculated using the discount rate of 6.5% for 2022 and 2021. The Authority's proportionate share of the net EGID Plan OPEB liability using the discount rate of 2.16% and 2.21% for 2022 and 2021, respectively, is also calculated and presented below, as well as what the Authority's proportionate share of both the net HISP Plan OPEB liability (asset) and the net EGID Plan liability would be if they were calculated using a discount rate that is 1% lower or 1% higher than the current rate.

	1% DECREASE	CURRENT DISCOUNT RATE	1% INCREASE
HISP Plan			
2022	5.5% \$ (695,400)	6.5% \$ (1,077,314)	7.5% \$ (1,404,543)
2021	5.5% \$ (1,201,984)	6.5% \$ (1,598,507)	7.5% \$ (1,938,367)
EGID Plan			
2022	1.16% \$ 1,900,729	2.16% \$ 1,779,806	3.16% \$ 1,665,298
2021	1.21% \$ 2,173,851	2.21% \$ 2,036,768	3.21% \$ 1,907,750

SENSITIVITY OF THE HEALTHCARE TREND FOR THE EGID PLAN

The following presents the Authority's proportionate share of the net EGID Plan OPEB liability calculated using the 2022 healthcare trend rates of 6.5% decreasing to 4.8% and the 2021 healthcare trend rates of 5.3% decreasing to 5.0%. Also presented is what the Authority's proportionate share of the net EGID Plan OPEB liability would be if it were calculated using a healthcare trend rate that is 1% lower or 1% higher than the current rate.

	1% DECREASE	CURRENT DISCOUNT RATE	1% INCREASE
EGID Plan			
2022	5.1% decreasing to 3.8% \$ 1,612,358	6.1% decreasing to 4.8% \$ 1,779,806	7.1% decreasing to 5.8% \$ 1,976,465
EGID Plan			
2021	4.3% decreasing to 4.0% \$ 1,834,123	5.3% decreasing to 5.0% \$ 2,036,768	6.3% decreasing to 6.0% \$ 2,275,182

OPEB ASSET/LIABILITY

At December 31, 2022, the Authority reported an asset of \$1.1 million for its proportionate share of the net HISP Plan and a liability of \$1.8 million for its proportionate share of the net EGID Plan for a total OPEB liability of \$0.7 million. At December 31, 2021 the Authority reported its proportionate share of the net HISP Plan asset of \$1.6 million and its proportionate share of the net EGID Plan liability of \$2.0 million for a total OPEB liability of \$0.4 million. The annual activity is shown on the next page:

	BEGINNING BALANCE	ADDITIONS	REDUCTIONS	ENDING BALANCE
2022				
HISP Plan	\$ (1,598,507)	\$ 869,236	\$ (348,043)	\$ (1,077,314)
EGID Plan	2,036,768	154,245	(411,207)	1,779,806
Total	\$ 438,261	\$ 1,023,481	\$ (759,250)	\$ 702,492
2021				
HISP Plan	\$ (557,086)	\$ 6,552	\$ (1,047,973)	\$ (1,598,507)
EGID Plan	1,948,749	301,469	(213,450)	2,036,768
Total	\$ 1,391,663	\$ 308,021	\$ (1,261,423)	\$ 438,261

OPEB EXPENSE

The net HISP Plan OPEB asset was measured as of June 30, 2022 and 2021, and the total HISP Plan OPEB asset used to calculate the HISP Plan asset was determined by an actuarial valuation as of July 1, 2022 and 2021, respectively. The OPERS determined that the actual contributions made to the Plan during the fiscal year are appropriate as the allocation basis for the HISP Plan. At June 30, 2022 the Authority's proportionate share of the net HISP Plan OPEB asset and corresponding employer HISP Plan OPEB amounts was approximately 1.15%, a decrease from its proportion of 1.16%, measured as of June 30, 2021.

The net EGID Plan OPEB liability was measured as of June 30, 2022 and 2021, and the total EGID Plan OPEB liability used to calculate the net EGID Plan OPEB liability was determined by an actuarial valuation as of July 1, 2022 and 2021, respectively. The EGID Plan determined that the number of active employees as of the measurement date was appropriate as the allocation basis. At June 30, 2022 and 2021, the Authority's proportionate share of the net EGID Plan OPEB liability and corresponding employer EGID Plan OPEB amounts was approximately 1.3% and 1.4%, respectively. The Authority recognized total OPEB contra expense of approximately \$472,000 and approximately \$426,000 as of December 31, 2022 and 2021, respectively

	2022	2021
HISP Plan	\$ (295,872)	\$ (380,351)
EGID Plan	(176,433)	(45,849)
Total	\$ (472,305)	\$ (426,200)

At December 31, 2022 and 2021, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB as shown in the table below.

	DEFERRED OUTFLOWS OF RESOURCES 2022	DEFERRED INFLOWS OF RESOURCES 2022	DEFERRED OUTFLOWS OF RESOURCES 2021	DEFERRED INFLOWS OF RESOURCES 2021
Difference between expected and actual experience				
HISP Plan	\$ -	\$ 538,241	\$ -	\$ 518,167
EGID Plan	-	10,983	-	18,050
Changes of assumptions				
HISP Plan	90,965	-	142,113	-
EGID Plan	103,841	57,758	142,428	118,713
Net difference between projected and actual earnings on OPEB plan investments				
HISP Plan	407,748	-	-	455,151
EGID Plan	-	-	-	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions				
HISP Plan	16,133	531,030	13,764	554,049
EGID Plan	14,068	369,639	35,711	281,318
Authority contributions subsequent to the measurement date				
HISP Plan	-	-	-	-
EGID Plan	-	-	151,262	-
Total	\$ 632,755	\$ 1,507,651	\$ 485,278	\$ 1,945,448

YEAR ENDED DECEMBER 31	2022			2021		
	HISP Plan	EGID Plan	Total	HISP Plan	EGID Plan	Total
2022	\$ N/A	\$ N/A	\$ N/A	\$ (397,264)	\$ (125,912)	\$ (523,176)
2023	(240,146)	(113,941)	(354,087)	(360,857)	(73,977)	(434,834)
2024	(183,152)	(81,830)	(264,982)	(303,741)	(39,802)	(343,543)
2025	(125,018)	(58,641)	(183,659)	(245,477)	(13,517)	(258,994)
2026	54,855	(49,748)	5,107	(64,151)	13,266	(50,885)
Thereafter	(60,964)	(16,311)	(77,275)	-	-	-

PENSION PLAN FIDUCIARY NET POSITION

Detailed information about the HISP and the EGID Plan's fiduciary net position is available in the separately issued OPERS ACFR and the EGID reports as previously noted

NOTE 10. CAPITAL AND LEASE ASSETS

The following schedules summarizes the capital and lease assets activity of the Authority for years ended December 31, 2022 and 2021:

2022	BEGINNING BALANCE	INCREASES	DECREASES	ENDING BALANCE
Capital assets, not being depreciated:				
Land	\$ 297,605,153	\$ 7,500,659	\$ (15,640,140)	\$ 289,465,672
Construction work in progress	902,835,921	374,780,056	(288,523,249)	989,092,728
Total capital assets, not being depreciated	1,200,441,074	382,280,715	(304,163,389)	1,278,558,400
Capital and lease assets, being depreciated and amortized:				
Roads and bridges	1,644,273,153	215,977,494	-	1,860,250,647
Improvements	1,175,973,619	15,617,045	-	1,191,590,664
Buildings	139,534,416	3,640,505	(3,978,245)	139,196,676
Equipment	162,969,820	14,263,273	(7,003,185)	170,229,908
Capitalized interest	159,505,442	12,972,615	-	172,478,057
Lease asset - buildings	500,868	-	(288,231)	212,637
Lease asset - equipment	1,500,707	2,002,016	(714,599)	2,788,124
Lease asset - other	12,059	-	-	12,059
Total capital and lease assets, being depreciated and amortized	3,284,270,084	264,472,948	(11,984,260)	3,536,758,772
Less accumulated depreciation for:				
Roads and bridges	(999,321,597)	(38,039,906)	-	(1,037,361,503)
Improvements	(821,578,070)	(48,335,203)	-	(869,913,273)
Buildings	(64,317,220)	(4,575,477)	2,766,790	(66,125,907)
Equipment	(130,941,001)	(11,422,986)	6,845,225	(135,518,762)
Capitalized interest	(111,466,585)	(4,087,148)	-	(115,553,733)
Less accumulated amortization for:				
Lease asset - buildings	(214,313)	(199,245)	288,232	(125,326)
Lease asset - equipment	(799,911)	(803,565)	712,670	(890,806)
Lease asset - other	(4,020)	(4,019)	-	(8,039)
Total accumulated depreciation and amortization	(2,128,642,717)	(107,467,549)	10,612,917	(2,225,497,349)
Total capital and lease assets, being depreciated and amortized, net	1,155,627,367	157,005,399	(1,371,343)	1,311,261,423
Total capital and lease assets, net	\$ 2,356,068,441	\$ 539,286,114	\$ (305,534,732)	\$ 2,589,819,823

2021	BEGINNING BALANCE	INCREASES	DECREASES	ENDING BALANCE
<i>(as restated)</i>				
Capital assets, not being depreciated:				
Land	\$ 299,589,437	\$ 4,528,128	\$ (6,512,412)	\$ 297,605,153
Construction work in progress	1,110,421,494	157,574,620	(365,160,193)	902,835,921
Total capital assets, not being depreciated	1,410,010,931	162,102,748	(371,672,605)	1,200,441,074
Capital and lease assets, being depreciated and amortized:				
Roads and bridges	1,452,746,575	191,526,578	-	1,644,273,153
Improvements	1,017,752,110	158,221,509	-	1,175,973,619
Buildings	135,025,288	4,509,128	-	139,534,416
Equipment	152,174,037	13,932,066	(3,136,283)	162,969,820
Capitalized interest	159,304,253	201,189	-	159,505,442
Lease asset - buildings	500,868	-	-	500,868
Lease asset - equipment	1,393,171	107,536	-	1,500,707
Lease asset - other	12,059	-	-	12,059
Total capital and lease assets, being depreciated and amortized	2,918,908,361	368,498,006	(3,136,283)	3,284,270,084
Less accumulated depreciation for:				
Roads and bridges	(965,724,406)	(33,597,191)	-	(999,321,597)
Improvements	(779,837,217)	(41,740,853)	-	(821,578,070)
Buildings	(59,817,106)	(4,500,114)	-	(64,317,220)
Equipment	(123,491,953)	(10,501,893)	3,052,845	(130,941,001)
Capitalized interest	(107,143,529)	(4,323,056)	-	(111,466,585)
Less accumulated amortization for:				
Lease asset - buildings	-	(214,313)	-	(214,313)
Lease asset - equipment	-	(799,911)	-	(799,911)
Lease asset - other	-	(4,020)	-	(4,020)
Total accumulated depreciation and amortization	(2,036,014,211)	(95,681,351)	3,052,845	(2,128,642,717)
Total capital and lease assets, being depreciated and amortized, net	882,894,150	272,816,655	(83,438)	1,155,627,367
Total capital and lease assets, net	\$ 2,292,905,081	\$ 434,919,403	\$ (371,756,043)	\$ 2,356,068,441

NOTE 11. LEASES

LEASE RECEIVABLE AND DEFERRED INFLOW OF RESOURCES

The Authority, as lessor, enters into various non-cancelable contracts with concessionaires to provide customer service on the Turnpike System. The concessionaire contracts are for twenty-year terms. These contracts generally contain optional five-year renewal periods. The contracts provide for the Authority to receive lease revenue plus contingent rentals based on sales volume. An initial lease receivable in the amount of \$12.9 million was recorded as of January 1, 2021. Leases receivable were \$11.5 and \$12.2 million as of December 31, 2022 and 2021, respectively. Total deferred inflows of resources for leases was \$10.9 and \$11.9 million, respectively at the end of December 31, 2022 and 2021, respectively.

Although the Authority is entitled to additional payments based on concessionaire sales volume, this variable income is not recorded as a lease receivable, as the amount is indeterminable.

The lease principal and interest payments expected to be received are as follows:

FISCAL YEAR	PRINCIPAL PAYMENTS	INTEREST PAYMENTS	TOTAL PAYMENTS
2023	\$ 767,521	\$ 557,416	\$ 1,324,937
2024	817,215	519,411	1,336,626
2025	874,259	475,798	1,350,057
2026	954,044	430,285	1,384,329
2027	1,010,282	381,134	1,391,416
2028-2032	4,361,699	1,174,852	5,536,551
2033-2037	2,035,916	364,455	2,400,371
2038-2040	669,398	42,662	712,060
Total	\$ 11,490,334	\$ 3,946,013	\$ 15,436,347

Total inflow of resources for leases are as follows:

	2022	2021
Lease revenue	\$ 1,032,951	\$ 1,032,951
Lease interest revenue	592,756	626,621
Variable lease revenue	1,816,873	1,219,447
Total	\$ 3,442,580	\$ 2,879,019

LEASE LIABILITY

The Authority, as lessee, has entered into leases of heavy equipment, copiers and rental space, the terms of each lease vary, none of which exceed five years. The Authority also utilizes rack space rental for the needs of the information technology division; the rack rental is listed in the "other" category of leases.

The following schedule represents the change in lease liability for the Authority for 2022 and 2021:

LEASE LIABILITY	BEGINNING BALANCE	INCREASES	DECREASES	ENDING BALANCE
2022	\$ 1,011,623	\$ 2,002,016	\$ (1,006,749)	\$ 2,006,890
2021	\$ 1,906,099	\$ 107,536	\$ (1,002,012)	\$ 1,011,623

Future principal and interest requirements for each lease liability are as follows:

FISCAL YEAR	PRINCIPAL PAYMENTS	INTEREST PAYMENTS	TOTAL PAYMENTS
2023	\$ 675,511	\$ 86,271	\$ 761,782
2024	552,840	54,354	607,194
2025	552,406	26,440	578,846
2026	226,133	3,238	229,371
Total	\$ 2,006,890	\$ 170,303	\$ 2,177,193

NOTE 12. GILCREASE EXPRESSWAY

The Authority has adopted several resolutions to facilitate the financing, construction and ultimately the maintenance and operations of the Gilcrease Expressway. The Gilcrease is a five mile, four-lane roadway that consists of 22 bridges and fulfills a critical transportation need for the western Tulsa metropolitan area.

No single entity was able to finance and construct the Gilcrease, so an innovative partnership was formed with several governmental entities to leverage available resources. The Authority has established a funding partnership with the ODOT, the City of Tulsa, Tulsa County, the Indian Nations Council of Governments, the federal government and a competitively selected build-finance partner.

After receiving financing ideas from interested parties in response to a Request for Information, the Authority completed a public sector comparator, which determined the build-finance delivery method is the most cost effective. In mid-2018, the Authority issued a Request for Qualifications; a shortlist of potential private partners was accepted in late 2018. The issuance of a Request for Proposals to these potential partners occurred in mid-2019. The Authority awarded the build-finance project to the team of AECOM/Duit in July 2019. Construction began in early 2020.

In late May 2018, the ODOT issued Grant Anticipation Revenue Vehicle (GARVEE) bonds of \$71.4 million as an additional funding source. These bonds do not constitute indebtedness of the Authority and as such, are not reflected on the Statements of Net Position. These bond proceeds are dedicated as funding for qualified costs incurred by the OTA for the Gilcrease. GARVEE proceeds utilized by the OTA are reflected as 'Contributed revenue' on the Statements of Revenues, Expenses and Changes in Net Position. The total amount recognized was \$1.7 and million for 2021.

On May 8, 2020, the USDOT and the OTA executed a TIFIA loan agreement of up to just over \$120.1 million. The TIFIA loan proceeds were received and disbursed in November 2022 after the Gilcrease Expressway achieved substantial completion. The proceeds were paid to Gilcrease Developers LLC (the Project Company) as partial repayment of the Project Company's interim financing. The USDOT TIFIA loan is reflected on the Authority's statement of net position as of December 31, 2022. See Note 4 for more information.

NOTE 13. RISK MANAGEMENT

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

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

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

The self-retention level for property and casualty coverage for non-bridge property is \$10,000 per incident, while the overall limit of coverage for bridges and non-bridge property is approximately \$1,826.5 million. All categories of insurance coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk to reduce the overall exposure of risk to the Authority. There were no settlements in excess of insurance coverage in 2022, 2021 or 2020.

NOTE 14. DISAGGREGATION OF RECEIVABLE AND PAYABLE BALANCES

Receivables are primarily comprised of current customer receivables 59.1% and 65.5%, and intergovernmental receivables representing 11.0% and 7.4% at December 31, 2022 and 2021, respectively. Remaining current receivables are comprised of 29.9% and 27.1% other receivables at December 31, 2022 and 2021, respectively. Receivables

are shown net of an allowance for uncollectibles of (\$8.3 million) and (\$8.7 million) at December 31, 2022 and 2021, respectively.

Payable balances are comprised of 66.6% and 68.3% in current accounts payable and accrued expenses to contractors and vendors and 8.6% and 15.7% of other payables at December 31, 2022 and 2021, respectively. Current intergovernmental payable balances account for 24.8% and 16.0% at December 31, 2022 and 2021.

NOTE 15. LITIGATION AND CONTINGENT LIABILITIES

In early 2023, the Oklahoma Turnpike Authority negotiated a settlement related to service plaza construction on the Turner turnpike. As determined through mediation, the Authority will pay \$1.2 million as final costs for this project. This settlement cost is reflected as a liability in the Authority's current year financial statements.

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

NOTE 16. COMMITMENTS

At December 31, 2022 and 2021, the Authority had commitments outstanding relating to equipment orders and supplies of \$29.1 million and \$17.8 million, respectively. At December 31, 2022 and 2021, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$211.6 million and \$78.7 million, respectively.



REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2022 AND 2021

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN YEARS ENDED DECEMBER 31, 2022 AND PRIOR EIGHT YEARS*

	2022	2021	2020	2019	2018	2017	2016	2015	2014
Authority's proportion of the net pension liability (asset)	1.15%	1.16%	1.19%	1.21%	1.15%	1.13%	1.10%	1.11%	1.15%
Authority's proportionate share of the net pension liability (asset)	\$ 9,675,932	\$(15,605,276)	10,601,074	\$ 1,613,337	\$ 2,239,219	\$ 6,089,096	\$ 10,433,427	\$ 4,001,576	\$ 2,119,662
Authority's covered payroll	\$ 23,478,208	\$ 22,758,709	23,139,552	\$ 22,320,254	\$ 20,200,639	\$ 20,087,613	\$ 19,688,984	\$ 19,529,946	\$ 19,482,910
Authority's proportionate share of the net pension liability as a percentage of its covered employee payroll	41.2%	(68.6%)	45.8%	7.2%	11.1%	30.3%	53.0%	20.5%	10.9%
Plan fiduciary net position as a percentage of the total pension liability	92.2%	112.5%	91.6%	98.6%	98.0%	94.3%	89.5%	96.0%	97.9%

*The amounts presented for the Authority's calendar year end (December 31) were determined as of the Plan's fiscal year end June 30. Information is not available prior to 2014. A 10-year trend will be presented when available.

SCHEDULE OF EMPLOYER CONTRIBUTIONS OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN YEARS ENDED DECEMBER 31, 2022 AND PRIOR NINE YEARS

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Required Contributions	\$ 3,186,901	\$ 3,292,840	\$ 3,476,137	\$ 3,435,332	\$ 3,329,182	3,172,188	\$ 3,264,101	\$ 3,213,707	\$ 3,272,118	\$ 3,214,259
Contributions Made	3,186,901	3,292,840	3,476,137	3,435,332	3,329,182	3,172,188	3,264,101	3,213,707	3,272,118	3,214,259
Deficiency (Excess)	-	-	-	-	-	-	-	-	-	-
Covered Payroll	16,092,352	16,367,480	17,534,851	18,342,008	18,223,891	17,828,704	19,140,976	19,535,479	19,667,541	19,441,410
Contributions as %	19.8%	20.1%	19.8%	18.7%	18.3%	17.8%	17.1%	16.5%	16.6%	16.5%

Notes to Required Supplementary Information, Years Ended December 31, 2022 and 2021

Per Oklahoma Statutes, the Plan has been amended effective November 1, 2015, so that the OPERS has created a defined contribution plan. Employees first employed on or after November 1, 2015 with no prior participation in the Plan will participate in the mandatory defined contribution plan.

The 2.5% inflation rate for 2022 remained unchanged from the 2021 inflation rate. The 6.5% investment rate of return for 2022 remained unchanged from the 2021 investment rate. The payroll growth of 3.25% in 2022 remained unchanged from the 2021 payroll growth rate. For 2022 and 2021, the expectation of retired life mortality for active participants and non-disabled pensioners was based on the Pub-2010 Mortality Table projected to 2030 by Scale MP-2019 (male rates set back one year, and female rates set forward two years). All other assumptions remained consistent for the years ended December 31, 2022 and 2021.

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF THE OPEB LIABILITY (ASSET) HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2022 AND PRIOR FIVE YEARS*

	2022	2021	2020	2019	2018	2017
Authority's proportion of the net HISP Plan OPEB liability (asset)	1.15%	1.16%	1.18%	1.21%	1.15%	1.13%
Authority's proportionate share of the net HISP Plan OPEB liability (asset)	\$ (1,077,314)	\$ (1,598,504)	\$ (557,085)	\$ (470,898)	\$ (148,571)	\$ 128,998
Authority's covered-employee payroll	\$ 16,178,222	\$ 16,905,077	\$ 18,270,381	\$ 18,375,289	\$ 17,543,107	\$ 18,578,644
Authority's proportionate share of the net HISP Plan liability as a percentage of its covered employee payroll	(6.66%)	(9.46%)	(3.05%)	(2.56%)	(0.85%)	0.69%
Plan fiduciary net position as a percentage of the total HISP Plan OPEB liability	130.01%	142.87%	114.27%	112.11%	103.94%	96.50%

*The amounts presented for the Authority's calendar year end (December 31) were determined as of the Plan's fiscal year end June 30. Information is not available prior to 2017. A 10-year trend will be presented when available.

REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2022 AND 2021

SCHEDULE OF EMPLOYER CONTRIBUTIONS HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2022 AND PRIOR FIVE YEARS*

	2022	2021	2020	2019	2018	2017
Authority's required employer contributions to the HISP Plan OPEB liability	\$ 190,903	\$ 205,519	228,571	\$ 227,050	\$ 219,051	\$ 212,046
Authority's contributions in relation to statutorily required contribution	-	-	-	-	-	-
Authority's contribution (excess)	\$ (190,903)	\$ (205,519)	(228,571)	\$ (227,050)	\$ (219,051)	\$ (212,046)

*The amounts presented for the Authority's calendar year end (December 31) were determined as of the Plan's fiscal year end June 30. Information is not available prior to 2017. A 10-year trend will be presented when available.

*The Authority is statutorily required to make contributions to the OPERS to fund the pension liability. The Authority does not make additional contributions to the OPERS for the Health Insurance Subsidy OPEB liability.

SCHEDULE OF CHANGES IN THE EMPLOYER'S TOTAL OPEB LIABILITY AND RELATED RATIOS EMPLOYEE GROUP INSURANCE DIVISION PLAN YEARS ENDED DECEMBER 31, 2022 AND PRIOR FOUR YEARS*

TOTAL EGID PLAN OPEB LIABILITY	2022	2021	2020	2019	2018
Authority's proportion of the net EGID Plan OPEB liability	1.26%	1.43%	1.47%	1.42%	1.42%
Authority's proportionate share of the service cost	\$ 78,582	\$ 70,387	\$ 76,370	\$ 73,801	\$ 84,297
Authority's proportionate share of the interest on the total EGID Plan OPEB liability	\$ 39,982	\$ 66,304	\$ 83,054	\$ 75,463	\$ 64,043
Authority's proportionate share of expensed portion of current period changes in assumptions to the EGID Plan OPEB liability	\$ (26,020)	\$ (38,577)	\$ (65,102)	\$ (24,554)	\$ (22,921)
Authority's proportionate share of differences between expected and actual experience of the EGID Plan OPEB liability	\$ (6,322)	\$ (6,934)	\$ (5,910)	\$ (3,833)	\$ -
Authority's proportionate share of changes of assumptions or other inputs of the EGID Plan OPEB liability	\$ (209,734)	\$ 150,851	\$ (46,268)	\$ 101	\$ (82,517)
Authority's proportionate share of benefit payments to the EGID Plan OPEB liability	\$ (133,450)	\$ (154,012)	\$ (172,446)	\$ (156,545)	\$ (180,938)
Authority's proportionate share of the net change in the EGID Plan OPEB liability	\$ (256,962)	\$ 88,019	\$ (130,302)	\$ (35,567)	\$ (138,036)
Authority's proportionate share of the EGID Plan OPEB liability-beginning	\$ 2,036,768	\$ 1,948,749	\$ 2,079,051	\$ 2,114,618	\$ 2,252,654
Authority's proportionate share of the EGID Plan OPEB liability-ending	\$ 1,779,806	\$ 2,036,768	\$ 1,948,749	\$ 2,079,051	\$ 2,114,618
Authority's covered employee payroll	\$ 24,032,107	\$ 23,695,059	\$ 23,684,851	\$ 23,046,316	\$ 20,837,383
Authority's proportionate share of the total EGID Plan OPEB liability as a percentage of covered-employee payroll	7.4%	8.6%	8.2%	9.0%	10.1%
Plan fiduciary net position as a percentage of the total EGID Plan OPEB liability	0.0%	0.0%	0.0%	0.0%	0.0%

*The amounts presented for the Authority's calendar year end (December 31) were determined as of the Plan's fiscal year end June 30. Information is not available prior to 2018. A 10-year trend will be presented when available.

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSES (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2022

EXPENSE DESCRIPTION	BUDGETED EXPENSES	ACTUAL EXPENSES	VARIANCE (OVER)/UNDER
Toll Operations:			
Personnel services	\$ 14,805,207	\$ 12,363,194	\$ 2,442,013
Contractual services	13,852,321	10,834,985	3,017,336
Commodities	427,513	277,311	150,202
Capital outlay and contingencies	-	-	-
Total	29,085,041	23,475,490	5,609,551
Turnpike Maintenance:			
Personnel services	14,393,932	14,802,683	(408,751)
Contractual services	5,653,948	3,900,825	1,753,123
Commodities	3,526,240	8,398,290	(4,872,050)
Capital outlay and contingencies	-	14,550	(14,550)
Total	23,574,120	27,116,348	(3,542,228)
Construction:			
Personnel services	144,839	395,245	(250,406)
Contractual services	9,250	3,962	5,288
Commodities	2,000	985	1,015
Capital outlay and contingencies	-	-	-
Total	156,089	400,192	(244,103)
Engineering:			
Personnel services	1,135,677	852,351	283,326
Contractual services	98,750	84,098	14,652
Commodities	3,900	501	3,399
Capital outlay and contingencies	-	-	-
Total	1,238,327	936,950	301,377
ROW and Utility:			
Personnel services	155,100	310,972	(155,872)
Contractual services	-	2,060	(2,060)
Commodities	-	507	(507)
Capital outlay and contingencies	-	-	-
Total	155,100	313,539	(158,439)
Highway Patrol:			
Personnel services	-	-	-
Contractual services	15,797,349	14,397,534	1,399,815
Commodities	1,394,275	952,095	442,180
Capital outlay and contingencies	-	-	-
Total	17,191,624	15,349,629	1,841,995
Customer Service Operations:			
Personnel services	7,671,802	7,997,300	(325,498)
Contractual services	1,790,415	1,890,181	(99,766)
Commodities	3,424,266	2,861,730	562,536
Capital outlay and contingencies	-	8,879	(8,879)
Total	12,886,483	12,758,090	128,393
Administrative Services:			
Personnel services	1,106,728	927,338	179,390
Contractual services	318,180	227,853	90,327
Commodities	108,100	68,827	39,273
Capital outlay and contingencies	-	-	-
Total	1,533,008	1,224,018	308,990

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSES (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2022

EXPENSE DESCRIPTION	BUDGETED EXPENSES	ACTUAL EXPENSES	VARIANCE (COVER)/UNDER
Information Technology:			
Personnel services	\$ 2,945,582	\$ 2,355,883	\$ 589,699
Contractual services	5,396,307	4,081,020	1,315,287
Commodities	287,958	306,858	(18,900)
Capital outlay and contingencies	-	35,073	(35,073)
Total	8,629,847	6,778,834	1,851,013
Comptroller and Cash Management:			
Personnel services	2,661,536	2,036,437	625,099
Contractual services	15,354,985	13,137,832	2,217,153
Commodities	28,475	4,781	23,694
Capital outlay and contingencies	-	-	-
Total	18,044,996	15,179,050	2,865,946
Finance & Revenue:			
Personnel services	645,016	564,261	80,755
Contractual services	290,015	250,333	39,682
Commodities	-	-	-
Capital outlay and contingencies	-	-	-
Total	935,031	814,594	120,437
Executive:			
Personnel services	1,809,871	1,734,314	75,557
Contractual services	2,592,376	2,565,212	27,164
Commodities	65,125	27,330	37,795
Capital outlay and contingencies	-	-	-
Total	4,467,372	4,326,856	140,516
Authority:			
Personnel services	-	-	-
Contractual Services	5,000	7,589	(2,589)
Commodities	-	-	-
Contingencies	2,984,775	-	2,984,775
Capital outlay and contingencies	-	-	-
Total	2,989,775	7,589	2,982,186
Total Expenses	\$ 120,886,813	\$ 108,681,179	\$ 12,205,634

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:	2022	2021
Budgetary basis	\$ 108,681,179	\$ 98,878,345
Increase (decrease) due to:		
Current expenses reclassified as property and equipment	(58,502)	(43,226)
Non-Revenue Fund operating expenses	31,300,351	25,530,360
Other GAAP adjustments	2,187,503	(7,143,772)
GAAP basis	\$ 142,110,531	\$ 117,221,707

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2022

2017 SERIES						
SERIES 2017A REVENUE				SERIES 2017C REVENUE		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2023	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2024	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2025	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2026	-	19,801,268	19,801,268	-	9,503,322	9,503,322
2027	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2028	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2029	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2030	-	19,801,268	19,801,268	-	9,503,322	9,503,322
2031	-	19,801,269	19,801,269	-	9,503,322	9,503,322
2032	20,445,000	19,801,268	40,246,268	-	9,503,322	9,503,322
2033	21,420,000	18,818,169	40,238,169	-	9,503,322	9,503,322
2034	22,270,000	17,971,175	40,241,175	10,915,000	9,503,323	20,418,323
2035	23,155,000	17,085,650	40,240,650	11,360,000	9,057,573	20,417,573
2036	24,075,000	16,172,300	40,247,300	11,925,000	8,489,573	20,414,573
2037	25,035,000	15,209,300	40,244,300	12,525,000	7,893,323	20,418,323
2038	22,935,000	13,957,550	36,892,550	16,405,000	7,360,823	23,765,823
2039	27,330,000	12,910,800	40,240,800	13,715,000	6,704,623	20,419,623
2040	28,660,000	11,578,500	40,238,500	14,265,000	6,156,023	20,421,023
2041	30,065,000	10,181,500	40,246,500	14,830,000	5,585,423	20,415,423
2042	31,530,000	8,716,100	40,246,100	15,420,000	4,992,223	20,412,223
2043	33,075,000	7,166,000	40,241,000	16,030,000	4,391,862	20,421,862
2044	34,400,000	5,843,000	40,243,000	16,825,000	3,590,363	20,415,363
2045	35,775,000	4,467,000	40,242,000	17,670,000	2,749,113	20,419,113
2046	37,205,000	3,036,000	40,241,000	18,555,000	1,865,613	20,420,613
2047	38,695,000	1,547,800	40,242,800	19,480,000	937,862	20,417,862
2048	-	-	-	-	-	-
Total	\$ 456,070,000	\$ 362,673,531	\$ 818,743,531	\$ 209,920,000	\$ 183,814,262	\$ 393,734,262

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2022

2017 SERIES						
SERIES 2017D REFUNDING				SERIES 2017E REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2023	33,420,000	10,864,800	44,284,800	4,370,000	4,331,292	8,701,292
2024	34,170,000	9,528,000	43,698,000	6,850,000	4,156,492	11,006,492
2025	36,415,000	7,819,500	44,234,500	6,255,000	3,813,992	10,068,992
2026	38,145,000	5,998,750	44,143,750	6,675,000	3,501,243	10,176,243
2027	39,960,000	4,091,500	44,051,500	7,125,000	3,167,493	10,292,493
2028	41,870,000	2,093,500	43,963,500	7,575,000	2,811,243	10,386,243
2029	-	-	-	31,105,000	2,432,493	33,537,493
2030	-	-	-	8,465,000	1,027,243	9,492,243
2031	-	-	-	15,130,000	603,993	15,733,993
2032	-	-	-	-	-	-
2033	-	-	-	-	-	-
2034	-	-	-	-	-	-
2035	-	-	-	-	-	-
2036	-	-	-	-	-	-
2037	-	-	-	-	-	-
2038	-	-	-	-	-	-
2039	-	-	-	-	-	-
2040	-	-	-	-	-	-
2041	-	-	-	-	-	-
2042	-	-	-	-	-	-
2043	-	-	-	-	-	-
2044	-	-	-	-	-	-
2045	-	-	-	-	-	-
2046	-	-	-	-	-	-
2047	-	-	-	-	-	-
2048	-	-	-	-	-	-
Total	\$ 223,980,000	\$ 40,396,050	\$ 264,376,050	\$ 93,550,000	\$ 25,845,484	\$ 119,395,484

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2022

2018 SERIES				2020 SERIES		
SERIES 2018A REFUNDING				SERIES 2020A REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2023	-	15,069,763	15,069,763	11,545,000	8,622,500	20,167,500
2024	-	15,069,763	15,069,763	11,090,000	8,045,250	19,135,250
2025	-	15,069,763	15,069,763	11,450,000	7,490,750	18,940,750
2026	-	15,069,763	15,069,763	18,905,000	6,918,250	25,823,250
2027	-	15,069,763	15,069,763	19,450,000	5,973,000	25,423,000
2028	-	15,069,762	15,069,762	20,035,000	5,000,500	25,035,500
2029	-	15,069,763	15,069,763	17,595,000	3,998,750	21,593,750
2030	-	15,069,763	15,069,763	33,510,000	3,119,000	36,629,000
2031	-	15,069,763	15,069,763	20,735,000	1,443,500	22,178,500
2032	11,340,000	15,069,763	26,409,763	4,005,000	406,750	4,411,750
2033	11,890,000	14,519,675	26,409,675	4,130,000	206,500	4,336,500
2034	12,335,000	14,073,800	26,408,800	-	-	-
2035	12,955,000	13,457,050	26,412,050	-	-	-
2036	13,600,000	12,809,299	26,409,299	-	-	-
2037	14,275,000	12,129,299	26,404,299	-	-	-
2038	14,995,000	11,415,550	26,410,550	-	-	-
2039	15,595,000	10,815,750	26,410,750	-	-	-
2040	16,220,000	10,191,950	26,411,950	-	-	-
2041	17,025,000	9,380,950	26,405,950	-	-	-
2042	17,880,000	8,529,700	26,409,700	-	-	-
2043	18,770,000	7,635,700	26,405,700	-	-	-
2044	19,715,000	6,697,199	26,412,199	-	-	-
2045	20,500,000	5,908,600	26,408,600	-	-	-
2046	21,320,000	5,088,600	26,408,600	-	-	-
2047	22,175,000	4,235,800	26,410,800	-	-	-
2048	83,720,000	3,348,799	87,068,799	-	-	-
Total	\$ 344,310,000	\$ 300,935,350	\$ 645,245,350	\$ 172,450,000	\$ 51,224,750	\$ 223,674,750

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2022

2020 SERIES				TOTAL BONDS			
SERIES 2020B REFUNDING							
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total	Outstanding Principal
2023	17,915,000	2,084,644	19,999,644	67,250,000	70,277,590	137,527,590	1,586,640,000
2024	17,190,000	1,972,317	19,162,317	69,300,000	68,076,413	137,376,413	1,517,340,000
2025	17,760,000	1,834,109	19,594,109	71,880,000	65,332,705	137,212,705	1,445,460,000
2026	10,850,000	1,673,559	12,523,559	74,575,000	62,466,155	137,041,155	1,370,885,000
2027	11,180,000	1,542,816	12,722,816	77,715,000	59,149,163	136,864,163	1,293,170,000
2028	11,525,000	1,391,327	12,916,327	81,005,000	55,670,923	136,675,923	1,212,165,000
2029	10,115,000	1,210,154	11,325,154	58,815,000	52,015,751	110,830,751	1,153,350,000
2030	19,290,000	1,046,089	20,336,089	61,265,000	49,566,685	110,831,685	1,092,085,000
2031	25,100,000	713,915	25,813,915	60,965,000	47,135,762	108,100,762	1,031,120,000
2032	6,240,000	256,593	6,496,593	42,030,000	45,037,696	87,067,696	989,090,000
2033	6,445,000	133,540	6,578,540	43,885,000	43,181,206	87,066,206	945,205,000
2034	-	-	-	45,520,000	41,548,298	87,068,298	899,685,000
2035	-	-	-	47,470,000	39,600,273	87,070,273	852,215,000
2036	-	-	-	49,600,000	37,471,172	87,071,172	802,615,000
2037	-	-	-	51,835,000	35,231,922	87,066,922	750,780,000
2038	-	-	-	54,335,000	32,733,923	87,068,923	696,445,000
2039	-	-	-	56,640,000	30,431,173	87,071,173	639,805,000
2040	-	-	-	59,145,000	27,926,473	87,071,473	580,660,000
2041	-	-	-	61,920,000	25,147,873	87,067,873	518,740,000
2042	-	-	-	64,830,000	22,238,023	87,068,023	453,910,000
2043	-	-	-	67,875,000	19,193,562	87,068,562	386,035,000
2044	-	-	-	70,940,000	16,130,562	87,070,562	315,095,000
2045	-	-	-	73,945,000	13,124,713	87,069,713	241,150,000
2046	-	-	-	77,080,000	9,990,213	87,070,213	164,070,000
2047	-	-	-	80,350,000	6,721,462	87,071,462	83,720,000
2048	-	-	-	83,720,000	3,348,799	87,068,799	-
Total	\$ 153,610,000	\$ 13,859,063	\$ 167,469,063	\$ 1,653,890,000	\$ 978,748,490	\$ 2,632,638,490	

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2022

OTHER LONG-TERM DEBT							
JUNIOR OBLIGATION NOTE, SERIES 2020A				GILCREASE EXPRESSWAY USDOT TIFIA LOAN			
Maturity July 1	Principal	Interest	Total	Maturity Jan. 1	Principal	Interest	Total
2023	50,000,000	1,137,000	51,137,000	2023	-	-	-
2024	-	-	-	2024	-	-	-
2025	-	-	-	2025	-	-	-
2026	-	-	-	2026	960,965	838,387	1,799,352
2027	-	-	-	2027	2,072,081	1,670,929	3,743,010
2028	-	-	-	2028	2,452,463	1,641,660	4,094,123
2029	-	-	-	2029	2,522,534	1,608,239	4,130,773
2030	-	-	-	2030	2,672,685	1,573,983	4,246,668
2031	-	-	-	2031	2,902,916	1,536,897	4,439,813
2032	-	-	-	2032	3,063,077	1,497,144	4,560,221
2033	-	-	-	2033	3,203,218	1,455,284	4,658,502
2034	-	-	-	2034	3,248,263	1,411,907	4,660,170
2035	-	-	-	2035	3,348,364	1,367,720	4,716,084
2036	-	-	-	2036	3,448,464	1,322,150	4,770,614
2037	-	-	-	2037	3,593,610	1,275,293	4,868,903
2038	-	-	-	2038	3,768,785	1,226,076	4,994,861
2039	-	-	-	2039	3,898,916	1,174,728	5,073,644
2040	-	-	-	2040	3,989,007	1,121,687	5,110,694
2041	-	-	-	2041	4,054,072	1,067,671	5,121,743
2042	-	-	-	2042	4,124,142	1,012,707	5,136,849
2043	-	-	-	2043	4,194,213	956,796	5,151,009
2044	-	-	-	2044	4,264,283	899,901	5,164,184
2045	-	-	-	2045	4,334,354	842,137	5,176,491
2046	-	-	-	2046	4,404,424	783,389	5,187,813
2047	-	-	-	2047	4,574,450	723,662	5,298,112
2048	-	-	-	2048	4,715,899	661,120	5,377,019
Total	\$ 50,000,000	\$ 1,137,000	\$ 51,137,000	2049	4,779,729	597,290	5,377,019
				2050	4,844,473	532,546	5,377,019
				2051	4,910,094	466,925	5,377,019
				2052	4,976,654	400,365	5,377,019
				2053	5,044,015	333,004	5,377,019
				2054	5,112,339	264,680	5,377,019
				2055	5,181,589	195,430	5,377,019
				2056	5,251,826	125,193	5,377,019
				2057	5,322,915	54,104	5,377,019
				Total	\$ 125,234,819 *	\$ 30,639,004	\$ 155,873,823

*The TIFIA Loan is structured such that additional principal amounts will be added to the original principal amount during the Capitalized Interest period. Those additions will gradually be reflected on the Statements of Net Position as the amounts become due.



Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

Members

Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

We have audited, in accordance with the 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 (*Government Auditing Standards*), the financial statements of the Oklahoma Turnpike Authority (the Authority), which comprise the Authority's statement of financial position as of December 31, 2022 and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended and the related notes to the financial statements, and have issued our report thereon dated March 31, 2023, which contained an "Emphasis of Matter" paragraph regarding a change in accounting principles.

Report on Internal Control over Financial Reporting

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

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Members
Oklahoma Turnpike Authority

Report on Compliance and Other Matters

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

Purpose of This Report

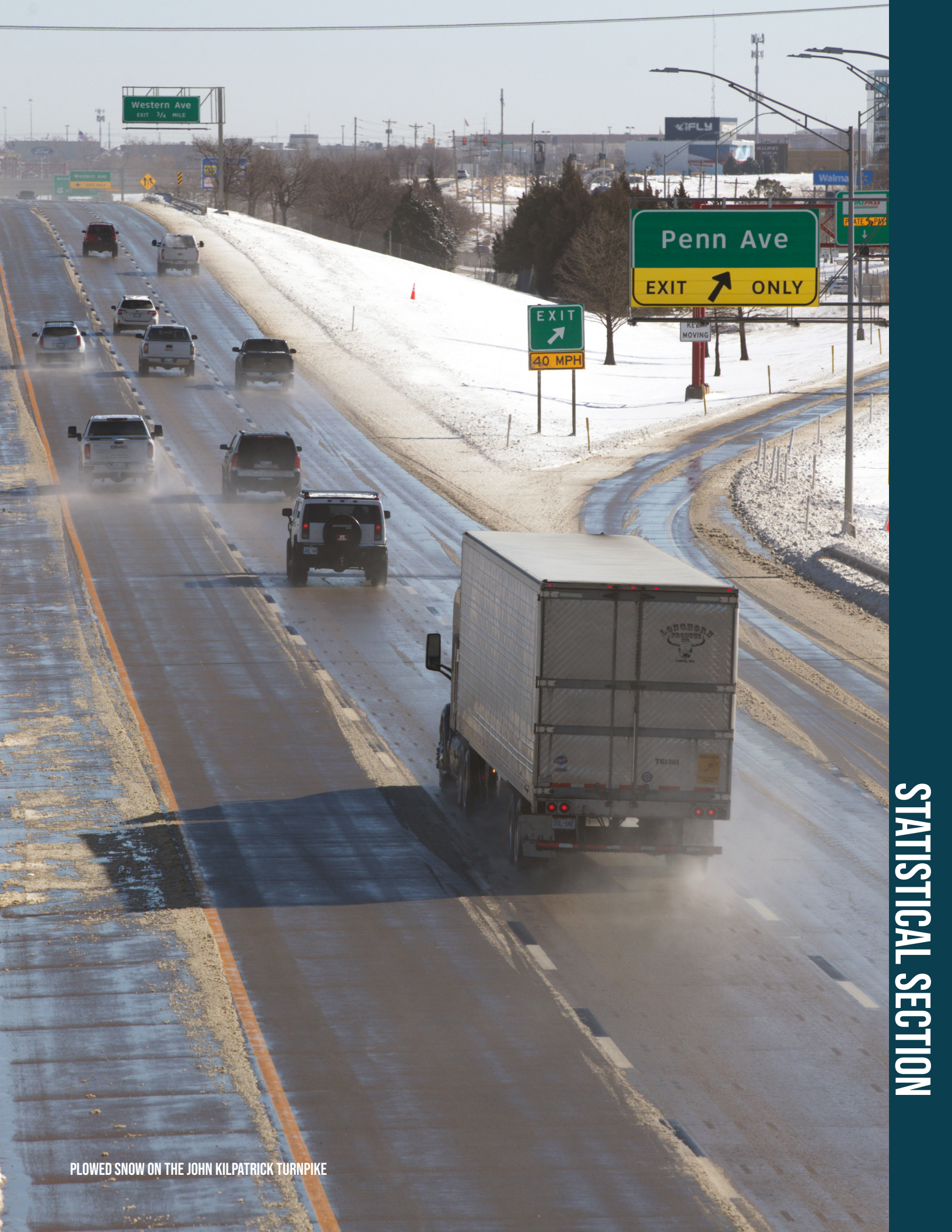
The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

FORVIS,LLP

Tulsa, Oklahoma
March 31, 2023



TURNER TURNPIKE



Western Ave
EXIT 3/4 MILE

Penn Ave
EXIT  ONLY

EXIT

40 MPH

REAR
MOVING

STATISTICAL SECTION

PLOWED SNOW ON THE JOHN KILPATRICK TURNPIKE



CONVERTING THE KICKAPOO TURNPIKE SIGNAGE TO REFLECT CASHLESS TOLLING

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

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Financial Trends

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

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Revenue Capacity

These schedules contain information to help the reader assess the factors affecting OTA's revenue.

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Debt Capacity

These schedules present information to help the reader assess the affordability of OTA's current levels of outstanding debt.

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Demographic and Economic Information

These schedules offers demographic and economic indicators to help the reader understand the environment within which OTA's financial activities take place and to help make comparison over time.

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The jurisdiction of the OTA is limited to its Turnpike System and rights-of-way.	

Operating Information

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

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Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

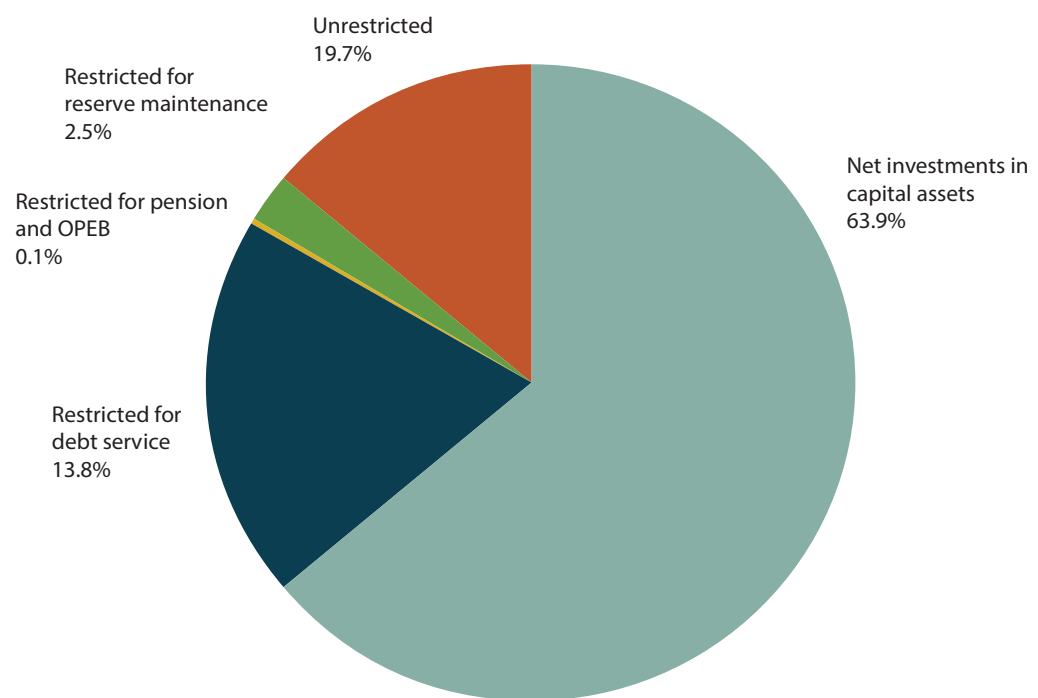
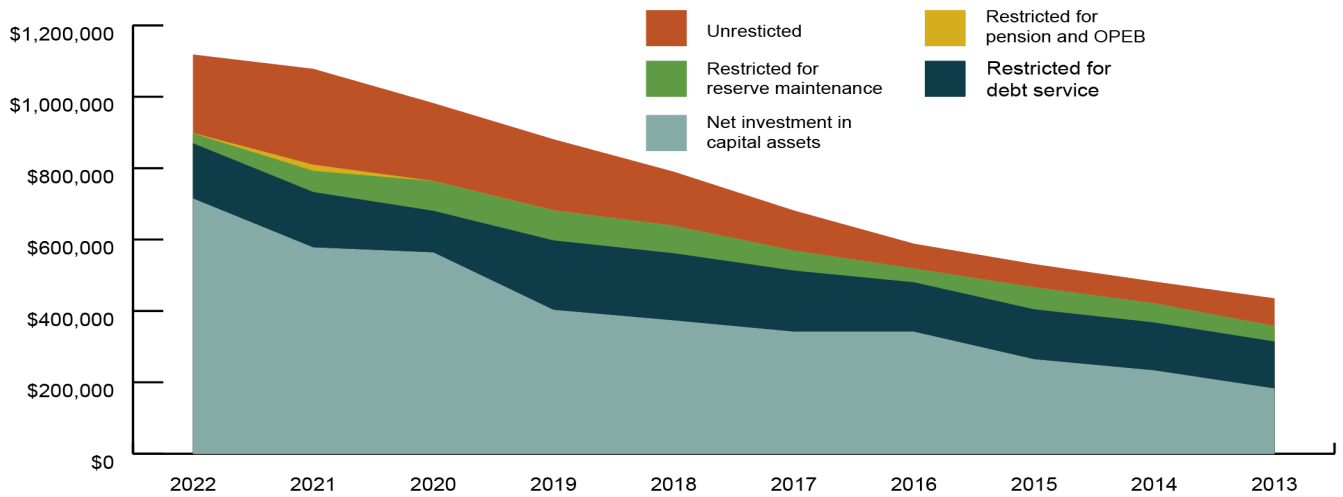
*** Indicates information is not available for the specified period*

**SCHEDULE 1: NET POSITION BY COMPONENT
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Net investment in capital assets	\$ 713,590	\$ 577,619	\$ 563,608	\$ 402,696	\$ 373,119	\$ 341,664	\$ 341,525	\$ 264,316	\$ 233,186	\$ 182,443
Restricted for debt service	154,456	155,013	116,330	194,380	187,943	170,853	138,214	139,621	133,863	131,433
Restricted for reserve maintenance	27,991	59,476	83,448	83,960	76,937	56,302	38,684	61,816	53,948	43,562
Restricted for pension and OPEB	1,077	17,204	557	471	149	-	-	-	-	-
Unrestricted	220,909	268,623	217,915	199,059	151,653	112,265	69,600	65,173	60,990	77,454
Total net position	\$ 1,118,023	\$ 1,077,935	\$ 981,858	\$ 880,566	\$ 789,801	\$ 681,084	\$ 588,023	\$ 530,926	\$ 481,987	\$ 434,892

Note: In 2022, the OTA implemented GASB 87, effective as of January 1, 2021. The net effect of this application was a \$0.320 (presented in thousands of dollars). In 2018, the OTA implemented GASB 75, effective as of January 1, 2017. The net effect of this application was a restatement of 2017 unrestricted net position to reflect a reduction of \$2,310 (presented in thousands of dollars). In 2015, the OTA implemented GASB 68, effective as of January 1, 2014. The net effect of this application was a restatement of 2014 unrestricted net position to reflect a reduction of \$8,146 (presented in thousands of dollars). In 2013, the OTA implemented GASB 65, effective as of January 1, 2012. The net effect of this application was a restatement of 2012 unrestricted net position to reflect a reduction of \$4,056 (presented in thousands of dollars).

NET POSITION BY COMPONENT, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

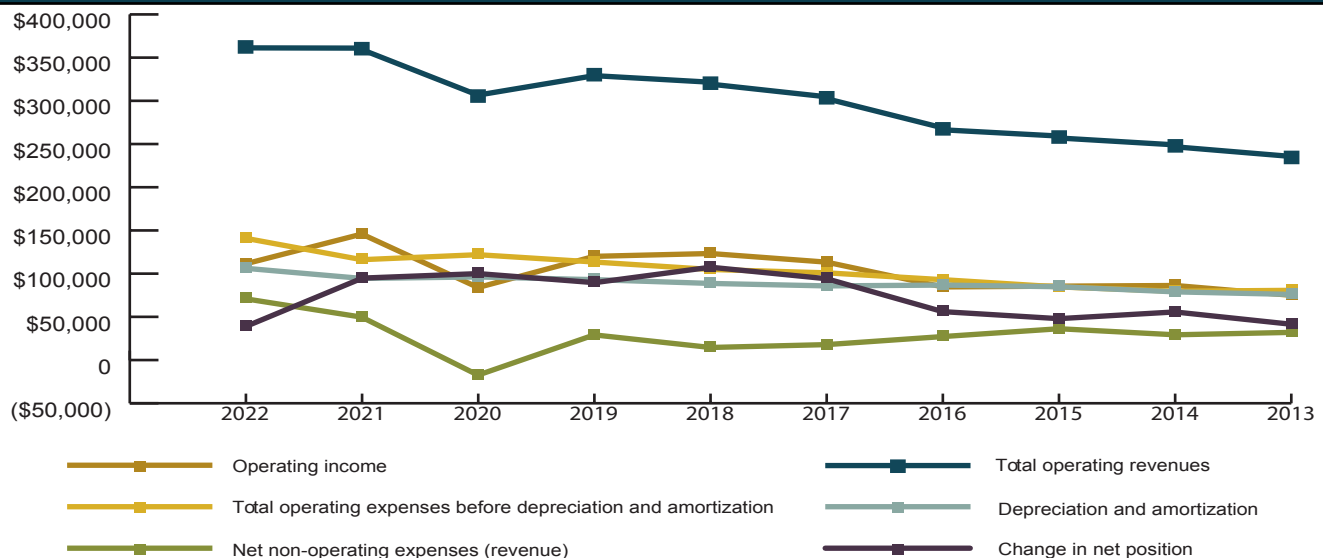


**SCHEDULE 2: CHANGES IN NET POSITION
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Operating revenues:										
Tolls	\$ 359,054	\$ 357,625	\$ 302,617	\$ 327,429	\$ 317,716	\$ 300,812	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746
Concessions	2,850	2,252	2,568	2,425	2,342	2,390	2,277	1,838	1,627	1,579
Total operating revenues	361,904	359,877	305,185	329,854	320,058	303,202	267,341	257,889	247,697	234,325
Operating expenses:										
Toll Operations	25,456	27,027	32,739	24,036	22,060	19,513	19,291	18,201	19,256	19,318
Turnpike Maintenance	30,248	22,740	27,177	25,553	21,110	21,638	20,844	21,907	21,712	22,120
Engineering	2,580	3,194	2,681	1,912	1,580	3,176	4,548	4,649	3,256	3,683
Construction	7,610	1,908	3,028	1,435	772	601	-	-	-	-
Right-of-Way and Utility	675	-	-	-	-	-	-	-	-	-
Highway Patrol	18,126	19,648	19,978	17,174	21,787	18,616	20,256	15,420	13,663	13,668
Customer Service	15,383	14,563	12,550	22,300	19,128	18,562	15,125	14,445	12,942	12,238
Administrative Services	2,362	2,321	2,267	1,826	1,813	1,744	1,718	1,630	2,332	2,177
Information Technology	13,596	12,430	12,128	10,731	8,682	6,210	5,541	4,333	3,721	4,642
Comptroller and Cash Management	18,117	1,180	1,569	1,329	1,317	1,291	1,117	924	924	962
Finance and Revenue	2,048	1,590	4,810	3,693	3,929	6,990	2,240	1,236	718	838
Operations Support	-	6,540	-	-	-	-	-	-	-	-
Executive Authority	5,901	4,077	4,097	4,539	3,677	3,591	3,286	2,778	2,027	1,938
	8	4	1	5	2	2	6	9	4	8
Total operating expenses before depreciation and amortization	142,110	117,222	123,025	114,533	105,857	101,934	93,972	85,532	80,555	81,592
Operating income before depreciation and amortization	219,794	242,655	182,160	215,321	214,201	201,268	173,368	172,357	167,142	152,733
Depreciation and amortization	(107,468)	(95,681)	(97,402)	(94,278)	(89,861)	(86,982)	(87,935)	(85,993)	(80,035)	(77,067)
Operating income	112,326	146,974	84,758	121,043	124,340	114,286	85,433	86,364	87,107	75,666
Non-operating revenues (expenses):										
Interest earned on investments	8,595	4,831	7,594	19,401	14,184	5,919	4,427	4,419	4,554	4,526
Net change in fair value of investments	(25,799)	(2,132)	5,264	5,184	(1,102)	2,307	1,186	(239)	2,229	(485)
Interest expense on bonds outstanding and leases	(66,828)	(69,816)	(51,847)	(80,180)	(38,071)	(33,841)	(39,195)	(42,854)	(40,539)	(41,093)
Other	11,794	14,528	8,259	8,018	9,366	6,655	5,246	1,248	3,383	3,860
Contributed revenue	-	1,692	47,264	17,299	-	-	-	-	-	-
Net non-operating expenses	(72,238)	(50,897)	16,534	(30,278)	(15,623)	(18,960)	(28,336)	(37,426)	(30,373)	(33,192)
Change in net position	\$ 40,088	\$ 96,077	\$ 101,292	\$ 90,765	\$ 108,717	\$ 95,326	\$ 57,097	\$ 48,938	\$ 56,734	\$ 42,474

Note: In 2022, the OTA implemented GASB 87, effective as of January 1, 2021. The net effect of this application was a \$0.320 (presented in thousands of dollars). In 2018, the ODOT issued \$71.4 million in Grant Anticipation Revenue Vehicle (GARVEE) bonds to finance a portion of the Gilcrease Expressway project. These bonds do not constitute indebtedness of the Authority but are dedicated as funding for qualified costs incurred by the OTA for the Gilcrease. GARVEE proceeds utilized by the OTA are reflected as other non-operating revenue. In 2017, the OTA recorded the cumulative effect of the change in accounting principle for the implementation of GASB 75. The net effect of the retroactive application was \$2,265 (presented in thousands of dollars). In 2015, the OTA recorded the cumulative effect of the change in accounting principle for the implementation of GASB 68. The net effect of the retroactive application was \$9,638 (presented in thousands of dollars). In 2013, the OTA implemented GASB 65, effective as of January 1, 2012. The effect of this implementation was a reduction of 2012 depreciation and amortization expense of \$341 (presented in thousand of dollars). In 2012, the OTA recorded the cumulative effect of the change in accounting principle for the implementation of GASB 62. The net effect of this retroactive application was \$7,937 (presented in thousands of dollars).

CHANGES IN NET POSITION AND COMPONENTS, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

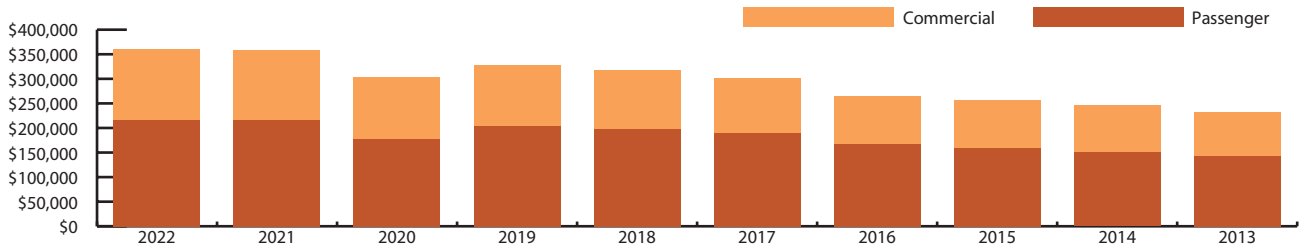


**SCHEDULE 3: TOLL REVENUES BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Turner Turnpike										
Passenger	\$ 37,763	\$ 38,823	\$ 32,810	\$ 39,468	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092
Commercial	45,477	46,382	40,642	39,767	38,835	36,231	31,220	30,936	30,798	29,210
Total	83,240	85,205	73,452	79,235	76,931	73,068	64,196	61,920	60,263	57,302
Will Rogers Turnpike										
Passenger	24,196	25,277	21,174	24,207	23,756	23,005	20,443	19,341	18,432	17,638
Commercial	50,660	51,522	44,940	43,538	42,365	39,105	34,912	34,434	33,810	32,250
Total	74,856	76,799	66,114	67,745	66,121	62,110	55,355	53,775	52,242	49,888
H. E. Bailey Turnpike										
Passenger	23,803	25,442	22,214	25,242	23,844	22,948	20,335	19,270	18,607	17,910
Commercial	9,016	8,374	8,204	9,070	8,760	7,641	6,315	6,334	6,550	5,833
Total	32,819	33,816	30,418	34,312	32,604	30,589	26,650	25,604	25,157	23,743
Indian Nation Turnpike										
Passenger	10,277	10,455	8,363	10,344	9,945	9,309	8,306	8,366	7,880	7,642
Commercial	8,015	7,941	7,358	7,923	7,881	7,356	6,246	6,376	6,380	6,322
Total	18,292	18,396	15,721	18,267	17,826	16,665	14,552	14,742	14,260	13,964
Muskogee Turnpike										
Passenger	16,728	17,388	15,160	16,010	15,212	14,389	13,172	12,840	12,086	12,047
Commercial	5,798	5,932	5,592	5,695	5,853	5,767	5,217	5,129	5,043	4,276
Total	22,526	23,320	20,752	21,705	21,065	20,156	18,389	17,969	17,129	16,323
Cimarron Turnpike										
Passenger	7,202	7,788	6,683	8,050	7,855	7,908	6,877	6,735	6,481	6,212
Commercial	5,761	5,874	5,679	5,811	5,717	5,562	4,866	4,914	5,100	5,039
Total	12,963	13,662	12,362	13,861	13,572	13,470	11,743	11,649	11,581	11,251
John Kilpatrick Turnpike										
Passenger	49,993	47,797	36,729	40,727	39,562	37,316	33,208	31,100	28,387	25,607
Commercial	8,394	6,658	5,193	4,824	4,421	3,801	3,104	3,106	2,788	2,416
Total	58,387	54,455	41,922	45,551	43,983	41,117	36,312	34,206	31,175	28,023
SW John Kilpatrick Turnpike										
Passenger	2,904	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	446	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	3,350	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cherokee Turnpike										
Passenger	6,777	6,991	5,989	6,840	6,778	6,628	5,764	5,436	5,041	4,891
Commercial	3,929	3,956	3,607	3,549	3,197	3,102	2,858	2,771	2,749	2,651
Total	10,706	10,947	9,596	10,389	9,975	9,730	8,622	8,207	7,790	7,542
Chickasaw Turnpike										
Passenger	675	690	610	722	697	660	518	492	461	436
Commercial	313	349	286	294	291	274	292	278	314	274
Total	988	1,039	896	1,016	988	934	810	770	775	710
Creek Turnpike										
Passenger	32,122	33,101	28,396	32,510	31,726	30,324	26,189	24,992	23,414	21,827
Commercial	3,279	3,430	2,830	2,838	2,925	2,916	2,246	2,217	2,284	2,173
Total	35,401	36,531	31,226	35,348	34,651	33,240	28,435	27,209	25,698	24,000
Kickapoo Turnpike										
Passenger	3,976	2,692	135	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	1,233	763	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	5,209	3,455	158	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Gilcrease Expressway										
Passenger	272	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	317	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	216,688	216,444	178,263	204,120	197,471	189,324	167,788	159,556	150,254	142,302
Commercial	142,366	141,181	124,354	123,309	120,245	111,755	97,276	96,495	95,816	90,444
Total Revenues	\$ 359,054	\$ 357,625	\$ 302,617	\$ 327,429	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746

Note: The SW John Kilpatrick Turnpike was designated as a separate turnpike in April 2022. The Gilcrease Expressway was opened to the public in November 2022.

TOLL REVENUE BY TYPE, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

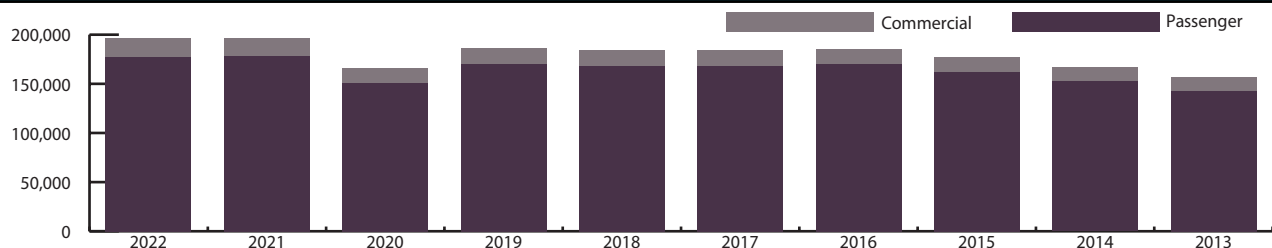


**SCHEDULE 4: TOLL TRANSACTIONS BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF TRANSACTIONS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Turner Turnpike										
Passenger	16,471	16,560	14,042	16,174	15,971	16,762	16,848	15,771	15,010	14,146
Commercial	3,195	3,234	2,813	2,766	2,795	2,735	2,582	2,544	2,553	2,416
Total	19,666	19,794	16,855	18,940	18,766	19,497	19,430	18,315	17,563	16,562
Will Rogers Turnpike										
Passenger	12,274	12,717	11,079	12,687	12,787	13,064	13,112	12,637	12,272	11,472
Commercial	4,005	4,074	3,605	3,468	3,404	3,355	3,279	3,265	3,234	3,089
Total	16,279	16,791	14,684	16,155	16,191	16,419	16,391	15,902	15,506	14,561
H. E. Bailey Turnpike										
Passenger	17,520	18,624	16,600	19,277	18,659	18,311	18,478	17,558	16,994	16,500
Commercial	2,560	2,147	2,140	2,416	2,427	2,211	2,070	2,048	2,012	1,666
Total	20,080	20,771	18,740	21,693	21,086	20,522	20,548	19,606	19,006	18,166
Indian Nation Turnpike										
Passenger	5,086	5,130	4,150	5,202	5,104	5,114	5,227	5,244	4,992	4,879
Commercial	1,463	1,437	1,322	1,454	1,445	1,370	1,313	1,340	1,320	1,312
Total	6,549	6,567	5,472	6,656	6,549	6,484	6,540	6,584	6,312	6,191
Muskogee Turnpike										
Passenger	10,798	11,062	9,729	10,588	10,368	10,290	10,672	10,360	9,808	9,848
Commercial	1,392	1,433	1,368	1,495	1,639	1,726	1,805	1,775	1,670	1,189
Total	12,190	12,495	11,097	12,083	12,007	12,016	12,477	12,135	11,478	11,037
Cimarron Turnpike										
Passenger	6,254	5,828	4,990	6,321	6,387	6,745	6,767	6,634	6,389	6,114
Commercial	1,461	1,191	1,148	1,188	1,192	1,202	1,181	1,205	1,223	1,206
Total	7,715	7,019	6,138	7,509	7,579	7,947	7,948	7,839	7,612	7,320
John Kilpatrick Turnpike										
Passenger	51,270	56,128	46,280	50,179	49,228	48,785	49,863	47,027	42,846	38,649
Commercial	1,929	1,831	1,392	1,297	1,235	1,166	1,138	1,166	1,043	930
Total	53,199	57,959	47,672	51,476	50,463	49,951	51,001	48,193	43,889	39,579
SW John Kilpatrick Turnpike										
Passenger	5,667	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	321	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	5,988	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cherokee Turnpike										
Passenger	3,660	3,827	3,372	3,929	3,993	4,058	4,241	4,024	3,714	3,580
Commercial	561	569	510	510	459	461	470	451	436	417
Total	4,221	4,396	3,882	4,439	4,452	4,519	4,711	4,475	4,150	3,997
Chickasaw Turnpike										
Passenger	899	972	857	1,037	1,029	998	904	854	798	759
Commercial	176	210	174	172	160	167	235	218	241	215
Total	1,075	1,182	1,031	1,209	1,189	1,165	1,139	1,072	1,039	974
Creek Turnpike										
Passenger	43,711	45,054	39,069	44,764	44,252	43,958	43,821	41,958	39,440	36,609
Commercial	1,444	1,530	1,281	1,289	1,397	1,408	1,224	1,196	1,201	1,175
Total	45,155	46,584	40,350	46,053	45,649	45,366	45,045	43,154	40,641	37,784
Kickapoo Turnpike										
Passenger	2,998	2,219	128	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	325	212	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	3,323	2,431	137	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Gilcrease Expressway										
Passenger	403	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	427	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	177,011	178,121	150,296	170,158	167,778	168,085	169,933	162,067	152,263	142,556
Commercial	18,856	17,868	15,762	16,055	16,153	15,801	15,297	15,208	14,933	13,615
Total Transactions	195,867	195,989	166,058	186,213	183,931	183,886	185,230	177,275	167,196	156,171

*Note: The SW John Kilpatrick Turnpike was designated as a separate turnpike in April 2022.
The Gilcrease Expressway was opened to the public in November 2022.*

TOLL TRANSACTION BY TYPE, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF TRANSACTIONS)



**SCHEDULE 5: TOLL REVENUES BY PRINCIPAL REVENUE PAYERS, PAYMENT METHOD, CLASS AND TURNPIKE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS/TRANSACTIONS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Toll revenues										
Electronic Tolls	\$ 298,716	\$ 271,368	\$ 221,631	\$ 233,461	\$ 217,339	\$ 198,661	\$ 165,832	\$ 155,530	\$ 144,859	\$ 133,606
Cash	60,338	86,257	80,986	93,968	99,729	102,418	99,232	100,521	101,211	99,140
Percentage of total revenues										
Electronic Tolls	83.2%	75.9%	73.2%	71.3%	68.5%	66.0%	62.6%	60.7%	58.9%	57.4%
Cash	16.8%	24.1%	26.8%	28.7%	31.5%	34.0%	37.4%	39.3%	41.1%	42.6%
Toll transactions										
Electronic Tolls	171,176	163,348	134,206	146,993	141,545	138,238	135,560	127,609	118,050	108,415
Cash	24,691	32,641	31,852	39,220	42,387	45,648	49,670	49,666	49,146	47,756
Percentage of total transactions										
Electronic Tolls	87.4%	83.3%	80.8%	78.9%	77.0%	75.2%	73.2%	72.0%	70.6%	69.4%
Cash	12.6%	16.7%	19.2%	21.1%	23.0%	24.8%	26.8%	28.0%	29.4%	30.6%
Turner Turnpike										
2-axle vehicles	\$ 37,763	\$ 38,823	\$ 32,810	\$ 39,468	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092
3-axle vehicles	2,048	2,146	1,859	1,820	1,826	1,755	1,390	1,395	1,335	1,265
4-axle vehicles	1,726	2,004	1,732	1,730	1,786	1,733	1,544	1,521	1,481	1,451
5-axle vehicles	40,268	40,741	35,561	34,724	33,755	31,480	27,368	27,000	27,064	25,601
6-axle vehicles	1,435	1,490	1,490	1,493	1,468	1,263	918	1,020	918	893
Total	83,240	85,204	73,452	79,235	76,931	73,068	64,196	61,920	60,263	57,302
Will Rogers Turnpike										
2-axle vehicles	24,196	25,277	21,174	24,207	23,756	23,005	20,443	19,340	18,432	17,638
3-axle vehicles	1,358	1,487	1,211	1,192	1,179	1,137	935	1,000	918	875
4-axle vehicles	1,921	2,221	1,882	1,860	1,908	1,865	1,685	1,585	1,515	1,455
5-axle vehicles	46,294	46,589	40,586	39,219	37,998	34,976	31,540	30,998	30,543	29,073
6-axle vehicles	1,087	1,224	1,261	1,267	1,280	1,127	752	852	834	847
Total	74,856	76,798	66,114	67,745	66,121	62,110	55,355	53,775	52,242	49,888
H.E. Bailey Turnpike										
2-axle vehicles	23,803	25,442	22,214	25,242	23,844	22,948	20,335	19,270	18,607	17,910
3-axle vehicles	935	880	889	860	794	719	622	573	578	356
4-axle vehicles	508	740	669	703	731	703	593	591	607	594
5-axle vehicles	7,276	6,497	6,353	7,141	6,934	6,004	4,944	5,013	5,196	4,739
6-axle vehicles	297	257	293	366	301	215	156	157	169	144
Total	32,819	33,816	30,418	34,312	32,604	30,589	26,650	25,604	25,157	23,743
Indian Nation Turnpike										
2-axle vehicles	10,277	10,455	8,363	10,344	9,945	9,309	8,307	8,366	7,880	7,642
3-axle vehicles	530	519	447	475	437	364	292	245	216	215
4-axle vehicles	590	660	544	611	620	576	537	578	580	571
5-axle vehicles	6,722	6,597	6,224	6,660	6,653	6,277	5,324	5,459	5,479	5,425
6-axle vehicles	173	165	143	177	171	140	92	94	105	111
Total	18,292	18,396	15,721	18,267	17,826	16,666	14,552	14,742	14,260	13,964
Muskogee Turnpike										
2-axle vehicles	16,728	17,388	15,160	16,010	15,212	14,389	13,172	12,840	12,086	12,047
3-axle vehicles	700	740	692	854	1,051	1,084	1,038	1,024	936	281
4-axle vehicles	370	421	374	346	355	368	339	321	330	337
5-axle vehicles	4,611	4,635	4,393	4,371	4,318	4,188	3,726	3,674	3,661	3,574
6-axle vehicles	117	136	133	124	129	127	114	110	116	84
Total	22,526	23,320	20,752	21,705	21,065	20,156	18,389	17,969	17,129	16,323
Cimarron Turnpike										
2-axle vehicles	7,202	7,788	6,683	8,050	7,855	7,908	6,877	6,735	6,481	6,212
3-axle vehicles	280	278	252	249	253	243	219	243	196	198
4-axle vehicles	376	477	408	430	443	446	394	406	391	371
5-axle vehicles	4,986	4,982	4,885	5,004	4,880	4,763	4,162	4,163	4,390	4,364
6-axle vehicles	119	138	134	128	141	110	91	102	123	106
Total	12,963	13,663	12,362	13,861	13,572	13,470	11,743	11,649	11,581	11,251

(Continued)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
John Kilpatrick Turnpike										
2-axle vehicles	\$ 42,210	\$ 47,797	\$ 36,729	\$ 40,727	\$ 39,562	\$ 37,316	\$ 33,208	\$ 31,100	\$ 28,387	\$ 25,607
3-axle vehicles	421	539	442	399	402	368	379	412	335	278
4-axle vehicles	367	387	356	382	365	339	315	323	292	259
5-axle vehicles	6,379	5,396	4,144	3,827	3,443	2,966	2,323	2,264	2,056	1,776
6-axle vehicles	356	336	251	216	211	128	87	107	105	103
Shape Based Small	7,783	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Shape Based Medium	124	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Shape Based Large	747	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	58,387	54,455	41,922	45,551	43,983	41,117	36,312	34,206	31,175	28,023
SW John Kilpatrick Turnpike										
2-axle vehicles	2,904	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3-axle vehicles	116	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4-axle vehicles	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5-axle vehicles	285	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6-axle vehicles	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	3,350	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cherokee Turnpike										
2-axle vehicles	6,777	6,991	5,989	6,840	6,778	6,628	5,764	5,436	5,041	4,891
3-axle vehicles	387	400	301	303	204	178	163	155	137	111
4-axle vehicles	215	247	223	211	251	244	217	210	196	192
5-axle vehicles	3,268	3,251	3,039	2,977	2,705	2,635	2,442	2,367	2,340	2,309
6-axle vehicles	59	57	44	58	37	45	36	39	76	39
Total	10,706	10,946	9,596	10,389	9,975	9,730	8,622	8,207	7,790	7,542
Chickasaw Turnpike										
2-axle vehicles	675	690	610	722	697	660	517	492	461	436
3-axle vehicles	60	97	82	66	43	52	104	93	100	95
4-axle vehicles	13	20	16	18	21	21	21	22	23	20
5-axle vehicles	235	224	182	198	217	188	153	144	171	154
6-axle vehicles	6	8	6	12	10	12	15	19	20	5
Total	989	1,039	896	1,016	988	933	810	770	775	710
Creek Turnpike										
2-axle vehicles	32,122	33,101	28,396	32,510	31,726	30,324	26,189	24,992	23,414	21,827
3-axle vehicles	440	477	403	407	455	441	312	302	279	268
4-axle vehicles	326	417	348	315	335	322	289	264	263	246
5-axle vehicles	2,377	2,423	1,994	2,022	2,020	2,007	1,554	1,597	1,684	1,599
6-axle vehicles	136	113	85	94	115	146	91	54	58	60
Total	35,401	36,531	31,226	35,348	34,651	33,240	28,435	27,209	25,698	24,000
Kickapoo Turnpike										
2-axle vehicles	3,976	2,692	135	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3-axle vehicles	233	190	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4-axle vehicles	31	26	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5-axle vehicles	929	512	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6-axle vehicles	39	35	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	5,208	3,455	158	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Gilcrease Expressway										
2-axle vehicles	272	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3-axle vehicles	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4-axle vehicles	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5-axle vehicles	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6-axle vehicles	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	317	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
All Turnpikes										
2-axle vehicles	208,905	216,444	178,263	204,120	197,471	189,324	167,788	159,555	150,254	142,302
3-axle vehicles	7,519	7,754	6,586	6,625	6,644	6,341	5,454	5,442	5,030	3,942
4-axle vehicles	6,459	7,619	6,554	6,606	6,815	6,617	5,934	5,821	5,678	5,496
5-axle vehicles	123,662	121,848	107,372	106,143	102,923	95,484	83,536	82,679	82,584	78,614
6-axle vehicles	3,855	3,960	3,842	3,935	3,863	3,313	2,352	2,554	2,524	2,392
Shape Based Small	7,783	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Shape Based Medium	124	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Shape Based Large	747	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	\$ 359,054	\$ 357,625	\$ 302,617	\$ 327,429	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS**

TURNER TURNPIKE																					
Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Luther	0.85	1.25	1.10	1.50	1.40	1.75	2.20	2.75	2.80	3.25	0.85	1.00	1.10	1.25	1.40	1.50	2.20	2.50	2.80	3.00
	Wellston-SH 66	1.25	1.75	1.80	2.50	2.45	3.00	4.35	5.00	5.40	6.50	1.25	1.50	1.80	2.25	2.45	2.75	4.35	4.75	5.40	5.75
	Chandler-SH 18	1.65	2.00	2.45	3.00	3.95	4.75	7.05	8.25	8.50	9.75	1.65	1.75	2.45	2.75	3.95	4.50	7.05	7.50	8.50	9.00
	Stroud-SH 99	2.20	2.75	3.65	4.50	5.40	6.75	9.55	11.25	11.40	13.25	2.20	2.50	3.65	4.25	5.40	6.25	9.55	10.25	11.40	12.25
	Bristow-US 66	2.80	3.25	5.15	6.50	7.20	8.75	12.65	14.50	15.20	17.50	2.80	3.00	5.15	5.75	7.20	8.25	12.65	13.25	15.20	16.25
	Kellyville-SH 33	3.80	5.00	5.75	8.50	8.40	12.25	14.90	20.50	18.05	25.00	3.80	4.75	5.75	7.75	8.40	11.25	14.90	19.00	18.05	23.00
	Sapulpa-SH 97	4.15	4.75	6.35	7.75	9.60	11.75	16.50	18.75	20.30	23.25	4.15	4.50	6.35	7.00	9.60	10.75	16.50	17.25	20.30	21.25
	Creek West	4.15	5.00	6.40	8.50	9.60	12.25	16.50	20.50	20.30	25.00	4.15	4.75	6.40	7.75	9.60	11.25	16.50	19.00	20.30	23.00
Tulsa	4.50	5.00	6.95	8.50	10.20	12.25	18.05	20.50	21.85	25.00	4.50	4.75	6.95	7.75	10.20	11.25	18.05	19.00	21.85	23.00	
Luther	Wellston-SH 66	0.45	1.75	0.70	2.50	1.05	3.00	2.15	5.00	2.65	6.50	0.45	1.50	0.70	2.25	1.05	2.75	2.15	4.75	2.65	5.75
	Chandler-SH 18	0.85	2.00	1.35	3.00	2.55	4.75	4.85	8.25	5.75	9.75	0.85	1.75	1.35	2.75	2.55	4.50	4.85	7.50	5.75	9.00
	Stroud-SH 99	1.40	2.75	2.55	4.50	4.05	6.75	7.35	11.25	8.65	13.25	1.40	2.50	2.55	4.25	4.05	6.25	7.35	10.25	8.65	12.25
	Bristow-US 66	2.00	3.25	4.05	6.50	5.80	8.75	10.45	14.50	12.40	17.50	2.00	3.00	4.05	5.75	5.80	8.25	10.45	13.25	12.40	16.25
	Kellyville-SH 33	3.00	5.00	4.65	8.50	7.05	12.25	12.70	20.50	15.30	25.00	3.00	4.75	4.65	7.75	7.05	11.25	12.70	19.00	15.30	23.00
	Sapulpa-SH 97	3.35	4.75	5.25	7.75	8.25	11.75	14.30	18.75	17.55	23.25	3.35	4.50	5.25	7.00	8.25	10.75	14.30	17.25	17.55	21.25
	Creek West	3.35	5.00	5.25	8.50	8.25	12.25	14.30	20.50	17.55	25.00	3.35	4.75	5.25	7.75	8.25	11.25	14.30	19.00	17.55	23.00
	Tulsa	3.70	5.00	5.90	8.50	8.80	12.25	15.85	20.50	19.10	25.00	3.70	4.75	5.90	7.75	8.80	11.25	15.85	19.00	19.10	23.00
Wellston-SH 66	Chandler-SH 18	0.50	2.00	0.75	3.00	1.10	4.75	1.85	8.25	2.25	9.75	0.50	1.75	0.75	2.75	1.10	4.50	1.85	7.50	2.25	9.00
	Stroud-SH 99	1.05	2.75	1.55	4.50	2.25	6.75	4.05	11.25	5.20	13.25	1.05	2.50	1.55	4.25	2.25	6.25	4.05	10.25	5.20	12.25
	Bristow-US 66	2.05	3.25	3.20	6.50	4.60	8.75	8.25	14.50	10.35	17.50	2.05	3.00	3.20	5.75	4.60	8.25	8.25	13.25	10.35	16.25
	Kellyville-SH 33	2.90	5.00	4.50	8.50	6.55	12.25	11.55	20.50	14.05	25.00	2.90	4.75	4.50	7.75	6.55	11.25	11.55	19.00	14.05	23.00
	Sapulpa-SH 97	3.05	4.75	4.75	7.75	7.05	11.75	12.40	18.75	15.00	23.25	3.05	4.50	4.75	7.00	7.05	10.75	12.40	17.25	15.00	21.25
	Creek West	3.00	5.00	4.75	8.50	7.05	12.25	12.40	20.50	15.00	25.00	3.00	4.75	4.75	7.75	7.05	11.25	12.40	19.00	15.00	23.00
	Tulsa	3.35	5.00	5.30	8.50	7.60	12.25	13.35	20.50	16.25	25.00	3.35	4.75	5.30	7.75	7.60	11.25	13.35	19.00	16.25	23.00
Chandler-SH 18	Stroud-SH 99	0.55	1.00	1.25	1.75	1.55	2.25	2.90	3.25	3.25	4.00	0.55	0.75	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50
	Bristow-US 66	1.65	2.00	2.15	2.75	3.35	4.25	6.35	7.50	7.25	8.50	1.65	1.75	2.15	2.50	3.35	3.75	6.35	6.75	7.25	7.75
	Kellyville-SH 33	2.00	3.00	3.00	5.75	4.85	7.75	8.30	13.00	9.85	15.25	2.00	2.75	3.00	5.00	4.85	7.00	8.30	12.00	9.85	14.25
	Sapulpa-SH 97	2.20	2.75	3.65	4.50	5.75	7.00	9.85	11.50	12.10	13.75	2.20	2.50	3.65	4.25	5.75	6.50	9.85	10.50	12.10	12.75
	Creek West	2.20	3.00	4.20	5.75	5.75	7.75	9.50	13.00	11.35	15.25	2.20	2.75	4.20	5.00	5.75	7.00	9.50	12.00	11.35	14.25
	Tulsa	2.55	3.00	4.55	5.75	6.35	7.75	11.10	13.00	13.35	15.25	2.55	2.75	4.55	5.00	6.35	7.00	11.10	12.00	13.35	14.25
Stroud-SH 99	Bristow-US 66	1.30	1.75	1.55	2.25	1.80	2.50	3.25	4.00	3.80	4.50	1.30	1.50	1.55	1.75	1.80	2.25	3.25	3.50	3.80	4.25
	Kellyville-SH 33	1.65	2.50	2.15	4.00	3.00	6.50	5.40	9.75	6.70	11.75	1.65	2.25	2.15	3.50	3.00	5.75	5.40	9.00	6.70	10.75
	Sapulpa-SH 97	2.00	2.50	2.80	3.25	3.95	4.75	7.25	8.50	8.85	10.00	2.00	2.25	2.80	3.00	3.95	4.50	7.25	7.75	8.85	9.25
	Creek West	1.65	2.50	2.60	4.00	4.50	6.50	6.95	9.75	8.25	11.75	1.65	2.25	2.60	3.50	4.50	5.75	6.95	9.00	8.25	10.75
	Tulsa	2.00	2.50	3.00	4.00	5.15	6.50	8.50	9.75	10.15	11.75	2.00	2.25	3.00	3.50	5.15	5.75	8.50	9.00	10.15	10.75
Bristow-US 66	Kellyville-SH 33	0.55	1.75	0.85	2.50	1.35	4.00	2.20	6.25	2.90	7.75	0.55	1.50	0.85	2.25	1.35	3.50	2.20	5.50	2.90	7.00
	Sapulpa-SH 97	1.30	1.75	1.55	2.25	2.15	2.75	3.80	4.50	4.50	5.00	1.30	1.50	1.55	1.75	2.15	2.50	3.80	4.25	4.50	4.75
	Creek West	0.95	1.75	1.35	2.50	2.15	4.00	3.40	6.25	4.50	7.75	0.95	1.50	1.35	2.25	2.15	3.50	3.40	5.50	4.50	7.00
	Tulsa	1.30	1.75	1.80	2.50	3.00	4.00	5.10	6.25	6.70	7.75	1.30	1.50	1.80	2.25	3.00	3.50	5.10	5.50	6.70	7.00
Kellyville-SH 33	Oklahoma City	3.80	5.00	5.75	8.50	8.40	12.25	14.90	20.50	18.05	25.00	3.80	4.75	5.75	7.75	8.40	11.25	14.90	19.00	18.05	23.00
	Luther	3.00	5.00	4.65	8.50	7.05	12.25	12.70	20.50	15.30	25.00	3.00	4.75	4.65	7.75	7.05	11.25	12.70	19.00	15.30	23.00
	Wellston-SH 66	2.90	5.00	4.50	8.50	6.55	12.25	11.55	20.50	14.05	25.00	2.90	4.75	4.50	7.75	6.55	11.25	11.55	19.00	14.05	23.00
	Chandler-SH 18	2.00	3.00	3.00	5.75	4.85	7.75	8.30	13.00	9.85	15.25	2.00	2.75	3.00	5.00	4.85	7.00	8.30	12.00	9.85	14.25
	Stroud-SH 99	1.65	2.50	2.15	4.00	3.00	6.50	5.40	9.75	6.70	11.75	1.65	2.25	2.15	3.50	3.00	5.75	5.40	9.00	6.70	10.75
	Bristow-US 66	0.55	1.75	0.85	2.50	1.35	4.00	2.20	6.25	2.90	7.75	0.55	1.50	0.85	2.25	1.35	3.50	2.20	5.50	2.90	7.00
	Sapulpa-SH 97	0.35	1.00	0.60	1.00	0.90	1.25	1.65	2.25	2.00	2.50	0.35	0.75	0.60	0.75	0.90	1.00	1.65	1.75	2.00	2.25
	Creek West	0.30	1.00	0.60	1.75	0.95	2.50	1.25	3.25	1.85	4.50	0.30	0.75	0.60	1.50	0.95	2.25	1.25	3.00	1.85	4.25
Tulsa	0.55	1.00	1.15	1.75	1.80	2.50	2.90	3.25	3.80	4.50	0.55	0.75	1.15	1.50	1.80	2.25	2.90	3.00	3.80	4.25	
Sapulpa-SH 97	Tulsa	0.30	0.75	0.60	1.00	0.85	1.25	1.30	1.75	1.65	2.25	0.30	0.50	0.60	0.75	0.85	1.00	1.30	1.50	1.65	1.75

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS**

TURNER TURNPIKE																					
Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Luther	0.80	1.00	1.10	1.25	1.35	1.50	2.15	2.25	2.70	3.00	0.70	0.75	0.95	1.00	1.20	1.25	1.90	2.00	2.40	2.50
	Wellston-SH 66	1.20	1.50	1.75	2.00	2.40	2.75	4.20	4.50	5.30	5.75	1.05	1.25	1.55	1.75	2.10	2.25	3.75	4.00	4.70	5.00
	Chandler-SH 18	1.60	1.75	2.40	2.75	3.85	4.25	6.85	7.50	8.30	8.75	1.40	1.50	2.10	2.25	3.40	3.75	6.10	6.50	7.40	7.75
	Stroud-SH 99	2.15	2.25	3.55	4.00	5.30	6.00	9.30	10.00	11.10	12.00	1.90	2.00	3.15	3.50	4.70	5.25	8.30	8.75	9.90	10.50
	Bristow-US 66	2.70	3.00	5.00	5.75	7.00	8.00	12.35	13.00	14.80	15.75	2.40	2.50	4.45	5.00	6.25	7.00	11.00	11.50	13.20	14.00
	Kellyville-SH 33	3.70	4.50	5.60	7.75	8.20	11.00	14.55	18.50	17.60	22.50	3.30	4.00	5.00	6.75	7.30	9.75	12.95	16.50	15.70	20.00
	Sapulpa-SH 97	4.05	4.25	6.20	6.75	9.40	10.50	16.10	17.00	19.80	20.75	3.60	3.75	5.50	6.00	8.35	9.25	14.35	15.00	17.65	18.50
	Creek West	4.05	4.50	6.25	7.75	9.40	11.00	16.10	18.50	19.80	22.50	3.60	4.00	5.55	6.75	8.35	9.75	14.35	16.50	17.65	20.00
	Tulsa	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00
Luther	Wellston-SH 66	0.40	1.50	0.70	2.00	1.05	2.75	2.10	4.50	2.60	5.75	0.35	1.25	0.60	1.75	0.90	2.25	1.85	4.00	2.30	5.00
	Chandler-SH 18	0.80	1.75	1.30	2.75	2.50	4.25	4.75	7.50	5.60	8.75	0.70	1.50	1.15	2.25	2.20	3.75	4.20	6.50	5.00	7.75
	Stroud-SH 99	1.35	2.25	2.50	4.00	3.95	6.00	7.20	10.00	8.40	12.00	1.20	2.00	2.20	3.50	3.50	5.25	6.40	8.75	7.50	10.50
	Bristow-US 66	1.95	3.00	3.95	5.75	5.70	8.00	10.20	13.00	12.10	15.75	1.70	2.50	3.50	5.00	5.05	7.00	9.10	11.50	10.80	14.00
	Kellyville-SH 33	2.95	4.50	4.55	7.75	6.85	11.00	12.40	18.50	14.90	22.50	2.60	4.00	4.05	6.75	6.10	9.75	11.05	16.50	13.30	20.00
	Sapulpa-SH 97	3.25	4.25	5.10	6.75	8.05	10.50	13.95	17.00	17.10	20.75	2.90	3.75	4.55	6.00	7.15	9.25	12.45	15.00	15.25	18.50
	Creek West	3.25	4.50	5.10	7.75	8.05	11.00	13.95	18.50	17.10	22.50	3.60	4.00	5.55	6.75	8.35	9.75	14.35	16.50	17.65	20.00
	Tulsa	3.60	4.50	5.75	7.75	8.60	11.00	15.50	18.50	18.60	22.50	3.20	4.00	5.10	6.75	7.65	9.75	13.80	16.50	16.60	20.00
Wellston-SH 66	Chandler-SH 18	0.45	1.75	0.75	2.75	1.10	4.25	1.80	7.50	2.20	8.75	0.40	1.50	0.65	2.25	0.95	3.75	1.60	6.50	1.95	7.75
	Stroud-SH 99	1.05	2.25	1.55	4.00	2.20	6.00	3.95	10.00	5.05	12.00	0.90	2.00	1.35	3.50	1.95	5.25	3.50	8.75	4.50	10.50
	Bristow-US 66	2.00	3.00	3.10	5.75	4.50	8.00	8.05	13.00	10.10	15.75	1.75	2.50	2.75	5.00	4.00	7.00	7.15	11.50	9.00	14.00
	Kellyville-SH 33	2.80	4.50	4.40	7.75	6.40	11.00	11.30	18.50	13.70	22.50	2.50	4.00	3.90	6.75	5.70	9.75	10.05	16.50	12.20	20.00
	Sapulpa-SH 97	3.00	4.25	4.60	6.75	6.85	10.50	12.10	17.00	14.65	20.75	2.65	3.75	4.10	6.00	6.10	9.25	10.80	15.00	13.05	18.50
	Creek West	2.95	4.50	4.60	7.75	6.85	11.00	12.10	18.50	14.65	22.50	2.60	4.00	4.10	6.75	6.10	9.75	10.80	16.50	13.05	20.00
	Tulsa	3.25	4.50	5.20	7.75	7.40	11.00	13.00	18.50	15.85	22.50	2.90	4.00	4.60	6.75	6.60	9.75	11.60	16.50	14.15	20.00
Chandler-SH 18	Stroud-SH 99	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00
	Bristow-US 66	1.60	1.75	2.10	2.25	3.25	3.75	6.20	6.50	7.10	7.75	1.40	1.50	1.85	2.00	2.90	3.25	5.50	5.75	6.30	6.75
	Kellyville-SH 33	1.95	2.75	2.95	5.00	4.75	6.75	8.10	11.50	9.60	13.75	1.70	2.25	2.60	4.25	4.20	6.00	7.20	10.25	8.55	12.25
	Sapulpa-SH 97	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.80	12.50	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	10.50	11.00
	Creek West	2.15	2.75	4.10	5.00	5.60	6.75	9.25	11.50	11.05	13.75	1.90	2.25	3.65	4.25	5.00	6.00	8.25	10.25	9.85	12.25
	Tulsa	2.50	2.75	4.45	5.00	6.20	6.75	10.85	11.50	13.00	13.75	2.20	2.25	3.95	4.25	5.50	6.00	9.65	10.25	11.60	12.25
Stroud-SH 99	Bristow-US 66	1.25	1.50	1.55	1.75	1.75	2.00	3.15	3.50	3.70	4.00	1.10	1.25	1.35	1.50	1.55	1.75	2.80	3.00	3.30	3.50
	Kellyville-SH 33	1.60	2.00	2.10	3.50	2.95	5.75	5.30	8.75	6.50	10.50	1.40	1.75	1.85	3.00	2.60	5.00	4.70	7.75	5.80	9.25
	Sapulpa-SH 97	1.95	2.00	2.70	3.00	3.85	4.25	7.10	7.75	8.65	9.00	1.70	1.75	2.40	2.50	3.40	3.75	6.30	6.75	7.70	8.00
	Creek West	1.60	2.00	2.55	3.50	4.40	5.75	6.80	8.75	8.05	10.50	1.40	1.75	2.25	3.00	3.90	5.00	6.05	7.75	7.15	9.25
	Tulsa	1.95	2.00	2.95	3.50	5.00	5.75	8.30	8.75	9.90	10.50	1.70	1.75	2.60	3.00	4.45	5.00	7.40	7.75	8.80	9.25
Bristow-US 66	Kellyville-SH 33	0.55	1.50	0.80	2.00	1.30	3.50	2.15	5.50	2.80	6.75	0.45	1.25	0.70	1.75	1.15	3.00	1.90	4.75	2.50	6.00
	Sapulpa-SH 97	1.25	1.50	1.55	1.75	2.10	2.25	3.70	4.00	4.40	4.50	1.10	1.25	1.35	1.50	1.85	2.00	3.30	3.50	3.90	4.00
	Creek West	0.90	1.50	1.30	2.00	2.10	3.50	3.35	5.50	4.40	6.75	0.80	1.25	1.15	1.75	1.85	3.00	2.95	4.75	3.90	6.00
	Tulsa	1.25	1.50	1.75	2.00	2.95	3.50	4.95	5.50	6.50	6.75	1.10	1.25	1.55	1.75	2.60	3.00	4.40	4.75	5.80	6.00
Kellyville-SH 33	Oklahoma City	3.70	4.50	5.60	7.75	8.20	11.00	14.55	18.50	17.60	22.50	3.30	3.50	5.00	5.50	7.30	8.00	12.95	13.75	15.70	16.50
	Luther	2.95	4.50	4.55	7.75	6.85	11.00	12.40	18.50	14.90	22.50	2.60	3.50	4.05	5.50	6.10	8.00	11.05	13.75	13.30	16.50
	Wellston-SH 66	2.80	4.50	4.40	7.75	6.40	11.00	11.30	18.50	13.70	22.50	2.50	3.50	3.90	5.50	5.70	8.00	10.05	13.75	12.20	16.50
	Chandler-SH 18	1.95	2.75	2.95	5.00	4.75	6.75	8.10	11.50	9.60	13.75	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00
	Stroud-SH 99	1.60	2.00	2.10	3.50	2.95	5.75	5.30	8.75	6.50	10.50	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.80	6.00
	Bristow-US 66	0.55	1.50	0.80	2.00	1.30	3.50	2.15	5.50	2.80	6.75	0.45	0.50	0.70	1.15	1.50	1.90	2.25	2.50	2.50	
	Sapulpa-SH 97	0.35	0.75	0.60	0.75	0.85	1.00	1.60	1.75	1.95	2.00	0.30	0.50	0.50	0.50	0.75	0.75	1.40	1.50	1.70	1.75
	Creek West	0.30	0.75	0.60	1.50	0.90	2.00	1.20	3.00	1.80	4.00	0.25	0.50	0.50	1.25	0.80	1.75	1.05	2.50	1.60	3.50
	Tulsa	0.55	0.75	1.15	1.50	1.75	2.00	2.80	3.00	3.70	4.00	0.45	0.50	1.00	1.25	1.55	1.75	2.50	2.50	3.30	3.50
Sapulpa-SH 97	Tulsa	0.30	0.50	0.60	0.75	0.80	1.00	1.25	1.50	1.60	1.75	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.40	1.50

WILL ROGERS TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	State Hwy 266	0.55	1.00	0.85	1.25	1.30	1.75	1.65	2.25	2.00	2.50	0.55	0.75	0.85	1.00	1.30	1.50	1.65	1.75	2.00	2.25
	SH 20-Claremore	0.55	1.00	1.25	1.75	1.55	2.25	2.90	3.25	3.25	4.00	0.55	0.75	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50
	SH 28-Adair	1.65	2.00	2.15	2.75	3.35	4.25	6.35	7.50	7.25	8.50	1.65	1.75	2.15	2.50	3.35	3.75	6.35	6.75	7.25	7.75
	US 69-Big Cabin	2.00	2.50	3.00	4.00	4.85	6.25	8.75	10.00	10.15	11.75	2.00	2.25	3.00	3.50	4.85	5.50	8.75	9.25	10.15	10.75
	Vinita-US 60	2.20	2.75	3.65	4.50	5.75	7.00	10.00	11.75	12.10	13.75	2.20	2.50	3.65	4.25	5.75	6.50	10.00	10.75	12.10	12.75
	Afton-US 60	2.90	3.25	4.85	6.25	7.20	8.75	12.35	14.00	14.90	17.25	2.90	3.00	4.85	5.50	7.20	8.25	12.35	13.00	14.90	16.00
	SH 10-Miami	3.60	4.00	5.75	7.00	8.40	10.00	14.25	17.25	18.05	20.50	3.60	3.75	5.75	6.50	8.40	9.25	14.25	16.00	18.05	19.00
	State Line	4.50	5.00	6.95	8.50	10.20	12.25	18.05	20.50	21.85	25.00	4.50	4.75	6.95	7.75	10.20	11.25	18.05	19.00	21.85	23.00
SH-266	SH 20-Claremore	0.55	1.00	0.60	1.75	0.95	2.25	0.95	3.25	1.30	4.00	0.55	0.75	0.60	1.50	0.95	1.75	0.95	3.00	1.30	3.50
	SH 28-Adair	0.95	2.00	2.00	2.75	3.20	4.25	3.80	7.50	4.75	8.50	0.95	1.75	2.00	2.50	3.20	3.75	3.80	6.75	4.75	7.75
	US 69-Big Cabin	1.65	2.50	2.55	4.00	4.50	6.25	6.90	10.00	8.35	11.75	1.65	2.25	2.55	3.50	4.50	5.50	6.90	9.25	8.35	10.75
	Vinita-US 60	2.00	2.75	3.45	4.50	5.40	7.00	8.25	11.75	9.85	13.75	2.00	2.50	3.45	4.25	5.40	6.50	8.25	10.75	9.85	12.75
	Afton-US 60	2.55	3.25	4.75	6.25	6.70	8.75	10.60	14.00	12.65	17.25	2.55	3.00	4.75	5.50	6.70	8.25	10.60	13.00	12.65	16.00
	SH 10-Miami	3.30	4.00	5.70	7.00	7.60	10.00	13.00	17.25	16.55	20.50	3.30	3.75	5.70	6.50	7.60	9.25	13.00	16.00	16.55	19.00
	State Line	4.10	5.00	6.70	8.50	9.85	12.25	16.50	20.50	20.00	25.00	4.10	4.75	6.70	7.75	9.85	11.25	16.50	19.00	20.00	23.00
Claremore-SH 20	SH 28-Adair	0.85	1.25	1.25	1.75	1.80	2.50	2.85	3.25	3.80	4.50	0.85	1.00	1.25	1.50	1.80	2.25	2.85	3.00	3.80	4.25
	US 69-Big Cabin	1.65	2.00	2.15	2.75	3.00	4.00	5.40	6.50	7.05	8.25	1.65	1.75	2.15	2.50	3.00	3.50	5.40	5.75	7.05	7.50
	Vinita-US 60	1.65	2.00	2.80	3.25	3.95	4.75	7.25	8.50	8.50	9.75	1.65	1.75	2.80	3.00	3.95	4.50	7.25	7.75	8.50	9.00
	Afton-US 60	2.20	2.75	3.65	4.50	5.75	7.00	9.85	11.50	11.40	13.25	2.20	2.50	3.65	4.25	5.75	6.50	9.85	10.50	11.40	12.25
	SH 10-Miami	2.65	3.25	4.85	6.25	6.95	8.50	12.10	13.75	14.25	16.50	2.65	3.00	4.85	5.50	6.95	7.75	12.10	12.75	14.25	15.00
	State Line	3.80	4.50	6.00	7.50	8.75	11.00	15.20	17.50	18.40	20.75	3.80	4.25	6.00	6.75	8.75	10.00	15.20	16.25	18.40	19.25
US 69-Big Cabin	Vinita-US 60	0.30	0.75	0.55	1.00	0.85	1.25	1.40	1.75	2.00	2.50	0.30	0.50	0.55	0.75	0.85	1.00	1.40	1.50	2.00	2.25
	Afton-US 60	1.30	1.75	1.55	2.25	2.15	2.75	3.45	4.25	4.50	5.00	1.30	1.50	1.55	1.75	2.15	2.50	3.45	3.75	4.50	4.75
	SH 10-Miami	1.40	1.75	2.45	3.00	3.65	4.50	6.20	7.50	7.95	9.25	1.40	1.50	2.45	2.75	3.65	4.25	6.20	6.75	7.95	8.50
	State Line	2.20	2.75	3.65	4.50	5.75	7.00	9.20	11.00	11.40	13.25	2.20	2.50	3.65	4.25	5.75	6.50	9.20	10.00	11.40	12.00
Vinita-US 60	Afton-US 60	0.55	1.00	0.85	1.25	1.55	2.25	2.55	3.00	2.90	3.25	0.55	0.75	0.85	1.00	1.55	1.75	2.55	2.75	2.90	3.00
	SH 10-Miami	1.10	1.50	1.80	2.50	2.80	3.25	4.50	5.00	6.35	7.50	1.10	1.25	1.80	2.25	2.80	3.00	4.50	6.35	6.75	6.75
	State Line	2.00	2.50	3.00	4.00	4.85	6.25	8.30	9.50	9.85	11.50	2.00	2.25	3.00	3.50	4.85	5.50	8.30	9.85	10.50	10.50
Afton-US 60	SH 10-Miami	0.55	1.00	0.85	1.25	1.25	1.75	2.00	2.50	2.90	3.25	0.55	0.75	0.85	1.00	1.25	1.50	2.00	2.25	2.90	3.00
	State Line	1.40	1.75	2.15	2.75	3.00	4.00	5.40	6.50	7.05	8.25	1.40	1.50	2.15	2.50	3.00	3.50	5.40	7.05	7.50	7.50
Miami-SH 10	State Line	0.85	1.25	1.25	1.75	1.80	2.50	3.25	4.00	3.80	4.50	0.85	1.00	1.25	1.50	1.80	2.25	3.25	3.50	3.80	4.25

H.E. BAILEY TURNPIKE

Toll Rates Effective:		June 21, 2022										July 15, 2019									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I 44-Oklahoma City	State Line	5.10	10.95	6.70	14.95	9.35	20.65	15.25	32.00	18.45	39.85	5.10	6.25	6.70	8.50	9.35	11.75	15.25	18.45	18.45	22.75
	US 81/Chickasha	1.55	3.50	2.40	5.25	3.00	6.60	3.95	8.35	4.80	10.50	1.55	2.00	2.40	3.00	3.00	3.75	3.95	4.75	4.80	6.00
US 81 / Chickasha	Chickasha/US 62	0.30	0.65	0.30	0.65	0.30	0.65	0.30	0.65	0.55	1.15	0.30	0.35	0.30	0.35	0.30	0.35	0.30	0.35	0.55	0.65
	Lawton	1.95	3.95	2.15	4.85	3.35	7.45	6.00	12.25	7.30	14.90	1.95	2.25	2.15	2.75	3.35	4.25	6.00	7.00	7.30	8.50
Elgin-US 62/277	Lawton	0.30	0.65	0.60	1.15	0.85	1.70	1.30	2.80	1.30	2.80	0.30	0.35	0.60	0.65	0.85	0.95	1.30	1.60	1.30	1.60
Lawton	State Line	1.60	3.50	2.15	4.85	3.00	6.60	5.30	11.40	6.35	14.45	1.60	2.00	2.15	2.75	3.00	3.75	5.30	6.50	6.35	8.25
	Walters	0.70	1.50	0.90	2.20	1.35	3.20	1.95	5.70	2.55	7.25	0.70	1.00	0.90	1.25	1.35	1.75	1.95	2.25	2.55	3.00
Walters	State Line	0.90	2.00	1.20	2.65	1.40	3.40	1.95	5.70	2.55	7.25	0.90	1.25	1.20	1.50	1.40	1.75	1.95	2.25	2.55	3.00
SH 4	SH 76	0.60	1.25	1.00	2.10	1.40	2.80	1.90	3.95	2.50	4.90	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80
	SH 9 US 62/277	0.60	1.25	1.00	2.10	1.40	2.80	1.90	3.95	2.50	4.90	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80
	Chickasha/US 62	1.55	4.15	2.40	5.90	3.00	7.25	3.95	9.00	4.80	11.65	1.55	2.00	2.40	3.00	3.00	3.75	3.95	4.75	4.80	6.00
	I 44-Oklahoma City	0.35	0.90	0.60	1.40	0.85	1.70	1.70	3.35	1.90	3.95	0.35	0.50	0.60	0.80	0.85	0.95	1.70	1.90	1.90	2.25
SH 9 US 62/277	Chickasha/US 62	1.55	4.75	2.40		3.00		3.95		4.80		1.55	2.70	2.40	4.20	3.00	5.35	3.95	7.00	4.80	8.80
	I-44-Oklahoma City	0.60	4.75	1.00	7.35	1.40	9.40	1.90	12.30	2.50	15.40	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80
	SH 76	0.35	0.90	0.60	1.40	0.85	1.70	1.70	3.35	1.90	3.95	0.35	0.50	0.60	0.80	0.85	0.95	1.70	1.90	1.90	2.25
State Hwy 76	Chickasha/US 62	1.55	4.75	2.40	7.35	3.00	9.40	3.95	12.30	4.80	15.40	1.55	2.70	2.40	4.20	3.00	5.35	3.95	7.00	4.80	8.80
	I 44-Oklahoma City	0.60	1.25	1.00	2.10	1.40	2.80	1.90	3.95	2.50	4.90	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80

WILL ROGERS TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	State Hwy 266	0.55	0.75	0.80	1.00	1.25	1.50	1.60	1.75	1.95	2.00	0.45	0.50	0.70	0.75	1.10	1.25	1.40	1.50	1.70	1.75
	SH 20-Claremore	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00
	SH 28-Adair	1.60	1.75	2.10	2.25	3.25	3.75	6.20	6.50	7.10	7.75	1.40	1.50	1.85	2.00	2.90	3.25	5.50	5.75	6.30	6.75
	US 69-Big Cabin	1.95	2.00	2.95	3.50	4.75	5.50	8.55	9.00	9.90	10.50	1.70	1.75	2.60	3.00	4.20	4.75	7.60	8.00	8.80	9.25
	Vinita-US 60	2.15	2.25	3.55	4.00	5.60	6.25	9.75	10.50	11.80	12.50	1.90	2.00	3.15	3.50	5.00	5.50	8.70	9.25	10.50	11.00
	Afton-US 60	2.80	3.00	4.75	5.50	7.00	8.00	12.05	12.75	14.55	15.50	2.50	2.50	4.20	4.75	6.25	7.00	10.75	11.25	12.95	13.75
	SH 10-Miami	3.50	3.75	5.60	6.25	8.20	9.00	13.90	15.50	17.60	18.50	3.10	3.25	5.00	5.50	7.30	8.00	12.40	13.75	15.70	16.50
	State Line	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00
SH-266	SH 20-Claremore	0.55	0.75	0.60	1.50	0.90	1.75	0.90	3.00	1.25	3.50	0.45	0.50	0.50	1.25	0.80	1.50	0.80	2.50	1.10	3.00
	SH 28-Adair	0.90	1.75	1.95	2.25	3.10	3.75	3.70	6.50	4.60	7.75	0.80	1.50	1.70	2.00	2.75	3.25	3.30	5.75	4.10	6.75
	US 69-Big Cabin	1.60	2.00	2.50	3.50	4.40	5.50	6.75	9.00	8.15	10.50	1.40	1.75	2.20	3.00	3.90	4.75	6.00	8.00	7.25	9.25
	Vinita-US 60	1.95	2.25	3.40	4.00	5.30	6.25	8.05	10.50	9.60	12.50	1.70	2.00	3.00	3.50	4.70	5.50	7.15	9.25	8.55	11.00
	Afton-US 60	2.50	3.00	4.60	5.50	6.50	8.00	10.35	12.75	12.35	15.50	2.20	2.50	4.10	4.75	5.80	7.00	9.20	11.25	11.00	13.75
	SH 10-Miami	3.20	3.75	5.55	6.25	7.40	9.00	12.70	15.50	16.15	18.50	2.85	3.25	4.95	5.50	6.60	8.00	11.30	13.75	14.40	16.50
	State Line	4.00	4.50	6.50	7.75	9.60	11.00	16.10	18.50	19.50	22.50	3.55	4.00	5.80	6.75	8.55	9.75	14.35	16.50	17.40	20.00
Claremore-SH 20	SH 28-Adair	0.80	1.00	1.20	1.50	1.75	2.00	2.75	3.00	3.70	4.00	0.70	0.75	1.05	1.25	1.55	1.75	2.45	2.50	3.30	3.50
	US 69-Big Cabin	1.60	1.75	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50
	Vinita-US 60	1.60	1.75	2.70	3.00	3.85	4.25	7.10	7.75	8.30	8.75	1.40	1.50	2.40	2.50	3.40	3.75	6.30	6.75	7.40	7.75
	Afton-US 60	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.10	12.00	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	9.90	10.50
	SH 10-Miami	2.60	3.00	4.75	5.50	6.80	7.75	11.80	12.50	13.90	14.75	2.30	2.50	4.20	4.75	6.05	6.75	10.50	11.00	12.40	13.00
	State Line	3.70	4.00	5.85	6.50	8.55	9.75	14.80	15.75	17.95	19.00	3.30	3.50	5.20	5.75	7.60	8.50	13.20	14.00	16.00	16.75
US 69-Big Cabin	Vinita-US 60	0.30	0.50	0.55	0.75	0.80	1.00	1.35	1.50	1.95	2.00	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.70	1.75
	Afton-US 60	1.25	1.50	1.55	1.75	2.10	2.25	3.40	3.75	4.40	4.50	1.10	1.25	1.35	1.50	1.85	2.00	3.00	3.25	3.90	4.00
	SH 10-Miami	1.35	1.50	2.40	2.75	3.55	4.00	6.05	6.50	7.75	8.25	1.20	1.25	2.10	2.25	3.15	3.50	5.40	5.75	6.90	7.25
	State Line	2.15	2.25	3.55	4.00	5.60	6.25	9.00	9.75	11.10	12.00	1.90	2.00	3.15	3.50	5.00	5.50	8.00	8.50	9.90	10.50
Vinita-US 60	Afton-US 60	0.55	0.75	0.80	1.00	1.55	1.75	2.50	2.75	2.80	3.00	0.45	0.50	0.70	0.75	1.35	1.50	2.20	2.25	2.50	2.50
	SH 10-Miami	1.10	1.25	1.75	2.00	2.70	3.00	4.40	4.50	6.20	6.50	0.95	1.00	1.55	1.75	2.40	2.50	3.90	4.00	5.50	5.75
	State Line	1.95	2.00	2.95	3.50	4.75	5.50	8.10	8.50	9.60	10.25	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00
Afton-US 60	SH 10-Miami	0.55	0.75	0.80	1.00	1.20	1.50	1.95	2.00	2.80	3.00	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.50	2.50
	State Line	1.35	1.50	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50	1.20	1.25	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50
Miami-SH 10	State Line	0.80	1.00	1.20	1.50	1.75	2.00	3.15	3.50	3.70	4.00	0.70	0.75	1.05	1.25	1.55	1.75	2.80	3.00	3.30	3.50

H.E. BAILEY TURNPIKE

Toll Rates Effective:		January 1, 2018										March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I 44-Oklahoma City	State Line	5.10	5.50	6.70	7.25	9.35	10.75	15.25	16.50	18.45	21.00	5.05	5.50	6.65	7.00	9.15	10.75	15.00	16.00	17.80	20.75	4.45	4.75	5.85	6.25	8.10	9.25	13.30	14.25	15.80	18.00
	US 81/Chickasha	1.55	1.75	2.40	2.75	3.00	3.50	3.95	4.25	4.80	5.50	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75
US 81 / Chickasha	Chickasha/US 62	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.60	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.60	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
	Lawton	1.95	2.00	2.15	2.25	3.35	3.75	6.00	6.25	7.30	7.75	1.95	2.00	2.15	2.25	3.25	3.75	5.85	6.25	7.20	7.75	1.70	1.75	1.90	2.00	2.90	3.25	5.20	5.50	6.40	6.75
Elgin-US 62/277	Lawton	0.30	0.30	0.60	0.60	0.85	0.90	1.30	1.45	1.30	1.45	0.30	0.30	0.60	0.60	0.80	0.85	1.25	1.40	1.25	1.40	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.10	1.25
Lawton	State Line	1.60	1.75	2.15	2.25	3.00	3.50	5.30	6.00	6.35	7.75	1.55	1.75	2.10	2.25	2.95	3.50	5.30	5.50	5.85	7.50	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.20	6.50
	Walters	0.70	0.75	0.90	1.00	1.35	1.50	1.95	2.00	2.55	2.75	0.70	0.75	0.90	1.00	1.35	1.50	1.95	2.00	2.35	2.50	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.20	2.25
Walters	State Line	0.90	1.00	1.20	1.25	1.40	1.50	1.95	2.00	2.55	2.75	0.90	1.00	1.20	1.25	1.40	1.50	1.95	2.00	2.35	2.50	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.20	2.25
SH 4	SH 76	0.60	0.65	1.00	1.05	1.40	1.45	1.90	2.05	2.50	2.60	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	SH 9 US 62/277	0.60	0.65	1.00	1.05	1.40	1.45	1.90	2.05	2.50	2.60	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	Chickasha/US 62	1.55	1.75	2.40	2.75	3.00	3.50	3.95	4.25	4.80	5.50	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75
	I 44-Oklahoma City	0.35	0.45	0.60	0.70	0.85	0.90	1.70	1.75	1.90	2.05	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75
SH 9 US 62/277	Chickasha/US 62	1.55	2.40	2.40	3.80	3.00	4.95	3.95	6.30	4.80	8.10	1.55	2.40	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00
	I 44-Oklahoma City	0.60	0.65	1.00	1.05	1.40	1.45	1.90	2.05	2.50	2.60	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	SH 76	0.35	0.45	0.60	0.70	0.85	0.90	1.70	1.75	1.90	2.05	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75
State Hwy 76	Chickasha/US 62																														

INDIAN NATION TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I 40-Henryetta	Hugo	6.20	7.75	7.00	8.75	11.55	13.75	19.95	23.50	24.75	28.50	6.20	7.00	7.00	8.00	11.55	13.00	19.95	21.25	24.75	26.25
	SH 9- Eufaula	0.85	1.25	1.05	1.50	1.25	1.75	2.00	2.50	2.65	3.25	0.85	1.00	1.05	1.25	1.25	1.50	2.00	2.25	2.65	3.00
	US 270-McAlester	2.20	2.75	2.45	3.00	3.95	4.75	7.05	8.25	8.50	9.75	2.20	2.50	2.45	2.75	3.95	4.50	7.05	7.50	8.50	9.00
SH 9- Eufaula	US 270-McAlester	1.30	1.75	1.35	1.75	2.15	2.75	3.80	4.50	4.50	5.00	1.30	1.50	1.35	1.50	2.15	2.50	3.80	4.25	4.50	4.75
US 270-McAlester	US 69-McAlester	0.30	0.75	0.55	1.00	0.90	1.25	1.40	1.75	2.00	2.50	0.30	0.50	0.55	0.75	0.90	1.00	1.40	1.50	2.00	2.25
US 69-McAlester	SH 43-Daisy	2.00	2.50	2.10	2.75	3.95	4.50	6.20	7.50	7.95	9.25	2.30	2.75	2.65	3.25	4.85	5.25	7.60	8.25	9.95	10.75
SH 43-Daisy	SH 3-Antlers	1.30	1.75	1.55	2.25	1.80	2.50	3.25	4.00	3.80	4.50	1.30	1.50	1.55	1.75	1.80	2.25	3.25	3.50	3.80	4.25
	Hugo	2.00	2.50	2.45	3.00	3.65	4.50	6.70	7.75	8.30	9.50	2.00	2.25	2.45	2.75	3.65	4.25	6.70	7.00	8.30	8.75
SH 3-Antlers	Hugo	0.85	1.25	1.25	1.75	1.55	2.25	2.90	3.25	3.25	4.00	0.85	1.00	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50

MUSKOGEE TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	Webber Falls	3.30	4.00	4.45	5.50	6.15	7.50	10.25	11.75	11.45	13.75	3.30	3.50	4.45	4.75	6.15	6.75	10.25	11.00	11.45	12.25
	SH-51 Coweta	1.10	1.50	1.55	2.25	1.80	2.50	2.90	3.25	3.25	4.00	1.10	1.25	1.55	1.75	1.80	2.25	2.90	3.00	3.25	3.50
	Muskogee	1.65	2.00	2.80	3.25	3.35	4.25	5.75	6.75	6.35	7.50	1.65	1.75	2.80	3.00	3.35	3.75	5.75	6.25	6.35	6.75
SH-51 Coweta	Muskogee	0.55	1.00	1.25	1.75	1.55	2.25	2.90	3.25	3.25	4.00	0.55	0.75	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50
US 69-Wagoner	Muskogee	0.55	1.00	0.55	1.00	1.05	1.50	1.65	2.25	2.00	2.50	0.55	0.75	0.55	0.75	1.05	1.25	1.65	1.75	2.00	2.25
Muskogee	Webber Falls	1.65	2.00	1.65	2.25	2.80	3.25	4.50	5.00	5.10	6.25	1.65	1.75	1.65	1.75	2.80	3.00	4.50	4.75	5.10	5.50

CIMARRON TURNPIKE

Toll Rates Effective:		August 30, 2022										July 15, 2019									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	3.30	7.45	4.35	9.60	6.85	14.45	12.45	23.25	14.85	26.70	3.30	4.25	4.35	5.50	6.85	8.25	12.45	14.75	14.85	17.25
	US 177	2.40	5.25	3.10	7.40	5.10	10.50	9.45	17.10	10.70	18.80	2.40	3.25	3.10	4.50	5.10	6.25	9.45	11.25	10.70	12.50
	Morrison	1.95	4.80	2.40	6.10	4.00	8.75	7.10	12.75	8.75	15.30	1.95	2.75	2.40	3.50	4.00	5.00	7.10	8.75	8.75	10.50
	Stillwater	1.65	4.35	2.60	6.55	4.25	9.15	7.90	14.05	9.35	16.20	1.65	2.50	2.60	3.75	4.25	5.25	7.90	9.50	9.35	11.00
	State Hwy 18	1.10	2.60	1.55	3.90	2.90	6.10	5.40	8.80	6.55	10.50	1.10	1.25	1.55	1.75	2.90	3.25	5.40	6.50	6.55	7.75
	Sh 99-Hallet	0.55	1.30	0.90	1.95	1.25	3.05	2.00	4.40	2.55	5.25	0.55	1.00	0.90	1.25	1.25	1.75	2.00	2.50	2.55	3.00
SH 99-Hallet	State Hwy 18	0.55	1.30	0.90	1.95	1.25	3.05	2.00	4.40	2.55	5.25	0.55	1.00	0.90	1.25	1.25	1.75	2.00	2.50	2.55	3.00
State Hwy 18	I-35	2.20	4.85	2.80	5.70	3.95	8.35	7.05	14.45	8.30	16.20	2.20	2.75	2.80	3.25	3.95	4.75	7.05	8.25	8.30	9.50
	US 177	1.30	2.65	1.55	3.50	2.20	4.40	4.05	8.30	4.15	8.30	1.30	1.75	1.55	2.25	2.20	2.75	4.05	4.75	4.15	4.75
	Morrison	0.85	2.20	0.85	2.20	1.10	2.65	1.70	3.95	2.20	4.80	0.85	1.25	0.85	1.25	1.10	1.50	1.70	2.25	2.20	2.75
	Stillwater	0.55	1.75	1.05	2.65	1.35	3.05	2.50	5.25	2.80	5.70	0.55	1.00	1.05	1.50	1.35	1.75	2.50	3.00	2.80	3.25
US 177	I-35	1.05	2.20	1.05	2.20	1.55	3.95	3.00	6.15	3.80	7.90	1.05	1.50	1.05	1.50	1.55	2.25	3.00	3.50	3.80	4.50

SOUTHWEST JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		July 25, 2021										January 1, 2020									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-40	SW 15th St	0.30	0.65	0.90	1.85	1.20	2.45	2.10	4.30	2.70	5.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Sara Rd.	0.30	0.65	0.45	1.00	0.60	1.25	1.05	2.20	1.35	2.80	0.30	0.35	0.45	0.55	0.60	0.70	1.05	1.25	1.35	1.60
	Morgan Rd.	0.45	1.00	0.70	1.50	0.90	1.95	1.60	3.45	2.05	4.40	0.45	0.55	0.70	0.85	0.90	1.10	1.60	1.95	2.05	2.50
	SH 152	0.65	1.35	1.00	2.05	1.30	2.65	2.30	4.65	2.95	5.95	0.65	0.75	1.00	1.15	1.30	1.50	2.30	2.65	2.95	3.40
SW 29th Street	Morgan Rd.	0.30	1.00	0.45	1.50	0.60	1.95	1.05	3.45	1.35	4.40	0.30	0.55	0.45	0.85	0.60	1.10	1.05	1.95	1.35	2.50
	SH 152	0.40	1.35	0.60	2.05	0.80	2.65	1.40	4.65	1.80	5.95	0.40	0.75	0.60	1.15	0.80	1.50	1.40	2.65	1.80	3.40
Morgan Road	SH 152	0.30	1.35	0.45	2.05	0.60	2.65	1.05	4.65	1.35	5.95	0.30	0.75	0.45	1.15	0.60	1.50	1.05	2.65	1.35	3.40

Note: The John Kilpatrick Turnpike was converted to cashless tolling in July 2021; PlatePay rates became effective at that time for this Turnpike.

INDIAN NATION TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I 40-Henryetta	Hugo	6.05	6.25	6.85	7.75	11.25	12.25	19.40	20.75	24.15	25.50	5.30	5.50	6.00	6.50	9.95	10.75	17.30	18.25	21.50	22.50
	SH 9-Eufaula	0.80	1.00	1.05	1.25	1.20	1.50	1.95	2.00	2.60	3.00	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.30	2.50
	US 270-McAlester	2.15	2.25	2.40	2.75	3.85	4.25	6.85	7.50	8.30	8.75	1.90	2.00	2.10	2.25	3.40	3.75	6.10	6.50	7.40	7.75
SH 9-Eufaula	US 270-McAlester	1.25	1.50	1.30	1.50	2.10	2.25	3.70	4.00	4.40	4.50	1.10	1.25	1.15	1.25	1.85	2.00	3.30	3.50	3.90	4.00
US 270-McAlester	US 69-McAlester	0.30	0.50	0.55	0.75	0.85	1.00	1.35	1.50	1.95	2.00	0.25	0.25	0.45	0.50	0.75	0.75	1.20	1.25	1.70	1.75
US 69-McAlester	SH 43-Daisy	1.95	2.00	2.05	2.25	3.85	4.00	6.05	6.50	7.75	8.25	1.70	1.75	1.80	2.00	3.40	3.50	5.40	5.75	6.90	7.25
SH 43-Daisy	SH 3-Antlers	1.25	1.50	1.55	1.75	1.75	2.00	3.15	3.50	3.70	4.00	1.10	1.25	1.35	1.50	1.55	1.75	2.80	3.00	3.30	3.50
	Hugo	1.95	2.00	2.40	2.75	3.55	4.00	6.50	6.75	8.10	8.50	1.70	1.75	2.10	2.25	3.15	3.50	5.80	6.00	7.20	7.50
SH 3-Antlers	Hugo	0.80	1.00	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50	0.70	0.75	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00

MUSKOGEE TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	Webbers Falls	3.20	3.50	4.30	4.75	5.95	6.75	10.00	10.50	11.15	12.00	2.80	3.00	3.80	4.00	5.30	5.75	8.90	9.25	9.90	10.50
	SH 51-Coweta	1.10	1.25	1.55	1.75	1.75	2.00	2.80	3.00	3.15	3.50	0.95	1.00	1.35	1.50	1.55	1.75	2.50	2.50	2.80	3.00
	Muskogee	1.60	1.75	2.70	3.00	3.25	3.75	5.60	6.00	6.20	6.50	1.40	1.50	2.40	2.50	2.90	3.25	5.00	5.25	5.50	5.75
SH 51-Coweta	Muskogee	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00
US 69-Wagoner	Muskogee	0.55	0.75	0.55	0.75	1.05	1.25	1.60	1.75	1.95	2.00	0.45	0.50	0.45	0.50	0.90	1.00	1.40	1.50	1.70	1.75
Muskogee	Webbers Falls	1.60	1.75	1.60	1.75	2.70	3.00	4.40	4.50	4.95	5.50	1.40	1.50	1.40	1.50	2.40	2.50	3.90	4.00	4.40	4.75

CIMARRON TURNPIKE

Toll Rates Effective:		January 1, 2018										March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	3.30	3.75	4.35	4.75	6.85	7.75	12.45	13.25	14.85	15.75	3.25	3.50	4.25	4.75	6.65	7.50	12.15	13.25	14.50	15.25	2.85	3.00	3.75	4.00	5.90	6.50	10.80	11.50	12.90	13.50
	US 177	2.40	2.75	3.10	3.50	5.10	5.75	9.45	10.25	10.70	11.50	2.35	2.75	3.10	3.50	4.95	5.50	9.25	10.00	10.45	11.00	2.05	2.25	2.70	3.00	4.40	4.75	8.20	8.75	9.30	9.75
	Morrison	1.95	2.25	2.40	2.75	4.00	4.50	7.10	7.50	8.75	9.50	1.90	2.25	2.35	2.75	3.90	4.50	6.95	7.50	8.55	9.00	1.65	1.75	2.05	2.25	3.45	3.75	6.15	6.50	7.60	8.00
	Stillwater	1.65	2.00	2.60	3.00	4.25	4.75	7.90	8.50	9.35	10.00	1.65	2.00	2.60	3.00	4.10	4.75	7.75	8.50	9.10	9.75	1.40	1.50	2.25	2.50	3.65	4.00	6.85	7.25	8.10	8.50
	State Hwy 18	1.10	1.25	1.55	1.75	2.90	3.25	5.40	5.75	6.55	7.00	1.10	1.25	1.55	1.75	2.80	3.25	5.30	5.75	6.40	6.75	0.95	1.00	1.35	1.50	2.50	2.75	4.70	6.50	5.70	7.75
SH 99-Hallett	State Hwy 18	0.55	0.75	0.90	1.00	1.25	1.50	2.00	2.25	2.55	2.75	0.55	0.75	0.85	1.00	1.20	1.50	1.95	2.00	2.50	2.75	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25
State Hwy 18	I-35	2.20	2.50	2.80	3.00	3.95	4.50	7.05	7.50	8.30	8.75	2.15	2.25	2.70	3.00	3.85	4.25	6.85	7.50	8.10	8.50	1.90	2.00	2.40	2.50	3.40	3.75	6.10	6.50	7.20	7.50
	US 177	1.30	1.50	1.55	1.75	2.20	2.50	4.05	4.50	4.15	4.50	1.25	1.50	1.55	1.75	2.15	2.25	3.95	4.25	4.05	4.25	1.10	1.25	1.35	1.50	1.90	2.00	3.50	3.75	3.60	3.75
	Morrison	0.85	1.00	0.85	1.00	1.10	1.25	1.70	1.75	2.20	2.50	0.80	1.00	0.80	1.00	1.10	1.25	1.65	1.75	2.15	2.25	0.70	0.75	0.70	0.75	0.95	1.00	1.45	1.50	1.90	2.00
Stillwater	0.55	0.75	1.05	1.25	1.35	1.50	2.50	2.75	2.80	3.00	0.55	0.75	1.05	1.25	1.30	1.50	2.45	2.75	2.70	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50	
US 177	I-35	1.05	1.25	1.05	1.25	1.55	1.75	3.00	3.25	3.80	4.25	1.05	1.25	1.05	1.25	1.55	1.75	2.95	3.25	3.70	4.00	0.90	1.00	0.90	1.00	1.35	1.50	2.60	2.75	3.30	3.50

SOUTHWEST JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		January 1, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-40	SW 15th St	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Sara Rd.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Morgan Rd.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	SH 152	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SW 29th Street	Morgan Rd.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	SH 152	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Morgan Road	SH 152	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		April 11, 2022									July 25, 2021						July 15, 2019												
Vehicle Classification		2 axle	3 axle	4 axle	5 axle	6 axle	Small	Med	Large	2 axle	3 axle	4 axle	5 axle	6 axle	2 axle	3 axle	4 axle	5 axle	6 axle										
Begin	End	PPS	PPS	PPS	PPS	PPS	Plate-Pay	Plate-Pay	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH				
I-35	Eastern	0.35	0.55	0.75	1.15	1.40	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	US 77-Brdwy Ext	0.55	0.75	1.10	1.85	2.25	1.40	2.35	4.15	0.55	1.40	0.75	2.05	1.10	2.65	1.85	4.15	2.25	4.90	0.55	0.80	0.75	1.15	1.10	1.50	1.85	2.35	2.25	2.80
	Western	0.70	1.00	1.40	2.25	2.80	2.65	4.65	8.60	0.70	2.65	1.00	3.85	1.40	5.10	2.25	8.60	2.80	10.35	0.70	1.50	1.00	2.20	1.40	2.90	2.25	4.90	2.80	5.90
	Pennsylvania	0.85	1.15	1.65	2.65	3.25	2.65	4.65	8.60	0.85	2.65	1.15	3.85	1.65	5.10	2.65	8.60	3.25	10.35	0.85	1.50	1.15	2.20	1.65	2.90	2.65	4.90	3.25	5.90
	May Ave	0.90	1.40	2.00	3.00	3.70	2.65	4.65	8.60	0.90	2.65	1.40	3.85	2.00	5.10	3.00	8.60	3.70	10.35	0.90	1.50	1.40	2.20	2.00	2.90	3.00	4.90	3.70	5.90
	Hefner Pkwy	1.10	1.65	2.15	3.75	4.55	2.65	4.65	8.60	1.10	2.65	1.65	3.85	2.15	5.10	3.75	8.60	4.55	10.35	1.10	1.50	1.65	2.20	2.15	2.90	3.75	4.90	4.55	5.90
	Meridian	1.25	1.70	2.40	4.15	5.00	2.65	4.65	8.60	1.25	2.65	1.70	3.85	2.40	5.10	4.15	8.60	5.00	10.35	1.25	1.50	1.70	2.20	2.40	2.90	4.15	4.90	5.00	5.90
	MacArthur	1.30	1.80	2.55	4.45	5.20	2.65	4.65	8.60	1.30	2.65	1.80	3.85	2.55	5.10	4.45	8.60	5.20	10.35	1.30	1.50	1.80	2.20	2.55	2.90	4.45	4.90	5.20	5.90
	Rockwell	1.40	2.40	3.30	4.50	5.95	3.55	6.40	11.95	1.40	3.55	2.40	5.45	3.30	7.50	4.50	11.95	5.95	14.50	1.40	2.00	2.40	3.10	3.30	4.25	4.50	6.80	5.95	8.25
	SH 3-NW Exp	1.80	2.65	3.70	6.00	7.25	4.05	7.00	12.75	1.80	4.05	2.65	5.90	3.70	7.75	6.00	12.75	7.25	15.25	1.80	2.30	2.65	3.35	3.70	4.40	6.00	7.25	7.25	8.70
	Wilshire	2.05	2.85	3.80	6.75	8.30	5.30	9.30	17.20	2.05	5.30	2.85	7.20	3.80	10.20	6.75	17.20	8.30	20.70	2.05	3.00	2.85	4.10	3.80	5.80	6.75	9.80	8.30	11.80
	SH 66-39th Exp	2.20	2.90	4.05	7.50	9.10	5.30	9.30	17.20	2.20	5.30	2.90	7.20	4.05	10.20	7.50	17.20	9.10	20.70	2.20	3.00	2.90	4.10	4.05	5.80	7.50	9.80	9.10	11.80
NW 10th	2.45	3.20	4.45	8.30	9.95	5.30	9.30	17.20	2.45	5.30	3.20	7.20	4.45	10.20	8.30	17.20	9.95	20.70	2.45	3.00	3.20	4.10	4.45	5.80	8.30	9.80	9.95	11.80	
I-40	2.55	3.30	4.60	8.65	10.40	5.30	9.30	17.20	2.55	5.30	3.30	7.20	4.60	10.20	8.65	17.20	10.40	20.70	2.55	3.00	3.30	4.10	4.60	5.80	8.65	9.80	10.40	11.80	
Eastern	US 77-Brdwy Ext	0.35	0.55	0.75	1.00	1.25	1.40	2.35	4.15	0.35	1.40	0.55	2.05	0.75	2.65	1.00	4.15	1.25	4.90	0.35	0.80	0.55	1.15	0.75	1.50	1.00	2.35	1.25	2.80
	Western	0.35	0.55	0.75	1.15	1.25	2.65	4.65	8.60	0.35	2.65	0.55	3.85	0.75	5.10	1.15	8.60	1.25	10.35	0.35	1.50	0.55	2.20	0.75	2.90	1.15	4.90	1.25	5.90
	Pennsylvania	0.50	0.70	0.95	1.55	1.85	2.65	4.65	8.60	0.50	2.65	0.70	3.85	0.95	5.10	1.55	8.60	1.85	10.35	0.50	1.50	0.70	2.20	0.95	2.90	1.55	4.90	1.85	5.90
	May Ave	0.70	0.95	1.30	2.25	2.80	2.65	4.65	8.60	0.70	2.65	0.95	3.85	1.30	5.10	2.25	8.60	2.80	10.35	0.70	1.50	0.95	2.20	1.30	2.90	2.25	4.90	2.80	5.90
	Hefner Pkwy	0.85	1.10	1.50	2.65	3.25	2.65	4.65	8.60	0.85	2.65	1.10	3.85	1.50	5.10	2.65	8.60	3.25	10.35	0.85	1.50	1.10	2.20	1.50	2.90	2.65	4.90	3.25	5.90
	Meridian	0.90	1.25	1.70	3.00	3.65	2.65	4.65	8.60	0.90	2.65	1.25	3.85	1.70	5.10	3.00	8.60	3.65	10.35	0.90	1.50	1.25	2.20	1.70	2.90	3.00	4.90	3.65	5.90
	MacArthur	1.00	1.35	1.85	3.35	4.10	2.65	4.65	8.60	1.00	2.65	1.35	3.85	1.85	5.10	3.35	8.60	4.10	10.35	1.00	1.50	1.35	2.20	1.85	2.90	3.35	4.90	4.10	5.90
	Rockwell	1.15	1.85	2.60	3.75	4.55	3.55	6.40	11.95	1.15	3.55	1.85	5.45	2.60	7.50	3.75	11.95	4.55	14.50	1.15	2.00	1.85	3.10	2.60	4.25	3.75	6.80	4.55	8.25
	SH 3-NW Exp	1.40	2.20	3.00	4.90	5.90	4.05	7.00	12.75	1.40	4.05	2.20	5.90	3.00	7.75	4.90	12.75	5.90	15.25	1.40	2.30	2.20	3.35	3.00	4.40	4.90	7.25	5.90	8.70
	Wilshire	1.65	2.40	3.25	5.60	6.80	5.30	9.30	17.20	1.65	5.30	2.40	7.20	3.25	10.20	5.60	17.20	6.80	20.70	1.65	3.00	2.40	4.10	3.25	5.80	5.60	9.80	6.80	11.80
	SH 66-39th Exp	1.85	2.50	3.40	6.35	7.75	5.30	9.30	17.20	1.85	5.30	2.50	7.20	3.40	10.20	6.35	17.20	7.75	20.70	1.85	3.00	2.50	4.10	3.40	5.80	6.35	9.80	7.75	11.80
	NW 10th	2.15	2.80	3.80	7.15	8.65	5.30	9.30	17.20	2.15	5.30	2.80	7.20	3.80	10.20	7.15	17.20	8.65	20.70	2.15	3.00	2.80	4.10	3.80	5.80	7.15	9.80	8.65	11.80
I-40	2.20	2.90	4.05	7.50	9.10	5.30	9.30	17.20	2.20	5.30	2.90	7.20	4.05	10.20	7.50	17.20	9.10	20.70	2.20	3.00	2.90	4.10	4.05	5.80	7.50	9.80	9.10	11.80	
US 77-Brdwy Ext	Western	0.35	0.55	0.75	1.00	1.25	2.65	4.65	8.60	0.35	2.65	0.55	3.85	0.75	5.10	1.00	8.60	1.25	10.35	0.35	1.50	0.55	2.20	0.75	2.90	1.00	4.90	1.25	5.90
	Pennsylvania	0.35	0.55	0.75	1.00	1.25	2.65	4.65	8.60	0.35	2.65	0.55	3.85	0.75	5.10	1.00	8.60	1.25	10.35	0.35	1.50	0.55	2.20	0.75	2.90	1.00	4.90	1.25	5.90
	May Ave	0.50	0.70	0.95	1.55	1.85	2.65	4.65	8.60	0.50	2.65	0.70	3.85	0.95	5.10	1.55	8.60	1.85	10.35	0.50	1.50	0.70	2.20	0.95	2.90	1.55	4.90	1.85	5.90
	Hefner Pkwy	0.55	0.85	1.15	1.85	2.25	2.65	4.65	8.60	0.55	2.65	0.85	3.85	1.15	5.10	1.85	8.60	2.25	10.35	0.55	1.50	0.85	2.20	1.15	2.90	1.85	4.90	2.25	5.90
	Meridian	0.70	0.95	1.35	2.25	2.80	2.65	4.65	8.60	0.70	2.65	0.95	3.85	1.35	5.10	2.25	8.60	2.80	10.35	0.70	1.50	0.95	2.20	1.35	2.90	2.25	4.90	2.80	5.90
	MacArthur	0.85	1.10	1.55	2.65	3.25	2.65	4.65	8.60	0.85	2.65	1.10	3.85	1.55	5.10	2.65	8.60	3.25	10.35	0.85	1.50	1.10	2.20	1.55	2.90	2.65	4.90	3.25	5.90
	Rockwell	1.00	1.65	2.25	3.20	3.70	3.55	6.40	11.95	1.00	3.55	1.65	5.45	2.25	7.50	3.20	11.95	3.70	14.50	1.00	2.00	1.65	3.10	2.25	4.25	3.20	6.80	3.70	8.25
	SH 3-NW Exp	1.25	2.00	2.65	4.10	5.00	4.05	7.00	12.75	1.25	4.05	2.00	5.90	2.65	7.75	4.10	12.75	5.00	15.25	1.25	2.30	2.00	3.35	2.65	4.40	4.10	7.25	5.00	8.70
	Wilshire	1.30	2.10	2.90	5.10	5.30	5.30	9.30	17.20	1.30	5.30	2.10	7.20	2.90	10.20	5.10	17.20	5.30	20.70	1.30	3.00	2.10	4.10	2.90	5.80	5.10	9.80	5.30	11.80
	SH 66-39th Exp	1.70	2.15	3.00	5.90	6.80	5.30	9.30	17.20	1.70	5.30	2.15	7.20	3.00	10.20	5.90	17.20	6.80	20.70	1.70	3.00	2.15	4.10	3.00	5.80	5.90	9.80	6.80	11.80
	NW 10th	1.85	2.50	3.40	6.35	7.65	5.30	9.30	17.20	1.85	5.30	2.50	7.20	3.40	10.20	6.35	17.20	7.65	20.70	1.85	3.00	2.50	4.10	3.40	5.80	6.35	9.80	7.65	11.80
	I-40	2.05	2.60	3.65	6.75	8.20	5.30	9.30	17.20	2.05	5.30	2.60	7.20	3.65	10.20	6.75	17.20	8.20	20.70	2.05	3.00	2.60	4.10	3.65	5.80	6.75	9.80	8.20	11.80
Western	Pennsylvania	0.35	0.55	0.75	1.00	1.25	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	May Ave	0.35	0.55	0.75	1.15	1.40	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	Hefner Pkwy	0.35	0.60	0.85	1.55	1.65	0.90	1.75	3.35	0.35	0.90	0.60	1.40	0.85	2.05	1.55	3.35	1.65	4.15	0.35	0.50	0.60	0.80	0.85	1.15	1.55	1.90	1.65	2.35
	Meridian	0.35	0.60	0.85	1.70	1.70	0.90	1.75	3.35	0.35	0.90	0.60	1.40	0.85	2.05	1.70	3.35	1.70	4.15	0.35	0.50	0.60	0.80	0.85	1.15	1.70	1.90	1.70	2.35
	MacArthur	0.35	0.60	0.85	1.70	1.75	0.90	1.75	3.35	0.35	0.90	0.60	1.40	0															

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		January 1, 2018										March 1, 2017										August 4, 2009									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35	Eastern	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	US 77-Brdwy Ext	0.55	0.70	0.75	1.00	1.10	1.35	1.85	2.15	2.25	2.60	0.55	0.70	0.75	1.00	1.10	1.30	1.80	2.10	2.20	2.55	0.45	0.60	0.65	0.85	0.95	1.15	1.60	1.85	1.95	2.25
	Western	0.70	1.35	1.00	2.00	1.40	2.65	2.25	4.55	2.80	5.50	0.70	1.30	1.00	1.95	1.35	2.60	2.20	4.45	2.70	5.35	0.60	1.15	0.85	1.70	1.20	2.30	1.95	3.95	2.40	4.75
	Pennsylvania	0.85	1.35	1.15	2.00	1.65	2.65	2.65	4.55	3.25	5.50	0.80	1.30	1.15	1.95	1.60	2.60	2.60	4.45	3.15	5.35	0.70	1.15	1.00	1.70	1.40	2.30	2.30	3.95	2.80	4.75
	May	0.90	1.35	1.40	2.00	2.00	2.65	3.00	4.55	3.70	5.50	0.85	1.30	1.35	1.95	1.95	2.60	2.95	4.45	3.60	5.35	0.75	1.15	1.20	1.70	1.70	2.30	2.60	3.95	3.20	4.75
	LHP-Portland	1.10	1.35	1.65	2.00	2.15	2.65	3.75	4.55	4.55	5.50	1.10	1.30	1.60	1.95	2.10	2.60	3.65	4.45	4.45	5.35	0.95	1.15	1.40	1.70	1.85	2.30	3.25	3.95	3.95	4.75
	Meridian	1.25	1.35	1.70	2.00	2.40	2.65	4.15	4.55	5.00	5.50	1.20	1.30	1.65	1.95	2.30	2.60	4.05	4.45	4.90	5.35	1.05	1.15	1.45	1.70	2.05	2.30	3.60	3.95	4.35	4.75
	MacArthur	1.30	1.35	1.80	2.00	2.55	2.65	4.45	4.55	5.20	5.50	1.25	1.30	1.75	1.95	2.50	2.60	4.35	4.45	5.05	5.35	1.10	1.15	1.55	1.70	2.20	2.30	3.85	3.95	4.50	4.75
	Rockwell	1.40	1.80	2.40	2.85	3.30	3.90	4.50	6.30	5.95	7.65	1.35	1.70	2.30	2.75	3.20	3.80	4.40	6.15	5.80	7.45	1.20	1.50	2.05	2.40	2.85	3.35	3.90	5.45	5.15	6.60
	SH 3-NW Exp	1.80	2.05	2.65	3.00	3.70	4.00	6.00	6.70	7.25	8.10	1.75	2.00	2.60	2.95	3.60	3.90	5.85	6.55	7.10	7.90	1.55	1.75	2.30	2.55	3.20	3.45	5.20	5.80	6.30	7.00
	Wilshire	2.05	2.70	2.85	3.75	3.80	5.30	6.75	9.10	8.30	11.00	2.00	2.60	2.75	3.65	3.70	5.20	6.60	8.90	8.10	10.70	1.75	2.30	2.45	3.20	3.30	4.60	5.85	7.90	7.20	9.50
	SH 66-39 Exp	2.20	2.70	2.90	3.75	4.05	5.30	7.50	9.10	9.10	11.00	2.15	2.60	2.80	3.65	3.95	5.20	7.30	8.90	8.85	10.70	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50
	NW 10th	2.45	2.70	3.20	3.75	4.45	5.30	8.30	9.10	9.95	11.00	2.40	2.60	3.10	3.65	4.35	5.20	8.10	8.90	9.70	10.70	2.10	2.30	2.75	3.20	3.85	4.60	7.20	7.90	8.65	9.50
I-40	2.55	2.70	3.30	3.75	4.60	5.30	8.65	9.10	10.40	11.00	2.50	2.60	3.20	3.65	4.50	5.20	8.40	8.90	10.15	10.70	2.20	2.30	2.85	3.20	4.00	4.60	7.50	7.90	9.05	9.50	
Eastern	US 77-Brdwy Ext	0.35	0.70	0.55	1.00	0.75	1.35	1.00	2.15	1.25	2.60	0.35	0.70	0.55	1.00	0.75	1.30	1.00	2.10	1.20	2.55	0.30	0.60	0.45	0.85	0.65	1.15	0.85	1.85	1.05	2.25
	Western	0.35	1.35	0.55	2.00	0.75	2.65	1.15	4.55	1.25	5.50	0.35	1.30	0.55	1.95	0.75	2.60	1.15	4.45	1.20	5.35	0.30	1.15	0.45	1.70	0.65	2.30	1.00	3.95	1.05	4.75
	Pennsylvania	0.50	1.35	0.70	2.00	0.95	2.65	1.55	4.55	1.85	5.50	0.45	1.30	0.70	1.95	0.90	2.60	1.55	4.45	1.80	5.35	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75
	May	0.70	1.35	0.95	2.00	1.30	2.65	2.25	4.55	2.80	5.50	0.70	1.30	0.90	1.95	1.25	2.60	2.20	4.45	2.70	5.35	0.60	1.15	0.80	1.70	1.10	2.30	1.95	3.95	2.40	4.75
	LHP-Portland	0.85	1.35	1.10	2.00	1.50	2.65	2.65	4.55	3.25	5.50	0.80	1.30	1.10	1.95	1.50	2.60	2.60	4.45	3.15	5.35	0.70	1.15	0.95	1.70	1.30	2.30	2.30	3.95	2.80	4.75
	Meridian	0.90	1.35	1.25	2.00	1.70	2.65	3.00	4.55	3.65	5.50	0.85	1.30	1.20	1.95	1.65	2.60	2.95	4.45	3.55	5.35	0.75	1.15	1.05	1.70	1.45	2.30	2.60	3.95	3.15	4.75
	MacArthur	1.00	1.35	1.35	2.00	1.85	2.65	3.35	4.55	4.10	5.50	1.00	1.30	1.30	1.95	1.80	2.60	3.25	4.45	4.00	5.35	0.85	1.15	1.15	1.70	1.60	2.30	2.90	3.95	3.55	4.75
	Rockwell	1.15	1.80	1.85	2.85	2.60	3.90	3.75	6.30	4.55	7.65	1.15	1.70	1.80	2.75	2.55	3.80	3.65	6.15	4.45	7.45	1.00	1.50	1.60	2.40	2.25	3.35	3.25	5.45	3.95	6.60
	SH 3-NW Exp	1.40	2.05	2.20	3.00	3.00	4.00	4.90	6.70	5.90	8.10	1.35	2.00	2.15	2.95	2.95	3.90	4.80	6.55	5.75	7.90	1.20	1.75	1.90	2.55	2.60	3.45	4.25	5.80	5.10	7.00
	Wilshire	1.65	2.70	2.40	3.75	3.25	5.30	5.60	9.10	6.80	11.00	1.60	2.60	2.30	3.65	3.15	5.20	5.45	8.90	6.65	10.70	1.40	2.30	2.05	3.20	2.80	4.60	4.85	7.90	5.90	9.50
	SH 66-39th Exp	1.85	2.70	2.50	3.75	3.40	5.30	6.35	9.10	7.75	11.00	1.80	2.60	2.45	3.65	3.35	5.20	6.20	8.90	7.60	10.70	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.75	9.50
NW 10th	2.15	2.70	2.80	3.75	3.80	5.30	7.15	9.10	8.65	11.00	2.10	2.60	2.70	3.65	3.70	5.20	6.95	8.90	8.40	10.70	1.85	2.30	2.40	3.20	3.30	4.60	6.20	7.90	7.50	9.50	
I-40	2.20	2.70	2.90	3.75	4.05	5.30	7.50	9.10	9.10	11.00	2.15	2.60	2.80	3.65	3.95	5.20	7.30	8.90	8.85	10.70	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50	
US 77-Brdwy Ext	Western	0.35	1.35	0.55	2.00	0.75	2.65	1.00	4.55	1.25	5.50	0.35	1.30	0.55	1.95	0.75	2.60	1.00	4.45	1.20	5.35	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75
	Pennsylvania	0.35	1.35	0.55	2.00	0.75	2.65	1.00	4.55	1.25	5.50	0.35	1.30	0.55	1.95	0.75	2.60	1.00	4.45	1.20	5.35	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75
	May	0.50	1.35	0.70	2.00	0.95	2.65	1.55	4.55	1.85	5.50	0.45	1.30	0.70	1.95	0.90	2.60	1.55	4.45	1.80	5.35	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75
	LHP-Portland	0.55	1.35	0.85	2.00	1.15	2.65	1.85	4.55	2.25	5.50	0.55	1.30	0.80	1.95	1.15	2.60	1.80	4.45	2.20	5.35	0.45	1.15	0.70	1.70	1.00	2.30	1.60	3.95	1.95	4.75
	Meridian	0.70	1.35	0.95	2.00	1.35	2.65	2.25	4.55	2.80	5.50	0.70	1.30	0.90	1.95	1.30	2.60	2.20	4.45	2.70	5.35	0.60	1.15	0.80	1.70	1.15	2.30	1.95	3.95	2.40	4.75
	MacArthur	0.85	1.35	1.10	2.00	1.55	2.65	2.65	4.55	3.25	5.50	0.80	1.30	1.10	1.95	1.55	2.60	2.60	4.45	3.15	5.35	0.70	1.15	0.95	1.70	1.35	2.30	2.30	3.95	2.80	4.75
	Rockwell	1.00	1.80	1.65	2.85	2.25	3.90	3.20	6.30	3.70	7.65	1.00	1.70	1.60	2.75	2.20	3.80	3.10	6.15	3.60	7.45	0.85	1.50	1.40	2.40	1.95	3.35	2.75	5.45	3.20	6.60
	SH 3-NW Exp	1.25	2.05	2.00	3.00	2.65	4.00	4.10	6.70	5.00	8.10	1.20	2.00	1.95	2.95	2.60	3.90	4.00	6.55	4.90	7.90	1.05	1.75	1.70	2.55	2.30	3.45	3.55	5.80	4.35	7.00
	Wilshire	1.30	2.70	2.10	3.75	2.90	5.30	5.10	9.10	5.30	11.00	1.25	2.60	2.05	3.65	2.80	5.20	4.95	8.90	5.20	10.70	1.10	2.30	1.80	3.20	2.50	4.60	4.40	7.90	4.60	9.50
	SH 66-39th Exp	1.70	2.70	2.15	3.75	3.00	5.30	5.90	9.10	6.80	11.00	1.65	2.60	2.10	3.65	2.95	5.20	5.75	8.90	6.65	10.70	1.45	2.30	1.85	3.20	2.60	4.60	5.10	7.90	5.90	9.50
	NW 10th	1.85	2.70	2.50	3.75	3.40	5.30	6.35	9.10	7.65	11.00	1.80	2.60	2.45	3.65	3.35	5.20	6.20	8.90	7.45	10.70	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.65	9.50
I-40	2.05	2.70	2.60	3.75	3.65	5.30	6.75	9.10	8.20	11.00	2.00	2.60	2.55	3.65	3.55	5.20	6.60	8.90	8.00	10.70	1.75	2.30	2.25	3.20	3.15	4.60	5.85	7.90			

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		April 11, 2022									July 25, 2021						July 15, 2019												
		2 axle	3 axle	4 axle	5 axle	6 axle	Small	Med	Large	2 axle	3 axle	4 axle	5 axle	6 axle	2 axle	3 axle	4 axle	5 axle	6 axle										
Vehicle Classification		PPS	PPS	PPS	PPS	PPS	Plate-Pay	Plate-Pay	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH				
Pennsylvania	May Ave	0.35	0.55	0.75	1.00	1.25	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	Hefner Pkwy	0.35	0.55	0.75	1.15	1.40	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	Meridian	0.35	0.55	0.75	1.55	1.70	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.55	3.35	1.70	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.55	1.90	1.70	2.35
	MacArthur	0.35	0.55	0.75	1.70	1.70	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.70	3.35	1.70	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.70	1.90	1.70	2.35
	Rockwell	0.70	1.10	1.50	2.25	2.80	1.80	3.50	6.70	0.70	1.80	1.10	3.00	1.50	4.45	2.25	6.70	2.80	8.30	0.70	1.00	1.10	1.70	1.50	2.50	2.25	3.80	2.80	4.70
	SH 3-NW Exp	0.90	1.40	1.85	3.35	4.10	2.30	4.10	7.50	0.90	2.30	1.40	3.45	1.85	4.70	3.35	7.50	4.10	9.05	0.90	1.30	1.40	1.95	1.85	2.65	3.35	4.25	4.10	5.15
	Wilshire	1.25	1.70	2.15	4.15	4.95	3.55	6.40	11.95	1.25	3.55	1.70	4.75	2.15	7.15	4.15	11.95	4.95	14.50	1.25	2.00	1.70	2.70	2.15	4.05	4.15	6.80	4.95	8.25
	SH 66-39th Exp	1.40	1.85	2.60	4.90	5.90	3.55	6.40	11.95	1.40	3.55	1.85	4.75	2.60	7.15	4.90	11.95	5.90	14.50	1.40	2.00	1.85	2.70	2.60	4.05	4.90	6.80	5.90	8.25
	NW 10th	1.65	2.15	3.00	5.60	6.80	3.55	6.40	11.95	1.65	3.55	2.15	4.75	3.00	7.15	5.60	11.95	6.80	14.50	1.65	2.00	2.15	2.70	3.00	4.05	5.60	6.80	6.80	8.25
I-40	1.70	2.15	3.05	5.95	7.25	3.55	6.40	11.95	1.70	3.55	2.15	4.75	3.05	7.15	5.95	11.95	7.25	14.50	1.70	2.00	2.15	2.70	3.05	4.05	5.95	6.80	7.25	8.25	
May	Hefner Pkwy	0.35	0.55	0.75	1.15	1.40	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	Meridian	0.35	0.55	0.75	1.30	1.45	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.30	3.35	1.45	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.30	1.90	1.45	2.35
	MacArthur	0.35	0.55	0.75	1.30	1.45	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.30	3.35	1.45	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.30	1.90	1.45	2.35
	Rockwell	0.70	1.05	1.50	2.15	2.60	1.80	3.50	6.70	0.70	1.80	1.05	3.00	1.50	4.45	2.15	6.70	2.60	8.30	0.70	1.00	1.05	1.70	1.50	2.50	2.15	3.80	2.60	4.70
	SH 3-NW Exp	0.90	1.40	1.85	2.95	3.55	2.30	4.10	7.50	0.90	2.30	1.40	3.45	1.85	4.70	2.95	7.50	3.55	9.05	0.90	1.30	1.40	1.95	1.85	2.65	2.95	4.25	3.55	5.15
	Wilshire	1.15	1.65	2.10	3.75	4.40	3.55	6.40	11.95	1.15	3.55	1.65	4.75	2.10	7.15	3.75	11.95	4.40	14.50	1.15	2.00	1.65	2.70	2.10	4.05	3.75	6.80	4.40	8.25
	SH 66-39th Exp	1.30	1.75	2.30	4.35	5.25	3.55	6.40	11.95	1.30	3.55	1.75	4.75	2.30	7.15	4.35	11.95	5.25	14.50	1.30	2.00	1.75	2.70	2.30	4.05	4.35	6.80	5.25	8.25
	NW 10th	1.50	2.00	2.70	5.10	6.15	3.55	6.40	11.95	1.50	3.55	2.00	4.75	2.70	7.15	5.10	11.95	6.15	14.50	1.50	2.00	2.00	2.70	2.70	4.05	5.10	6.80	6.15	8.25
I-40	1.55	2.05	2.85	5.40	6.65	3.55	6.40	11.95	1.55	3.55	2.05	4.75	2.85	7.15	5.40	11.95	6.65	14.50	1.55	2.00	2.05	2.70	2.85	4.05	5.40	6.80	6.65	8.25	
LHP-Portland	Meridian	0.35	0.55	0.75	1.00	1.25	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	MacArthur	0.34	0.55	0.75	1.00	1.25	0.90	1.75	3.35	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	Rockwell	0.70	1.10	1.50	2.05	2.45	1.80	3.50	6.70	0.70	1.80	1.10	3.00	1.50	4.45	2.05	6.70	2.45	8.30	0.70	1.00	1.10	1.70	1.50	2.50	2.05	3.80	2.45	4.70
	SH 3-NW Exp	0.90	1.40	1.85	2.50	2.95	2.30	4.10	7.50	0.90	2.30	1.40	3.45	1.85	4.70	2.50	7.50	2.95	9.05	0.90	1.30	1.40	1.95	1.85	2.65	2.50	4.25	2.95	5.15
	Wilshire	1.10	1.50	2.00	3.35	3.75	3.55	6.40	11.95	1.10	3.55	1.50	4.75	2.00	7.15	3.35	11.95	3.75	14.50	1.10	2.00	1.50	2.70	2.00	4.05	3.35	6.80	3.75	8.25
	SH 66-39th Exp	1.15	1.55	2.05	3.75	4.55	3.55	6.40	11.95	1.15	3.55	1.55	4.75	2.05	7.15	3.75	11.95	4.55	14.50	1.15	2.00	1.55	2.70	2.05	4.05	3.75	6.80	4.55	8.25
	NW 10th	1.35	1.75	2.45	4.55	5.50	3.55	6.40	11.95	1.35	3.55	1.75	4.75	2.45	7.15	4.55	11.95	5.50	14.50	1.35	2.00	1.75	2.70	2.45	4.05	4.55	6.80	5.50	8.25
I-40	1.40	1.85	2.60	4.90	5.95	3.55	6.40	11.95	1.40	3.55	1.85	4.75	2.60	7.15	4.90	11.95	5.95	14.50	1.40	2.00	1.85	2.70	2.60	4.05	4.90	6.80	5.95	8.25	
MacArthur	Rockwell	0.35	0.55	0.75	1.00	1.25	0.90	1.75	3.35	0.55	1.40	0.70	2.05	0.95	2.65	1.85	4.15	2.25	4.90	0.35	0.50	0.55	0.90	0.75	1.35	1.00	1.90	1.25	2.35
	SH 3-NW Exp	0.55	0.90	1.15	2.05	2.50	1.40	2.35	4.15	0.55	1.40	0.90	2.05	1.15	2.65	2.05	4.15	2.50	4.90	0.55	0.80	0.90	1.15	1.15	1.50	2.05	2.35	2.50	2.80
	Wilshire	0.95	1.15	1.70	3.05	3.45	2.65	4.65	8.60	0.95	2.65	1.15	3.35	1.70	5.10	3.05	8.60	3.45	10.35	0.95	1.50	1.15	1.90	1.70	2.90	3.05	4.90	3.45	5.90
	SH 66-39th Exp	1.15	1.50	2.05	3.75	4.55	2.65	4.65	8.60	1.15	2.65	1.50	3.35	2.05	5.10	3.75	8.60	4.55	10.35	1.15	1.50	1.50	1.90	2.05	2.90	3.75	4.90	4.55	5.90
	NW 10th	1.25	1.65	2.25	4.35	5.20	2.65	4.65	8.60	1.25	2.65	1.65	3.35	2.25	5.10	4.35	8.60	5.20	10.35	1.25	1.50	1.65	1.90	2.25	2.90	4.35	4.90	5.20	5.90
I-40	1.30	1.70	2.40	4.45	5.20	2.65	4.65	8.60	1.30	2.65	1.70	3.35	2.40	5.10	4.45	8.60	5.20	10.35	1.30	1.50	1.70	1.90	2.40	2.90	4.45	4.90	5.20	5.90	
Rockwell	SH 3-NW Exp	0.55	0.70	0.95	1.85	2.25	1.40	2.35	4.15	0.55	1.40	0.70	2.05	0.95	2.65	1.85	4.15	2.25	4.90	0.55	0.80	0.70	1.15	0.95	1.50	1.85	2.35	2.25	2.80
	Wilshire	0.90	1.00	1.50	2.90	3.05	2.65	4.65	8.60	0.90	2.65	1.00	3.35	1.50	5.10	2.90	8.60	3.05	10.35	0.90	1.50	1.00	1.90	1.50	2.90	2.90	4.90	3.05	5.90
	SH 66-39th Exp	1.00	1.30	1.80	3.40	4.10	2.65	4.65	8.60	1.00	2.65	1.30	3.35	1.80	5.10	3.40	8.60	4.10	10.35	1.00	1.50	1.30	1.90	1.80	2.90	3.40	4.90	4.10	5.90
	NW 10th	1.25	1.65	2.20	4.15	5.00	2.65	4.65	8.60	1.25	2.65	1.65	3.35	2.20	5.10	4.15	8.60	5.00	10.35	1.25	1.50	1.65	1.90	2.20	2.90	4.15	4.90	5.00	5.90
	I-40	1.30	1.70	2.40	4.35	5.20	2.65	4.65	8.60	1.30	2.65	1.70	3.35	2.40	5.10	4.35	8.60	5.20	10.35	1.30	1.50	1.70	1.90	2.40	2.90	4.35	4.90	5.20	5.90
Council	SH 3-NW Exp	0.35	0.55	0.75	0.90	1.10	1.40	2.35	4.15	0.35	1.40	0.55	2.05	0.75	2.65	0.90	4.15	1.10	4.90	0.35	0.80	0.55	1.15	0.75	1.50	0.90	2.35	1.10	2.80
	Wilshire	0.60	0.75	1.00	1.65	2.00	2.65	4.65	8.60	0.60	2.65	0.75	3.35	1.00	5.10	1.65	8.60	2.00	10.35	0.60	1.50	0.75	1.90	1.00	2.90	1.65	4.90	2.00	5.90
	SH 66-39th Exp	0.90	0.90	1.25	2.25	2.80	2.65	4.65	8.60	0.90	2.65	0.90	3.35	1.25	5.10	2.25	8.60	2.80	10.35	0.90	1.50	0.90	1.90	1.25	2.90	2.25	4.90	2.80	5.90
	NW 10th	0.95	1.15	1.65	3.00	3.70	2.65	4.65	8.60	0.95	2.65	1.15	3.35	1.65	5.10	3.00	8.60	3.70	10.35	0.95	1.50	1.15	1.90	1.65	2.90	3.00	4.90	3.70	5.90
	I-40	1.00	1.35	1.80	3.35	4.10	2.65	4.65	8.60	1.00	2.65	1.35	3.35	1.80	5.10	3.35	8.60	4.10	10.35	1.00	1.50	1.35	1.90	1.80	2.90	3.35	4.90	4.10	5.90
SH 3-NW Exp	Wilshire	0.35	0.50	0.70	1																								

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		January 1, 2018										March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May Ave	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	Hefner Pkwy	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	Meridian	0.35	0.45	0.55	0.70	0.75	1.00	1.55	1.75	1.70	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.55	1.75	1.70	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.35	1.50	1.45	1.85
	MacArthur	0.35	0.45	0.55	0.70	0.75	1.00	1.70	1.75	1.70	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.70	1.75	1.70	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.45	1.85
	Rockwell	0.70	0.90	1.10	1.55	1.50	2.25	2.25	3.50	2.80	4.30	0.70	0.90	1.10	1.55	1.50	2.25	2.25	3.50	2.80	4.30	0.60	0.70	0.95	1.30	1.30	1.90	1.95	3.00	2.40	3.70
	SH 3-NW Exp	0.90	1.15	1.40	1.70	1.85	2.35	3.35	3.90	4.10	4.75	0.90	1.15	1.40	1.70	1.85	2.35	3.35	3.90	4.10	4.75	0.75	0.95	1.20	1.45	1.60	2.00	2.90	3.35	3.55	4.10
	Wilshire	1.25	1.80	1.70	2.45	2.15	3.65	4.15	6.30	4.95	7.65	1.25	1.80	1.70	2.45	2.15	3.65	4.15	6.30	4.95	7.65	1.05	1.50	1.45	2.10	1.85	3.15	3.60	5.45	4.30	6.60
	SH 66-39th Exp	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.90	7.65	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.90	7.65	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.10	6.60
	NW 10th	1.65	1.80	2.15	2.45	3.00	3.65	5.60	6.30	6.80	7.65	1.65	1.80	2.15	2.45	3.00	3.65	5.60	6.30	6.80	7.65	1.40	1.50	1.85	2.10	2.60	3.15	4.85	5.45	5.90	6.60
	I-40	1.70	1.80	2.15	2.45	3.05	3.65	5.95	6.30	7.25	7.65	1.70	1.80	2.15	2.45	3.05	3.65	5.95	6.30	7.25	7.65	1.45	1.50	1.85	2.10	2.65	3.15	5.15	5.45	6.30	6.60
May	Hefner Pkwy	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	Meridian	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85
	MacArthur	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85
	Rockwell	0.70	0.90	1.05	1.55	1.50	2.25	2.15	3.50	2.60	4.30	0.70	0.90	1.05	1.55	1.50	2.25	2.15	3.50	2.60	4.30	0.60	0.70	0.90	1.30	1.30	1.90	1.85	3.00	2.25	3.70
	SH 3-NW Exp	0.90	1.15	1.40	1.70	1.85	2.35	2.95	3.90	3.55	4.75	0.90	1.15	1.40	1.70	1.85	2.35	2.95	3.90	3.55	4.75	0.75	0.95	1.20	1.45	1.60	2.00	2.55	3.35	3.05	4.10
	Wilshire	1.15	1.80	1.65	2.45	2.10	3.65	3.75	6.30	4.40	7.65	1.15	1.80	1.65	2.45	2.10	3.65	3.75	6.30	4.40	7.65	1.00	1.50	1.40	2.10	1.80	3.15	3.25	5.45	3.80	6.60
	SH 66-39th Exp	1.30	1.80	1.75	2.45	2.30	3.65	4.35	6.30	5.25	7.65	1.30	1.80	1.75	2.45	2.30	3.65	4.35	6.30	5.25	7.65	1.10	1.50	1.50	2.10	2.00	3.15	3.75	5.45	4.55	6.60
	NW 10th	1.50	1.80	2.00	2.45	2.70	3.65	5.10	6.30	6.15	7.65	1.50	1.80	2.00	2.45	2.70	3.65	5.10	6.30	6.15	7.65	1.30	1.50	1.70	2.10	2.35	3.15	4.40	5.45	5.35	6.60
I-40	1.55	1.80	2.05	2.45	2.85	3.65	5.40	6.30	6.65	7.65	1.55	1.80	2.05	2.45	2.85	3.65	5.40	6.30	6.65	7.65	1.35	1.50	1.75	2.10	2.45	3.15	4.70	5.45	5.75	6.60	
LHP-Portland	Meridian	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.50	1.05	1.85	
	MacArthur	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.50	1.05	1.85	
	Rockwell	0.70	0.90	1.10	1.55	1.50	2.25	2.05	3.50	2.45	4.30	0.70	0.90	1.10	1.55	1.50	2.25	2.05	3.50	2.45	4.30	0.60	0.70	0.95	1.30	1.30	1.90	1.75	3.00	2.10	3.70
	SH 3-NW Exp	0.90	1.15	1.40	1.70	1.85	2.35	2.50	3.90	2.95	4.75	0.90	1.15	1.40	1.70	1.85	2.35	2.50	3.90	2.95	4.75	0.75	0.95	1.20	1.45	1.60	2.00	2.15	3.35	2.55	4.10
	Wilshire	1.10	1.80	1.50	2.45	2.00	3.65	3.35	6.30	3.75	7.65	1.10	1.80	1.50	2.45	2.00	3.65	3.35	6.30	3.75	7.65	0.95	1.50	1.30	2.10	1.70	3.15	2.90	5.45	3.25	6.60
	SH 66-39th Exp	1.15	1.80	1.55	2.45	2.05	3.65	3.75	6.30	4.55	7.65	1.15	1.80	1.55	2.45	2.05	3.65	3.75	6.30	4.55	7.65	1.00	1.50	1.35	2.10	1.75	3.15	3.25	5.45	3.95	6.60
	NW 10th	1.35	1.80	1.75	2.45	2.45	3.65	4.55	6.30	5.50	7.65	1.35	1.80	1.75	2.45	2.45	3.65	4.55	6.30	5.50	7.65	1.15	1.50	1.50	2.10	2.10	3.15	3.95	5.45	4.75	6.60
	I-40	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.95	7.65	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.95	7.65	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.15	6.60
MacArthur	Rockwell	0.35	0.45	0.55	0.85	0.75	1.25	1.00	1.75	1.25	2.15	0.35	0.45	0.55	0.85	0.75	1.25	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.70	0.65	1.05	0.85	1.50	1.05	1.85
	SH 3-NW Exp	0.55	0.70	0.90	1.00	1.15	1.35	2.05	2.15	2.50	2.60	0.55	0.70	0.90	1.00	1.15	1.35	2.05	2.15	2.50	2.60	0.45	0.60	0.75	0.85	1.00	1.15	1.75	1.85	2.15	2.25
	Wilshire	0.95	1.35	1.15	1.75	1.70	2.65	3.05	4.55	3.45	5.50	0.95	1.35	1.15	1.75	1.70	2.65	3.05	4.55	3.45	5.50	0.80	1.15	1.00	1.50	1.45	2.30	2.65	3.95	3.00	4.75
	SH 66-39th Exp	1.15	1.35	1.50	1.75	2.05	2.65	3.75	4.55	4.55	5.50	1.15	1.35	1.50	1.75	2.05	2.65	3.75	4.55	4.55	5.50	1.00	1.15	1.30	1.50	1.75	2.30	3.25	3.95	3.95	4.75
	NW 10th	1.25	1.35	1.65	1.75	2.25	2.65	4.35	4.55	5.20	5.50	1.25	1.35	1.65	1.75	2.25	2.65	4.35	4.55	5.20	5.50	1.05	1.15	1.40	1.50	1.95	2.30	3.75	3.95	4.50	4.75
	I-40	1.30	1.35	1.70	1.75	2.40	2.65	4.45	4.55	5.20	5.50	1.30	1.35	1.70	1.75	2.40	2.65	4.45	4.55	5.20	5.50	1.10	1.15	1.45	1.50	2.05	2.30	3.85	3.95	4.50	4.75
Rockwell	SH 3-NW Exp	0.55	0.70	0.70	1.00	0.95	1.35	1.85	2.15	2.25	2.60	0.55	0.70	0.70	1.00	0.95	1.35	1.85	2.15	2.25	2.60	0.45	0.60	0.60	0.85	0.80	1.15	1.60	1.85	1.95	2.25
	Wilshire	0.90	1.35	1.00	1.75	1.50	2.65	2.90	4.55	3.05	5.50	0.90	1.35	1.00	1.75	1.50	2.65	2.90	4.55	3.05	5.50	0.75	1.15	0.85	1.50	1.30	2.30	2.50	3.95	2.65	4.75
	SH 66-39th Exp	1.00	1.35	1.30	1.75	1.80	2.65	3.40	4.55	4.10	5.50	1.00	1.35	1.30	1.75	1.80	2.65	3.40	4.55	4.10	5.50	0.85	1.15	1.10	1.50	1.55	2.30	2.95	3.95	3.55	4.75
	NW 10th	1.25	1.35	1.65	1.75	2.20	2.65	4.15	4.55	5.00	5.50	1.25	1.35	1.65	1.75	2.20	2.65	4.15	4.55	5.00	5.50	1.05	1.15	1.40	1.50	1.90	2.30	3.60	3.95	4.35	4.75
	I-40	1.30	1.35	1.70	1.75	2.40	2.65	4.35	4.55	5.20	5.50	1.30	1.35	1.70	1.75	2.40	2.65	4.35	4.55	5.20	5.50	1.10	1.15	1.45	1.50	2.05	2.30	3.75	3.95	4.50	4.75
Council	SH 3-NW Exp	0.35	0.70	0.55	1.00	0.75	1.35	0.90	2.15	1.10	2.60	0.35	0.70	0.55	1.00	0.75	1.35	0.90	2.15	1.10	2.60	0.30	0.60	0.45	0.85	0.65	1.15				

CHEROKEE TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Flint Bridge/State Line	Kansas-SH 10	0.30	0.75	0.55	1.00	0.85	1.75	1.50	2.50	1.75	3.00	0.30	0.50	0.55	0.75	0.85	1.50	1.50	2.25	1.75	2.75
	Leach-US 412	1.40	3.25	2.05	4.75	2.80	6.75	4.60	11.25	5.55	13.25	1.40	3.00	2.05	4.50	2.80	6.25	4.60	10.25	5.55	12.25
	Loc Grove-SH 82	2.45	3.25	3.35	4.75	4.60	6.75	8.05	11.25	9.65	13.25	2.45	3.00	3.35	4.50	4.60	6.25	8.05	10.25	9.65	12.25
	US 69	2.80	3.25	3.95	4.75	5.40	6.75	9.55	11.25	11.40	13.25	2.80	3.00	3.95	4.50	5.40	6.25	9.55	10.25	11.40	12.25
Kansas-SH 10	Leach-US 412	1.00	3.25	1.40	4.75	2.00	6.75	3.45	11.25	4.15	13.25	1.00	3.00	1.40	4.50	2.00	6.25	3.45	10.25	4.15	12.25
	Loc Grove-SH 82	2.05	3.25	2.05	4.75	3.75	6.75	6.65	11.25	7.95	13.25	2.05	3.00	2.05	4.50	3.75	6.25	6.65	10.25	7.95	12.25
	US 69	2.45	3.25	3.35	4.75	4.60	6.75	8.05	11.25	9.65	13.25	2.45	3.00	3.35	4.50	4.60	6.25	8.05	10.25	9.65	12.25
Leach-US 412	Loc Grove-SH 82	0.95	2.00	1.35	2.75	1.85	3.25	3.25	5.00	3.80	6.50	0.95	1.75	1.35	2.50	1.85	3.00	3.25	4.75	3.80	5.75
	US 69	1.50	2.00	2.05	2.75	2.80	3.25	4.50	5.00	5.40	6.50	1.50	1.75	2.05	2.50	2.80	3.00	4.50	4.75	5.40	5.75
Loc Grove-SH 82	US 69	0.30	0.75	0.55	1.00	0.95	1.75	1.50	2.25	1.75	2.50	0.30	0.50	0.55	0.75	0.95	1.50	1.50	1.75	1.75	2.25

CHICKASAW TURNPIKE

Toll Rates Effective:		August 18, 2022										July 15, 2019									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay
SH 1-Roff	US 177-Sulphur	0.65	1.50	0.85	1.70	1.35	3.35	2.20	5.45	2.40	5.45	0.65	0.85	0.85	0.95	1.35	1.90	2.20	3.10	2.40	3.10
	SH-7	0.65	1.50	0.85	1.70	1.35	3.35	2.20	5.45	2.40	5.45	0.65	0.85	0.85	0.95	1.35	1.90	2.20	3.10	2.40	3.10

KICKAPOO TURNPIKE

Toll Rates Effective:		January 25, 2022										October 16, 2020									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	Plate-Pay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Turner Turnpike	E. Britton Rd/93rd	0.60	3.95	0.90	6.15	1.20	7.90	2.10	14.00	2.70	17.95	0.60	2.25	0.90	3.50	1.20	4.50	2.10	8.00	2.70	10.25
	NE 23rd St.	1.10	3.95	1.65	6.15	2.20	7.90	3.85	14.00	4.95	17.95	1.10	2.25	1.65	3.50	2.20	4.50	3.85	8.00	4.95	10.25
	Reno Ave.	1.30	3.95	1.95	6.15	2.60	7.90	4.55	14.00	5.85	17.95	1.30	2.25	1.95	3.50	2.60	4.50	4.55	8.00	5.85	10.25
	SE 29th St.	1.50	3.95	2.25	6.15	3.00	7.90	5.25	14.00	6.75	17.95	1.50	2.25	2.25	3.50	3.00	4.50	5.25	8.00	6.75	10.25
	IH 40	1.90	3.95	2.85	6.15	3.80	7.90	6.65	14.00	8.55	17.95	1.90	2.25	2.85	3.50	3.80	4.50	6.65	8.00	8.55	10.25
E. Britton Rd/93rd	NE 23rd St.	0.55	3.10	0.85	4.85	1.10	6.15	1.95	10.95	2.50	14.00	0.55	1.75	0.85	2.75	1.10	3.50	1.95	6.25	2.50	8.00
	Reno Ave.	0.75	3.10	1.15	4.85	1.50	6.15	2.65	10.95	3.40	14.00	0.75	1.75	1.15	2.75	1.50	3.50	2.65	6.25	3.40	8.00
	SE 29th St.	0.95	3.10	1.45	4.85	1.90	6.15	3.35	10.95	4.30	14.00	0.95	1.75	1.45	2.75	1.90	3.50	3.35	6.25	4.30	8.00
	IH 40	1.30	3.10	1.95	4.85	2.60	6.15	4.55	10.95	5.85	14.00	1.30	1.75	1.95	2.75	2.60	3.50	4.55	6.25	5.85	8.00
NE 23rd Street	Reno Ave.	0.30	1.75	0.45	2.65	0.60	3.50	1.05	6.15	1.35	7.90	0.30	1.00	0.45	1.50	0.60	2.00	1.05	3.50	1.35	4.50
	SE 29th St.	0.45	1.75	0.70	2.65	0.90	3.50	1.60	6.15	2.05	7.90	0.45	1.00	0.70	1.50	0.90	2.00	1.60	3.50	2.05	4.50
	IH 40	0.80	1.75	1.20	2.65	1.60	3.50	2.80	6.15	3.60	7.90	0.80	1.00	1.20	1.50	1.60	2.00	2.80	3.50	3.60	4.50
Reno Avenue	SE 29th St.	0.30	1.35	0.45	2.20	0.60	2.65	1.05	4.85	1.35	6.15	0.30	0.75	0.45	1.25	0.60	1.50	1.05	2.75	1.35	3.50
	IH 40	0.60	1.35	0.90	2.20	1.20	2.27	2.10	4.85	2.70	6.15	0.60	0.75	0.90	1.25	1.20	1.50	2.10	2.75	2.70	3.50
SE 29th Street	IH 40	0.40	0.90	0.60	1.35	0.80	1.75	1.40	3.10	1.80	3.95	0.40	0.50	0.60	0.75	0.80	1.00	1.40	1.75	1.80	2.25

GILCREASE EXPRESSWAY

Toll Rates Effective:		November 14, 2022										August 18, 2022									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay
US 412 / Sand Springs	21st St	1.00	2.00	1.50	3.00	2.00	4.00	3.50	7.00	4.50	9.00	LOCATION NOT OPEN TO TRAFFIC									
	Red Fork	1.65	3.30	2.50	5.00	3.30	6.60	5.80	11.60	7.45	14.90										
	I-44 / 51st	2.05	4.10	3.10	6.20	4.10	8.20	7.20	14.40	9.25	18.50										
21st St	Red Fork	0.65	1.30	1.00	2.00	1.30	2.60	2.30	4.60	2.95	5.90	LOCATION NOT OPEN TO TRAFFIC									
	I-44 / 51st St	1.05	2.10	1.60	3.20	2.10	4.20	3.70	7.40	4.75	9.50										
Red Fork	I-44 / 51st St	0.40	0.80	0.60	1.20	0.80	1.60	1.40	2.80	1.80	3.60	LOCATION NOT OPEN TO TRAFFIC									

CHEROKEE TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Flint Bridge/ State Line	Kansas-SH 10	0.30	0.50	0.55	0.75	0.80	1.50	1.50	2.00	1.70	2.75	0.25	0.25	0.45	0.50	0.70	1.25	1.30	1.75	1.50	2.25
	Leach-US 412	1.35	3.00	2.00	4.25	2.70	6.00	4.50	10.00	5.40	12.00	1.20	2.50	1.75	3.75	2.40	5.25	4.00	8.75	4.80	10.50
	Loc Grove-SH 82	2.40	3.00	3.25	4.25	4.50	6.00	7.85	10.00	9.45	12.00	2.10	2.50	2.90	3.75	4.00	5.25	7.00	8.75	8.40	10.50
	US 69	2.70	3.00	3.85	4.25	5.30	6.00	9.30	10.00	11.10	12.00	2.40	2.50	3.40	3.75	4.70	5.25	8.30	8.75	9.90	10.50
Kansas-SH 10	Leach-US 412	1.00	3.00	1.35	4.25	1.95	6.00	3.40	10.00	4.05	12.00	0.85	2.50	1.20	3.75	1.70	5.25	3.00	8.75	3.60	10.50
	Loc Grove-SH 82	2.00	3.00	2.00	4.25	3.65	6.00	6.45	10.00	7.75	12.00	1.75	2.50	1.75	3.75	3.25	5.25	5.75	8.75	6.90	10.50
	US 69	2.40	3.00	3.25	4.25	4.55	6.00	7.85	10.00	9.45	12.00	2.10	2.50	2.90	3.75	4.05	5.25	7.00	8.75	8.40	10.50
Leach-US 412	Loc Grove-SH 82	0.90	1.75	1.30	2.25	1.80	3.00	3.15	4.50	3.70	5.75	0.80	1.50	1.15	2.00	1.60	2.50	2.80	4.00	3.30	5.00
	US 69	1.50	1.75	2.00	2.25	2.70	3.00	4.40	4.50	5.30	5.75	1.30	1.50	1.75	2.00	2.40	2.50	3.90	4.00	4.70	5.00
Loc Grove-SH 82	US 69	0.30	0.50	0.55	0.75	0.90	1.50	1.50	1.75	1.70	2.00	0.25	0.25	0.45	0.50	0.80	1.25	1.30	1.50	1.50	1.75

CHICKASAW TURNPIKE

Toll Rates Effective:		January 1, 2018						March 1, 2017						August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle			
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH		
SH 1-Roff	US 177-Sulphur	0.65	0.75	0.85	0.90	1.35	1.75	2.20	2.90	2.40	2.90	0.65	0.75	0.80	0.85	1.30	1.70	2.15	2.80	2.30	2.80	0.55	0.65
	State Hwy 7	0.65	0.75	0.85	0.90	1.35	1.75	2.20	2.90	2.40	2.90	0.65	0.75	0.80	0.85	1.30	1.70	2.15	2.80	2.30	2.80	0.55	0.65

KICKAPOO TURNPIKE

Toll Rates Effective:		January 1, 2018																			
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Turner Turnpike	E. Britton Rd/93rd																				
	NE 23rd St.																				
	Reno Ave.																				
	SE 29th St.																				
	IH 40																				
E. Britton Rd/93rd	NE 23rd St.																				
	Reno Ave.																				
	SE 29th St.																				
	IH 40																				
NE 23rd Street	Reno Ave.																				
	SE 29th St.																				
	IH 40																				
Reno Avenue	SE 29th St.																				
	IH 40																				
SE 29th Street	IH 40																				

CREEK TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Admiral Brg-412	11th Street	0.35	0.50	0.35	0.80	0.35	1.15	0.55	1.90	0.60	2.35	0.35	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15
	31st Street	0.35	0.50	0.60	0.80	0.85	1.15	1.25	1.90	1.70	2.35	0.35	0.45	0.60	0.70	0.85	1.00	1.25	1.75	1.70	2.15
	Omaha-51st	0.75	1.15	0.90	1.55	1.25	1.90	1.85	3.30	2.55	4.40	0.75	1.00	0.90	1.40	1.25	1.75	1.85	3.00	2.55	4.05
	Kenosha-71st	0.90	1.15	1.15	1.55	1.50	1.90	2.55	3.30	3.40	4.40	0.90	1.00	1.15	1.40	1.50	1.75	2.55	3.00	3.40	4.05
	Muskogee Tpk	0.95	1.15	1.35	1.55	1.70	1.90	2.90	3.30	3.80	4.40	0.95	1.00	1.35	1.40	1.70	1.75	2.90	3.00	3.80	4.05
	BA Expwy-SH 51	1.30	1.65	1.70	2.35	2.05	3.05	3.40	5.20	4.45	6.75	1.30	1.45	1.70	2.10	2.05	2.75	3.40	4.75	4.45	6.20
	New Orleans-101st	1.30	1.65	2.00	2.35	2.60	3.05	4.55	5.20	5.80	6.75	1.30	1.45	2.00	2.10	2.60	2.75	4.55	4.75	5.80	6.20
	County Line-193rd	1.40	1.75	2.15	2.50	2.85	3.25	4.85	5.60	6.30	7.20	1.40	1.55	2.15	2.30	2.85	3.00	4.85	5.10	6.30	6.65
	Elm Pl-161st	1.55	1.95	2.40	2.80	2.95	3.40	5.20	6.00	6.75	7.75	1.55	1.70	2.40	2.50	2.95	3.10	5.20	5.50	6.75	7.10
	Aspen-145th	1.65	2.00	2.45	2.85	3.00	3.55	5.35	6.25	6.90	8.00	1.65	1.75	2.45	2.55	3.00	3.25	5.35	5.70	6.90	7.35
	Olive-129th	1.70	2.05	2.55	2.95	3.05	3.60	5.55	6.35	7.15	8.20	1.70	1.85	2.55	2.70	3.05	3.30	5.55	5.85	7.15	7.60
	Mingo V-US 64	1.85	2.30	2.65	3.10	3.35	3.80	5.75	6.60	7.60	8.80	1.85	2.00	2.65	2.80	3.35	3.50	5.75	6.00	7.60	8.10
	Yale	2.20	2.80	3.20	3.90	4.10	4.95	7.45	8.50	9.70	11.15	2.20	2.45	3.20	3.50	4.10	4.50	7.45	7.75	9.70	10.25
	Riverside Pkwy/ Delaware	2.20	2.80	3.25	3.90	4.10	4.95	7.45	8.50	9.70	11.15	2.20	2.45	3.25	3.50	4.10	4.50	7.45	7.75	9.70	10.25
	Peoria-Elm	2.60	4.00	3.55	5.85	4.45	7.30	8.25	12.00	10.50	15.00	2.60	3.60	3.55	5.40	4.45	6.80	8.25	11.10	10.50	14.00
	US 75-Glenpool	2.70	3.25	3.95	4.65	4.90	5.70	8.30	9.50	10.55	12.15	2.70	2.90	3.95	4.20	4.90	5.25	8.30	8.65	10.55	11.15
S 49th West Ave	3.00	3.75	4.50	5.45	5.90	6.85	9.85	11.40	12.25	14.50	3.00	3.35	4.50	4.90	5.90	6.25	9.85	10.40	12.25	13.30	
SH 66-Sapulpa	3.00	3.75	4.50	5.45	5.90	6.85	9.85	11.40	12.25	14.50	3.00	3.35	4.50	4.90	5.90	6.25	9.85	10.40	12.25	13.30	
11th St	31st Street	0.35	0.50	0.55	0.80	0.70	1.15	1.00	1.90	1.10	2.35	0.35	0.45	0.55	0.70	0.70	1.00	1.00	1.75	1.10	2.15
	Omaha-51st	0.70	1.15	0.95	1.55	1.00	1.90	1.55	3.30	2.15	4.40	0.70	1.00	0.95	1.40	1.00	1.75	1.55	3.00	2.15	4.05
	Kenosha-71st	0.75	1.15	1.10	1.55	1.30	1.90	2.20	3.30	3.00	4.40	0.75	1.00	1.10	1.40	1.30	1.75	2.20	3.00	3.00	4.05
	Muskogee Tpk	0.85	1.15	1.25	1.55	1.50	1.90	2.55	3.30	3.40	4.40	0.85	1.00	1.25	1.40	1.50	1.75	2.55	3.00	3.40	4.05
	BA Expwy-SH 51	1.15	1.65	1.55	2.35	1.80	3.05	3.05	5.20	4.05	6.75	1.15	1.45	1.55	2.10	1.80	2.75	3.05	4.75	4.05	6.20
	New Orleans-101st	1.15	1.65	1.80	2.35	2.45	3.05	4.20	5.20	5.40	6.75	1.15	1.45	1.80	2.10	2.45	2.75	4.20	4.75	5.40	6.20
	County Line-193rd	1.30	1.75	2.05	2.50	2.60	3.25	4.50	5.60	5.90	7.20	1.30	1.55	2.05	2.30	2.60	3.00	4.50	5.10	5.90	6.65
	Elm Pl-161st	1.40	1.95	2.20	2.80	2.80	3.40	4.90	6.00	6.35	7.75	1.40	1.70	2.20	2.50	2.80	3.10	4.90	5.50	6.35	7.10
	Aspen-145th	1.45	2.00	2.30	2.85	2.85	3.55	4.95	6.25	6.50	8.00	1.45	1.75	2.30	2.55	2.85	3.25	4.95	5.70	6.50	7.35
	Olive-129th	1.55	2.05	2.45	2.95	2.90	3.60	5.20	6.35	6.75	8.20	1.55	1.85	2.45	2.70	2.90	3.30	5.20	5.85	6.75	7.60
	Mingo V-US 64	1.75	2.30	2.55	3.10	3.20	3.80	5.40	6.60	7.20	8.80	1.75	2.00	2.55	2.80	3.20	3.50	5.40	6.00	7.20	8.10
	Yale	2.10	2.80	3.10	3.90	3.95	4.95	7.10	8.50	9.30	11.15	2.10	2.45	3.10	3.50	3.95	4.50	7.10	7.75	9.30	10.25
	Riverside Pkwy/ Delaware	2.10	2.80	3.15	3.90	3.95	4.95	7.10	8.50	9.30	11.15	2.10	2.45	3.15	3.50	3.95	4.50	7.10	7.75	9.30	10.25
	Peoria-Elm	2.50	4.00	3.45	5.85	4.30	7.30	7.90	12.00	10.10	15.00	2.50	3.60	3.45	5.40	4.30	6.80	7.90	11.10	10.10	14.00
US 75-Glenpool	2.60	3.25	3.85	4.65	4.75	5.70	7.95	9.50	10.15	12.15	2.60	2.90	3.85	4.20	4.75	5.25	7.95	8.65	10.15	11.15	
S 49th West Ave	2.90	3.75	4.40	5.45	5.75	6.85	9.50	11.40	11.85	14.50	2.90	3.35	4.40	4.90	5.75	6.25	9.50	10.40	11.85	13.30	
SH 66-Sapulpa	2.90	3.75	4.40	5.45	5.75	6.85	9.50	11.40	11.85	14.50	2.90	3.35	4.40	4.90	5.75	6.25	9.50	10.40	11.85	13.30	
31st St	Omaha-51st	0.35	1.15	0.55	1.55	0.60	1.90	1.00	3.30	1.10	4.40	0.35	1.00	0.55	1.40	0.60	1.75	1.00	3.00	1.10	4.05
	Kenosha-71st	0.60	1.15	0.85	1.55	0.95	1.90	1.55	3.30	2.15	4.40	0.60	1.00	0.85	1.40	0.95	1.75	1.55	3.00	2.15	4.05
	Muskogee Tpk	0.70	1.15	1.10	1.55	1.35	1.90	1.85	3.30	2.95	4.40	0.70	1.00	1.10	1.40	1.35	1.75	1.85	3.00	2.95	4.05
	BA Expwy-SH 51	1.00	1.65	1.40	2.35	1.70	3.05	2.45	5.20	3.55	6.75	1.00	1.45	1.40	2.10	1.70	2.75	2.45	4.75	3.55	6.20
	New Orleans-101st	1.00	1.65	1.70	2.35	2.25	3.05	3.55	5.20	4.95	6.75	1.00	1.45	1.70	2.10	2.25	2.75	3.55	4.75	4.95	6.20
	County Line-193rd	1.15	1.75	1.85	2.50	2.45	3.25	3.80	5.60	5.40	7.20	1.15	1.55	1.85	2.30	2.45	3.00	3.80	5.10	5.40	6.65
	Elm Pl-161st	1.30	1.95	2.10	2.80	2.60	3.40	4.20	6.00	5.90	7.75	1.30	1.70	2.10	2.50	2.60	3.10	4.20	5.50	5.90	7.10
	Aspen-145th	1.35	2.00	2.15	2.85	2.65	3.55	4.40	6.25	6.10	8.00	1.35	1.75	2.15	2.55	2.65	3.25	4.40	5.70	6.10	7.35
	Olive-129th	1.40	2.05	2.25	2.95	2.80	3.60	4.55	6.35	6.30	8.20	1.40	1.85	2.25	2.70	2.80	3.30	4.55	5.85	6.30	7.60
	Mingo V-US 64	1.65	2.30	2.45	3.10	3.00	3.80	4.75	6.60	6.75	8.80	1.65	2.00	2.45	2.80	3.00	3.50	4.75	6.00	6.75	8.10
	Yale	2.00	2.80	3.00	3.90	3.75	4.95	6.45	8.50	8.85	11.15	2.00	2.45	3.00	3.50	3.75	4.50	6.45	7.75	8.85	10.25
	Riverside Pkwy/ Delaware	2.00	2.80	3.05	3.90	3.75	4.95	6.45	8.50	8.85	11.15	2.00	2.45	3.05	3.50	3.75	4.50	6.45	7.75	8.85	10.25
	Peoria-Elm	2.40	4.00	3.35	5.85	4.10	7.30	7.25	12.00	9.65	15.00	2.40	3.60	3.35	5.40	4.10	6.80	7.25	11.10	9.65	14.00
	US 75-Glenpool	2.50	3.25	3.75	4.65	4.55	5.70	7.30	9.50	9.70	12.15	2.50	2.90	3.75	4.20	4.55	5.25	7.30	8.65	9.70	11.15
S 49th West Ave	2.80	3.75	4.30	5.45	5.55	6.85	8.85	11.40	11.40	14.50	2.80	3.35	4.30	4.90	5.55	6.25	8.85	10.40	11.40	13.30	
SH 66-Sapulpa	2.80	3.75	4.30	5.45	5.55	6.85	8.85	11.40	11.40	14.50	2.80	3.35	4.30	4.90	5.55	6.25	8.85	10.40	11.40	13.30	

CREEK TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Admiral Brg-412	11th Street	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85
	31st Street	0.35	0.40	0.60	0.70	0.80	1.00	1.20	1.70	1.65	2.10	0.30	0.35	0.50	0.60	0.70	0.85	1.05	1.50	1.45	1.85
	Omaha-51st	0.75	1.00	0.85	1.35	1.20	1.70	1.80	2.95	2.50	3.95	0.65	0.85	0.75	1.20	1.05	1.50	1.60	2.60	2.20	3.50
	Kenosha-71st	0.85	1.00	1.15	1.35	1.50	1.70	2.50	2.95	3.35	3.95	0.75	0.85	1.00	1.20	1.30	1.50	2.20	2.60	2.95	3.50
	Muskogee Tpk.	0.90	1.00	1.30	1.35	1.65	1.70	2.80	2.95	3.70	3.95	0.80	0.85	1.15	1.20	1.45	1.50	2.50	2.60	3.30	3.50
	BA Expwy-SH 51	1.25	1.40	1.65	2.05	2.00	2.70	3.35	4.65	4.35	6.05	1.10	1.20	1.45	1.80	1.75	2.35	2.95	4.10	3.85	5.35
	New Orleans-101st	1.25	1.40	1.95	2.05	2.55	2.70	4.45	4.65	5.70	6.05	1.10	1.20	1.70	1.80	2.25	2.35	3.95	4.10	5.05	5.35
	County Line-193rd	1.35	1.55	2.10	2.20	2.75	2.90	4.75	5.00	6.15	6.50	1.20	1.30	1.85	1.95	2.45	2.55	4.20	4.40	5.45	5.75
	Elm Pl-161st	1.55	1.70	2.30	2.45	2.90	3.00	5.05	5.40	6.60	6.95	1.35	1.45	2.05	2.15	2.55	2.65	4.50	4.75	5.85	6.15
	Aspen-145th	1.60	1.75	2.40	2.50	2.95	3.15	5.25	5.60	6.75	7.15	1.40	1.50	2.10	2.25	2.60	2.75	4.65	4.90	6.00	6.35
	Olive-129th	1.65	1.80	2.50	2.50	3.00	3.20	5.40	5.70	6.95	7.40	1.45	1.55	2.20	2.30	2.65	2.85	4.80	5.05	6.20	6.55
	Mingo V-US 64	1.80	2.00	2.60	2.70	3.25	3.40	5.60	5.90	7.40	7.90	1.60	1.70	2.30	2.40	2.90	3.00	5.00	5.20	6.60	7.00
	Yale	2.15	2.40	3.15	3.40	4.00	4.40	7.25	7.60	9.45	10.00	1.90	2.05	2.75	3.00	3.55	3.85	6.45	6.70	8.40	8.85
	Riverside Pkwy/Delaware	2.15	2.40	3.20	3.40	4.00	4.40	7.25	7.60	9.45	10.00	1.90	2.05	2.80	3.00	3.55	3.85	6.45	6.70	8.40	8.85
	Peoria-Elm	2.55	3.60	3.45	5.30	4.35	6.70	8.05	11.00	10.20	13.80	2.25	2.40	3.05	3.55	3.85	4.45	7.15	7.45	9.10	9.60
	US 75-Glenpool	2.60	2.85	3.85	4.05	4.80	5.10	8.10	8.50	10.30	10.90	2.30	2.45	3.40	3.60	4.25	4.50	7.20	7.50	9.15	9.65
S 49th West Ave	2.95	3.25	4.40	4.75	5.75	6.10	9.60	10.20	11.95	13.00	2.60	2.80	3.90	4.20	5.10	5.35	8.55	9.00	10.65	11.50	
SH 66-Sapulpa	2.95	3.25	4.40	4.75	5.75	6.10	9.60	10.20	11.95	13.00	2.60	2.80	3.90	4.20	5.10	5.35	8.55	9.00	10.65	11.50	
11th Street	31st Street	0.35	0.40	0.55	0.70	0.70	1.00	1.00	1.70	1.10	2.10	0.30	0.35	0.45	0.60	0.60	0.85	0.85	1.50	0.95	1.85
	Omaha-51st	0.70	1.00	0.90	1.35	1.00	1.70	1.55	2.95	2.10	3.95	0.60	0.85	0.80	1.20	0.85	1.50	1.35	2.60	1.85	3.50
	Kenosha-71st	0.75	1.00	1.10	1.35	1.25	1.70	2.15	2.95	2.95	3.95	0.65	0.85	0.95	1.20	1.10	1.50	1.90	2.60	2.60	3.50
	Muskogee Tpk	0.80	1.00	1.20	1.35	1.50	1.70	2.50	2.95	3.35	3.95	0.70	0.85	1.05	1.20	1.30	1.50	2.20	2.60	2.95	3.50
	BA Expwy-SH 51	1.15	1.40	1.55	2.05	1.75	2.70	3.00	4.65	3.95	6.05	1.00	1.20	1.35	1.80	1.55	2.35	2.65	4.10	3.50	5.35
	New Orleans-101st	1.15	1.40	1.75	2.05	2.40	2.70	4.10	4.65	5.30	6.05	1.00	1.20	1.55	1.80	2.10	2.35	3.65	4.10	4.70	5.35
	County Line-193rd	1.25	1.55	2.00	2.20	2.55	2.90	4.40	5.00	5.75	6.50	1.10	1.30	1.75	1.95	2.25	2.55	3.90	4.40	5.10	5.75
	Elm Pl-161st	1.35	1.70	2.15	2.45	2.70	3.00	4.80	5.40	6.20	6.95	1.20	1.45	1.90	2.15	2.40	2.65	4.25	4.75	5.50	6.15
	Aspen-145th	1.40	1.75	2.25	2.50	2.75	3.15	4.85	5.60	6.35	7.15	1.25	1.50	2.00	2.25	2.45	2.75	4.30	4.90	5.65	6.35
	Olive-129th	1.55	1.80	2.40	2.50	2.80	3.20	5.05	5.70	6.60	7.40	1.35	1.55	2.10	2.30	2.50	2.85	4.50	5.05	5.85	6.55
	Mingo V-US 64	1.70	2.00	2.50	2.70	3.10	3.40	5.30	5.90	7.00	7.90	1.50	1.70	2.20	2.40	2.75	3.00	4.70	5.20	6.25	7.00
	Yale	2.05	2.40	3.05	3.40	3.85	4.40	6.95	7.60	9.05	10.00	1.80	2.05	2.65	3.00	3.40	3.85	6.15	6.70	8.05	8.85
	Riverside Pkwy/Delaware	2.05	2.40	3.10	3.40	3.85	4.40	6.95	7.60	9.05	10.00	1.80	2.05	2.70	3.00	3.40	3.85	6.15	6.70	8.05	8.85
	Peoria-Elm	2.45	3.60	3.35	5.30	4.20	6.70	7.75	11.00	9.80	13.80	2.15	2.40	2.95	3.55	3.70	4.45	6.85	7.45	8.75	9.60
	US 75-Glenpool	2.50	2.85	3.75	4.05	4.65	5.10	7.80	8.50	9.90	10.90	2.20	2.45	3.30	3.60	4.10	4.50	6.90	7.50	8.80	9.65
	S 49th West Ave	2.85	3.25	4.30	4.75	5.60	6.10	9.30	10.20	11.55	13.00	2.50	2.80	3.80	4.20	4.95	5.35	8.25	9.00	10.30	11.50
SH 66-Sapulpa	2.85	3.25	4.30	4.75	5.60	6.10	9.30	10.20	11.55	13.00	2.50	2.80	3.80	4.20	4.95	5.35	8.25	9.00	10.30	11.50	
31st Street	Omaha-51st	0.35	1.00	0.55	1.35	0.60	1.70	1.00	2.95	1.10	3.95	0.30	0.85	0.45	1.20	0.50	1.50	0.85	2.60	0.95	3.50
	Kenosha-71st	0.60	1.00	0.80	1.35	0.90	1.70	1.55	2.95	2.10	3.95	0.50	0.85	0.70	1.20	0.80	1.50	1.35	2.60	1.85	3.50
	Muskogee Tpk	0.70	1.00	1.10	1.35	1.30	1.70	1.80	2.95	2.90	3.95	0.60	0.85	0.95	1.20	1.15	1.50	1.60	2.60	2.55	3.50
	BA Expwy-SH 51	1.00	1.40	1.35	2.05	1.65	2.70	2.40	4.65	3.45	6.05	0.85	1.20	1.20	1.80	1.45	2.35	2.10	4.10	3.05	5.35
	New Orleans-101st	1.00	1.40	1.65	2.05	2.20	2.70	3.45	4.65	4.85	6.05	0.85	1.20	1.45	1.80	1.95	2.35	3.05	4.10	4.30	5.35
	County Line-193rd	1.15	1.55	1.80	2.20	2.40	2.90	3.70	5.00	5.30	6.50	1.00	1.30	1.60	1.95	2.10	2.55	3.30	4.40	4.70	5.75
	Elm Pl-161st	1.25	1.70	2.05	2.45	2.55	3.00	4.10	5.40	5.75	6.95	1.10	1.45	1.80	2.15	2.25	2.65	3.65	4.75	5.10	6.15
	Aspen-145th	1.30	1.75	2.10	2.50	2.60	3.15	4.30	5.60	5.95	7.15	1.15	1.50	1.85	2.25	2.30	2.75	3.80	4.90	5.30	6.35
	Olive-129th	1.35	1.80	2.20	2.50	2.70	3.20	4.45	5.70	6.15	7.40	1.20	1.55	1.95	2.30	2.40	2.85	3.95	5.05	5.45	6.55
	Mingo V-US 64	1.60	2.00	2.40	2.70	2.95	3.40	4.60	5.90	6.60	7.90	1.40	1.70	2.10	2.40	2.60	3.00	4.10	5.20	5.85	7.00
	Yale	1.95	2.40	2.95	3.40	3.70	4.40	6.25	7.60	8.65	10.00	1.70	2.05	2.55	3.00	3.25	3.85	5.55	6.70	7.65	8.85
	Riverside Pkwy/Delaware	1.95	2.40	3.00	3.40	3.70	4.40	6.25	7.60	8.65	10.00	1.70	2.05	2.60	3.00	3.25	3.85	5.55	6.70	7.65	8.85
	Peoria-Elm	2.35	3.60	3.25	5.30	4.05	6.70	7.05	11.00	9.40	13.80	2.05	2.40	2.85	3.55	3.55	4.45	6.25	7.45	8.35	9.60
	US 75-Glenpool	2.40	2.85	3.65	4.05	4.50	5.10	7.10	8.50	9.50	10.90	2.10	2.45	3.20	3.60	3.95	4.50	6.30	7.50	8.40	9.65
	S 49th West Ave	2.75	3.25	4.20	4.75	5.45	6.10	8.60	10.20	11.15	13.00	2.40	2.80	3.70	4.20	4.80	5.35	7.65	9.00	9.90	11.50
	SH 66-Sapulpa	2.75	3.25	4.20	4.75	5.45	6.10	8.60	10.20	11.15	13.00	2.40	2.80	3.70	4.20	4.80	5.35	7.65	9.00	9.90	11.50

CREEK TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Omaha-51st	Kenosha-71st	0.35	0.50	0.55	0.80	0.70	1.15	1.00	1.90	1.10	2.35	0.35	0.45	0.55	0.70	0.70	1.00	1.00	1.75	1.10	2.15
	Muskogee Tpk	0.35	0.50	0.60	0.80	0.95	1.15	1.35	1.90	1.75	2.35	0.35	0.45	0.60	0.70	0.95	1.00	1.35	1.75	1.75	2.15
	BA Expwy-SH 51	0.70	1.00	0.95	1.60	1.30	2.30	1.85	3.80	2.40	4.70	0.70	0.90	0.95	1.40	1.30	2.00	1.85	3.50	2.40	4.30
	New Orleans-101st	0.70	1.00	1.25	1.60	1.85	2.30	3.00	3.80	3.75	4.70	0.70	0.90	1.25	1.40	1.85	2.00	3.00	3.50	3.75	4.30
	County Line-193rd	0.85	1.10	1.40	1.75	2.10	2.50	3.30	4.20	4.20	5.15	0.85	1.00	1.40	1.60	2.10	2.25	3.30	3.85	4.20	4.75
	Elm Pl-161st	0.95	1.30	1.65	2.05	2.20	2.65	3.70	4.60	4.65	5.70	0.95	1.15	1.65	1.80	2.20	2.35	3.70	4.25	4.65	5.20
	Aspen-145th	1.05	1.35	1.70	2.10	2.25	2.80	3.80	4.85	4.90	5.95	1.05	1.20	1.70	1.85	2.25	2.50	3.80	4.45	4.90	5.45
	Olive-129th	1.10	1.40	1.80	2.20	2.40	2.85	4.05	4.95	5.10	6.15	1.10	1.30	1.80	2.00	2.40	2.55	4.05	4.60	5.10	5.70
	Mingo V-US 64	1.30	1.65	2.00	2.35	2.60	3.05	4.20	5.20	5.55	6.75	1.30	1.45	2.00	2.10	2.60	2.75	4.20	4.75	5.55	6.20
	Yale	1.65	2.15	2.55	3.15	3.35	4.20	5.90	7.10	7.65	9.10	1.65	1.90	2.55	2.80	3.35	3.75	5.90	6.50	7.65	8.35
	Riverside Pkwy/Delaware	1.65	2.15	2.60	3.15	3.35	4.20	5.90	7.10	7.65	9.10	1.65	1.90	2.60	2.80	3.35	3.75	5.90	6.50	7.65	8.35
	Peoria-Elm	2.05	3.35	2.90	5.10	3.70	6.55	6.70	10.60	8.45	12.95	2.05	3.05	2.90	4.70	3.70	6.05	6.70	9.85	8.45	12.10
	US 75-Glenpool	2.15	2.60	3.30	3.90	4.15	4.95	6.75	8.10	8.50	10.10	2.15	2.35	3.30	3.50	4.15	4.50	6.75	7.40	8.50	9.25
	S 49th West Ave	2.45	3.10	3.85	4.70	5.15	6.10	8.30	10.00	10.20	12.45	2.45	2.80	3.85	4.20	5.15	5.50	8.30	9.15	10.20	11.40
SH 66-Sapulpa	2.45	3.10	3.85	4.70	5.15	6.10	8.30	10.00	10.20	12.45	2.45	2.80	3.85	4.20	5.15	5.50	8.30	9.15	10.20	11.40	
Kenosha-71st	Muskogee Tpk	0.35	0.50	0.35	0.80	0.35	1.15	0.55	1.90	0.60	2.35	0.35	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15
	BA Expwy-SH 51	0.70	1.00	0.70	1.60	0.70	2.30	1.10	3.80	1.25	4.70	0.70	0.90	0.70	1.40	0.70	2.00	1.10	3.50	1.25	4.30
	New Orleans-101st	0.70	1.00	0.95	1.60	1.30	2.30	2.20	3.80	2.60	4.70	0.70	0.90	0.95	1.40	1.30	2.00	2.20	3.50	2.60	4.30
	County Line-193rd	0.85	1.10	1.15	1.75	1.50	2.50	2.50	4.20	3.05	5.15	0.85	1.00	1.15	1.60	1.50	2.25	2.50	3.85	3.05	4.75
	Elm Pl-161st	0.95	1.30	1.35	2.05	1.65	2.65	2.90	4.60	3.55	5.70	0.95	1.15	1.35	1.80	1.65	2.35	2.90	4.25	3.55	5.20
	Aspen-145th	1.05	1.35	1.45	2.10	1.70	2.80	3.05	4.85	3.75	5.95	1.05	1.20	1.45	1.85	1.70	2.50	3.05	4.45	3.75	5.45
	Olive-129th	1.10	1.40	1.55	2.20	1.75	2.85	3.25	4.95	3.95	6.15	1.10	1.30	1.55	2.00	1.75	2.55	3.25	4.60	3.95	5.70
	Mingo V-US 64	1.30	1.65	1.70	2.35	2.05	3.05	3.40	5.20	4.45	6.75	1.30	1.45	1.70	2.10	2.05	2.75	3.40	4.75	4.45	6.20
	Yale	1.65	2.15	2.25	3.15	2.80	4.20	5.10	7.10	6.55	9.10	1.65	1.90	2.25	2.80	2.80	3.75	5.10	6.50	6.55	8.35
	Riverside Pkwy/Delaware	1.65	2.15	2.30	3.15	2.80	4.20	5.10	7.10	6.55	9.10	1.65	1.90	2.30	2.80	2.80	3.75	5.10	6.50	6.55	8.35
	Peoria-Elm	2.05	3.35	2.60	5.10	3.15	6.55	5.90	10.60	7.35	12.95	2.05	3.05	2.60	4.70	3.15	6.05	5.90	9.85	7.35	12.10
	US 75-Glenpool	2.15	2.60	3.00	3.90	3.60	4.95	5.95	8.10	7.40	10.10	2.15	2.35	3.00	3.50	3.60	4.50	5.95	7.40	7.40	9.25
	S 49th West Ave	2.45	3.10	3.55	4.70	4.60	6.10	7.50	10.00	9.10	12.45	2.45	2.80	3.55	4.20	4.60	5.50	7.50	9.15	9.10	11.40
	SH 66-Sapulpa	2.45	3.10	3.55	4.70	4.60	6.10	7.50	10.00	9.10	12.45	2.45	2.80	3.55	4.20	4.60	5.50	7.50	9.15	9.10	11.40
Muskogee Tpk	BA Expwy-SH 51	0.35	0.50	0.35	0.80	0.35	1.15	0.55	1.90	0.60	2.35	0.35	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15
	New Orleans-101st	0.35	0.50	0.55	0.80	0.90	1.15	1.65	1.90	2.00	2.35	0.35	0.45	0.55	0.70	0.90	1.00	1.65	1.75	2.00	2.15
	County Line-193rd	0.45	0.60	0.80	0.95	1.10	1.35	1.90	2.30	2.40	2.80	0.45	0.55	0.80	0.90	1.10	1.25	1.90	2.10	2.40	2.60
	Elm Pl-161st	0.55	0.80	0.95	1.25	1.25	1.50	2.30	2.70	2.85	3.35	0.55	0.70	0.95	1.10	1.25	1.35	2.30	2.50	2.85	3.05
	Aspen-145th	0.70	0.85	1.10	1.30	1.35	1.65	2.50	2.95	3.20	3.60	0.70	0.75	1.10	1.15	1.35	1.50	2.50	2.70	3.20	3.30
	Olive-129th	0.75	0.90	1.15	1.40	1.35	1.70	2.55	3.05	3.25	3.80	0.75	0.85	1.15	1.30	1.35	1.55	2.55	2.85	3.25	3.55
	Mingo V-US 64	0.90	1.15	1.30	1.55	1.65	1.90	2.80	3.30	3.80	4.40	0.90	1.00	1.30	1.40	1.65	1.75	2.80	3.00	3.80	4.05
	Yale	1.25	1.65	1.85	2.35	2.40	3.05	4.50	5.20	5.90	6.75	1.25	1.45	1.85	2.10	2.40	2.75	4.50	4.75	5.90	6.20
	Riverside Pkwy/Delaware	1.25	1.65	1.90	2.35	2.40	3.05	4.50	5.20	5.90	6.75	1.25	1.45	1.90	2.10	2.40	2.75	4.50	4.75	5.90	6.20
	Peoria-Elm	1.65	2.85	2.20	4.30	2.75	5.40	5.30	8.70	6.70	10.60	1.65	2.60	2.20	4.00	2.75	5.05	5.30	8.10	6.70	9.95
New Orleans-101st	US 75-Glenpool	1.75	2.10	2.60	3.10	3.20	3.80	5.35	6.20	6.75	7.75	1.75	1.90	2.60	2.80	3.20	3.50	5.35	5.65	6.75	7.10
	S 49th West Ave	2.05	2.60	3.15	3.90	4.20	4.95	6.90	8.10	8.45	10.10	2.05	2.35	3.15	3.50	4.20	4.50	6.90	7.40	8.45	9.25
	SH 66-Sapulpa	2.05	2.60	3.15	3.90	4.20	4.95	6.90	8.10	8.45	10.10	2.05	2.35	3.15	3.50	4.20	4.50	6.90	7.40	8.45	9.25
	County Line-193rd	0.45	0.60	0.70	0.95	1.00	1.35	1.75	2.30	2.20	2.80	0.45	0.55	0.70	0.90	1.00	1.25	1.75	2.10	2.20	2.60
	Elm Pl-161st	0.55	0.80	0.90	1.25	1.15	1.50	2.15	2.70	2.60	3.35	0.55	0.70	0.90	1.10	1.15	1.35	2.15	2.50	2.60	3.05
	Aspen-145th	0.65	0.85	1.00	1.30	1.25	1.65	2.30	2.95	2.85	3.60	0.65	0.75	1.00	1.15	1.25	1.50	2.30	2.70	2.85	3.30
	Olive-129th	0.70	0.90	1.10	1.40	1.30	1.70	2.50	3.05	3.00	3.80	0.70	0.85	1.10	1.30	1.30	1.55	2.50	2.85	3.00	3.55
	Mingo V-US 64	0.90	1.15	1.30	1.55	1.55	1.90	2.80	3.30	3.35	4.40	0.90	1.00	1.30	1.40	1.55	1.75	2.80	3.00	3.35	4.05
Yale	1.25	1.65	1.85	2.35	2.30	3.05	4.50	5.20	5.45	6.75	1.25	1.45	1.85	2.10	2.30	2.75	4.50	4.75	5.45	6.20	
Riverside Pkwy/Delaware	1.25	1.65	1.90	2.35	2.30	3.05	4.50	5.20	5.45	6.75	1.25	1.45	1.90	2.10	2.30	2.75	4.50	4.75	5.45	6.20	
Peoria-Elm	1.65	2.85	2.20	4.30	2.65	5.40	5.30	8.70	6.25	10.60	1.65	2.60	2.20	4.00	2.65	5.05	5.30	8.10	6.25	9.95	
US 75-Glenpool	1.75	2.10	2.60	3.10	3.10	3.80	5.35	6.20	6.30	7.75	1.75	1.90	2.60	2.80	3.10	3.50	5.35	5.65	6.30	7.10	

CREEK TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Omaha-51st	Kenosha-71st	0.35	0.40	0.55	0.70	0.70	1.00	1.00	1.70	1.10	2.10	0.30	0.35	0.45	0.60	0.60	0.85	0.85	1.50	0.95	1.85
	Muskogee Tpk	0.35	0.40	0.60	0.70	0.90	1.00	1.30	1.70	1.70	2.10	0.30	0.35	0.50	0.60	0.80	0.85	1.15	1.50	1.50	1.85
	BA Expwy-SH 51	0.70	0.80	0.90	1.40	1.25	2.00	1.80	3.40	2.30	4.20	0.60	0.70	0.80	1.20	1.10	1.70	1.60	3.00	2.05	3.70
	New Orleans-101st	0.70	0.80	1.20	1.40	1.80	2.00	2.95	3.40	3.65	4.20	0.60	0.70	1.05	1.20	1.60	1.70	2.60	3.00	3.25	3.70
	County Line-193rd	0.80	0.95	1.35	1.55	2.05	2.20	3.20	3.75	4.10	4.65	0.70	0.80	1.20	1.35	1.80	1.90	2.85	3.30	3.65	4.10
	Elm Pl-161st	0.90	1.10	1.60	1.80	2.15	2.30	3.60	4.15	4.55	5.10	0.80	0.95	1.40	1.55	1.90	2.00	3.20	3.65	4.05	4.50
	Aspen-145th	1.05	1.15	1.65	1.85	2.20	2.45	3.70	4.35	4.80	5.30	0.90	1.00	1.45	1.60	1.95	2.10	3.30	3.80	4.25	4.70
	Olive-129th	1.10	1.20	1.75	1.85	2.30	2.50	3.95	4.45	4.95	5.55	0.95	1.05	1.55	1.70	2.05	2.20	3.50	3.95	4.40	4.90
	Mingo V-US 64	1.25	1.40	1.95	2.05	2.55	2.70	4.10	4.65	5.40	6.05	1.10	1.20	1.70	1.80	2.25	2.35	3.65	4.10	4.80	5.35
	Yale	1.60	1.80	2.50	2.75	3.30	3.70	5.75	6.35	7.45	8.15	1.40	1.55	2.15	2.40	2.90	3.20	5.10	5.60	6.60	7.20
	Riverside Pkwy/ Delaware	1.60	1.80	2.55	2.75	3.30	3.70	5.75	6.35	7.45	8.15	1.40	1.55	2.20	2.40	2.90	3.20	5.10	5.60	6.60	7.20
	Peoria-Elm	2.00	3.00	2.80	4.65	3.65	6.00	6.55	9.75	8.20	11.95	1.75	1.90	2.45	2.95	3.20	3.80	5.80	6.35	7.30	7.95
	US 75-Glenpool	2.05	2.25	3.20	3.40	4.10	4.40	6.60	7.25	8.30	9.05	1.80	1.95	2.80	3.00	3.60	3.85	5.85	6.40	7.35	8.00
	S 49th West Ave	2.40	2.65	3.75	4.10	5.05	5.40	8.10	8.95	9.95	11.15	2.10	2.30	3.30	3.60	4.45	4.70	7.20	7.90	8.85	9.85
SH 66-Sapulpa	2.40	2.65	3.75	4.10	5.05	5.40	8.10	8.95	9.95	11.15	2.10	2.30	3.30	3.60	4.45	4.70	7.20	7.90	8.85	9.85	
Kenosha-71st	Muskogee Tpk	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85
	BA Expwy-SH 51	0.70	0.80	0.70	1.40	0.70	2.00	1.10	3.40	1.20	4.20	0.60	0.70	0.60	1.20	0.60	1.70	0.95	3.00	1.05	3.70
	New Orleans-101st	0.70	0.80	0.90	1.40	1.25	2.00	2.15	3.40	2.55	4.20	0.60	0.70	0.80	1.20	1.10	1.70	1.90	3.00	2.25	3.70
	County Line-193rd	0.80	0.95	1.15	1.55	1.50	2.20	2.45	3.75	3.00	4.65	0.70	0.80	1.00	1.35	1.30	1.90	2.15	3.30	2.65	4.10
	Elm Pl-161st	0.90	1.10	1.30	1.80	1.60	2.30	2.80	4.15	3.45	5.10	0.80	0.95	1.15	1.55	1.40	2.00	2.50	3.65	3.05	4.50
	Aspen-145th	1.05	1.15	1.40	1.80	1.65	2.40	3.00	4.30	3.65	5.30	0.90	1.00	1.25	1.60	1.45	2.10	2.65	3.80	3.25	4.70
	Olive-129th	1.10	1.20	1.55	1.85	1.70	2.50	3.15	4.45	3.85	5.55	0.95	1.05	1.35	1.70	1.50	2.20	2.80	3.95	3.40	4.90
	Mingo V-US 64	1.25	1.40	1.65	2.05	2.00	2.70	3.35	4.65	4.35	6.05	1.10	1.20	1.45	1.80	1.75	2.35	2.95	4.10	3.85	5.35
	Yale	1.60	1.80	2.20	2.75	2.75	3.70	5.00	6.35	6.40	8.15	1.40	1.55	1.90	2.40	2.40	3.20	4.40	5.60	5.65	7.20
	Riverside Pkwy/ Delaware	1.60	1.80	2.25	2.75	2.75	3.70	5.00	6.35	6.40	8.15	1.40	1.55	1.95	2.40	2.40	3.20	4.40	5.60	5.65	7.20
	Peoria-Elm	2.00	3.00	2.50	4.65	3.10	6.00	5.80	9.75	7.15	11.95	1.75	1.90	2.20	2.95	2.70	3.80	5.10	6.35	6.35	7.95
	US 75-Glenpool	2.05	2.25	2.90	3.40	3.55	4.40	5.85	7.25	7.25	9.05	1.80	1.95	2.55	3.00	3.10	3.85	5.15	6.40	6.40	8.00
	S 49th West Ave	2.40	2.65	3.45	4.10	4.50	5.40	7.35	8.95	8.90	11.15	2.10	2.30	3.05	3.60	3.95	4.70	6.50	7.90	7.90	9.85
	SH 66-Sapulpa	2.40	2.65	3.45	4.10	4.50	5.40	7.35	8.95	8.90	11.15	2.10	2.30	3.05	3.60	3.95	4.70	6.50	7.90	7.90	9.85
Muskogee Tpk	BA Expwy-SH 51	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85
	New Orleans-101st	0.35	0.40	0.55	0.70	0.90	1.00	1.65	1.70	2.00	2.10	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85
	County Line-193rd	0.45	0.55	0.80	0.85	1.10	1.20	1.90	2.05	2.40	2.55	0.30	0.35	0.50	0.60	0.80	0.85	1.45	1.50	1.75	1.85
	Elm Pl-161st	0.55	0.70	0.95	1.10	1.25	1.30	2.30	2.45	2.85	3.00	0.40	0.45	0.70	0.75	1.00	1.05	1.70	1.80	2.15	2.25
	Aspen-145th	0.70	0.75	1.10	1.15	1.30	1.45	2.45	2.65	3.10	3.20	0.60	0.65	0.95	1.00	1.15	1.30	2.15	2.35	2.75	2.85
	Olive-129th	0.75	0.80	1.15	1.15	1.35	1.50	2.55	2.75	3.25	3.45	0.50	0.60	0.85	0.95	1.10	1.15	2.05	2.15	2.55	2.65
	Mingo V-US 64	0.90	1.00	1.30	1.35	1.65	1.70	2.80	2.95	3.70	3.95	0.65	0.70	1.05	1.10	1.20	1.35	2.30	2.45	2.90	3.05
	Yale	1.25	1.40	1.85	2.05	2.40	2.70	4.45	4.65	5.75	6.05	0.95	1.05	1.50	1.70	1.85	2.20	3.75	3.95	4.70	4.90
	Riverside Pkwy/ Delaware	1.25	1.40	1.90	2.05	2.40	2.70	4.45	4.65	5.75	6.05	0.95	1.05	1.55	1.70	1.85	2.20	3.75	3.95	4.70	4.90
	Peoria-Elm	1.65	2.60	2.15	3.95	2.75	5.00	5.25	8.05	6.50	9.85	1.30	1.40	1.80	2.25	2.15	2.80	4.45	4.70	5.40	5.65
	US 75-Glenpool	1.70	1.85	2.55	2.70	3.20	3.40	5.30	5.55	6.60	6.95	1.35	1.45	2.15	2.30	2.55	2.85	4.50	4.75	5.45	5.70
	S 49th West Ave	2.05	2.25	3.10	3.40	4.15	4.40	6.80	7.25	8.25	9.05	1.65	1.80	2.65	2.90	3.40	3.70	5.85	6.25	6.95	7.55
	SH 66-Sapulpa	2.05	2.25	3.10	3.40	4.15	4.40	6.80	7.25	8.25	9.05	1.65	1.80	2.65	2.90	3.40	3.70	5.85	6.25	6.95	7.55
	New Orleans-101st	County Line-193rd	0.40	0.55	0.70	0.85	1.00	1.20	1.70	2.05	2.15	2.55	0.35	0.45	0.60	0.75	0.85	1.05	1.50	1.80	1.90
Elm Pl-161st		0.55	0.70	0.85	1.10	1.15	1.30	2.10	2.45	2.55	3.00	0.45	0.60	0.75	0.95	1.00	1.15	1.85	2.15	2.25	2.65
Aspen-145th		0.65	0.75	1.00	1.15	1.20	1.45	2.25	2.65	2.75	3.20	0.55	0.65	0.85	1.00	1.05	1.30	2.00	2.35	2.45	2.85
Olive-129th		0.70	0.80	1.10	1.15	1.25	1.50	2.45	2.75	2.95	3.45	0.60	0.70	0.95	1.10	1.10	1.35	2.15	2.45	2.60	3.05
Mingo V-US 64		0.85	1.00	1.25	1.35	1.55	1.70	2.70	2.95	3.25	3.95	0.75	0.85	1.10	1.20	1.35	1.50	2.40	2.60	2.90	3.50
Yale		1.20	1.40	1.80	2.05	2.30	2.70	4.35	4.65	5.30	6.05	1.05	1.20	1.55	1.80	2.00	2.35	3.85	4.10	4.70	5.35
Riverside Pkwy/ Delaware		1.20	1.40	1.85	2.05	2.30	2.70	4.35	4.65	5.30	6.05	1.05	1.20	1.60	1.80	2.00	2.35	3.85	4.10	4.70	5.35
Peoria-Elm		1.60	2.60	2.10	3.95	2.65	5.00	5.15	8.05	6.05	9.85	1.40	1.55	1.85	2.35	2.30	2.95	4.55	4.85	5.40	6.10
US 75-Glenpool	1.65	1.85	2.50	2.70	3.10	3.40	5.20	5.55	6.15	6.95	1.45	1.60	2.20	2.40	2.70	3.00	4.60	4.90	5.45	6.15	

CREEK TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
New Orleans-101st	S 49th West Ave	2.05	2.60	3.15	3.90	4.10	4.95	6.90	8.10	8.00	10.10	2.05	2.35	3.15	3.50	4.10	4.50	6.90	7.40	8.00	9.25
	SH 66-Sapulpa	2.05	2.60	3.15	3.90	4.10	4.95	6.90	8.10	8.00	10.10	2.05	2.35	3.15	3.50	4.10	4.50	6.90	7.40	8.00	9.25
County Line-193rd	Elm Pl-161st	0.45	0.80	0.70	1.25	0.95	1.50	2.00	2.70	2.45	3.35	0.45	0.70	0.70	1.10	0.95	1.35	2.00	2.50	2.45	3.05
	Aspen-145th	0.50	0.85	0.75	1.30	1.05	1.65	2.15	2.95	2.55	3.60	0.50	0.75	0.75	1.15	1.05	1.50	2.15	2.70	2.55	3.30
	Olive-129th	0.55	0.90	0.90	1.40	1.10	1.70	2.25	3.05	2.65	3.80	0.55	0.85	0.90	1.30	1.10	1.55	2.25	2.85	2.65	3.55
	Mingo V-US 64	0.85	1.15	1.25	1.55	1.40	1.90	2.60	3.30	2.85	4.40	0.85	1.00	1.25	1.40	1.40	1.75	2.60	3.00	2.85	4.05
	Yale	1.20	1.65	1.80	2.35	2.15	3.05	4.30	5.20	4.95	6.75	1.20	1.45	1.80	2.10	2.15	2.75	4.30	4.75	4.95	6.20
	Riverside Pkwy/Delaware	1.20	1.65	1.85	2.35	2.15	3.05	4.30	5.20	4.95	6.75	1.20	1.45	1.85	2.10	2.15	2.75	4.30	4.75	4.95	6.20
	Peoria-Elm	1.60	2.85	2.15	4.30	2.50	5.40	5.10	8.70	5.75	10.60	1.60	2.60	2.15	4.00	2.50	5.05	5.10	8.10	5.75	9.95
	US 75-Glenpool	1.70	2.10	2.55	3.10	2.95	3.80	5.15	6.20	5.80	7.75	1.70	1.90	2.55	2.80	2.95	3.50	5.15	5.65	5.80	7.10
	S 49th West Ave	2.00	2.60	3.10	3.90	3.95	4.95	6.70	8.10	7.50	10.10	2.00	2.35	3.10	3.50	3.95	4.50	6.70	7.40	7.50	9.25
SH 66-Sapulpa	2.00	2.60	3.10	3.90	3.95	4.95	6.70	8.10	7.50	10.10	2.00	2.35	3.10	3.50	3.95	4.50	6.70	7.40	7.50	9.25	
Elm Pl-161st	Aspen-145th	0.35	0.85	0.70	1.30	1.00	1.65	2.00	2.95	2.20	3.60	0.35	0.75	0.70	1.15	1.00	1.50	2.00	2.70	2.20	3.30
	Olive-129th	0.35	0.90	0.70	1.40	1.00	1.70	2.00	3.05	2.20	3.80	0.35	0.85	0.70	1.30	1.00	1.55	2.00	2.85	2.20	3.55
	Mingo V-US 64	0.70	1.15	1.00	1.55	1.25	1.90	2.10	3.30	2.25	4.40	0.70	1.00	1.00	1.40	1.25	1.75	2.10	3.00	2.25	4.05
	Yale	1.05	1.65	1.55	2.35	2.00	3.05	3.80	5.20	4.35	6.75	1.05	1.45	1.55	2.10	2.00	2.75	3.80	4.75	4.35	6.20
	Riverside Pkwy/Delaware	1.05	1.65	1.60	2.35	2.00	3.05	3.80	5.20	4.35	6.75	1.05	1.45	1.60	2.10	2.00	2.75	3.80	4.75	4.35	6.20
	Peoria-Elm	1.45	2.85	1.90	4.30	2.35	5.40	4.60	8.70	5.15	10.60	1.45	2.60	1.90	4.00	2.35	5.05	4.60	8.10	5.15	9.95
	US 75-Glenpool	1.55	2.10	2.30	3.10	2.80	3.80	4.65	6.20	5.20	7.75	1.55	1.90	2.30	2.80	2.80	3.50	4.65	5.65	5.20	7.10
	S 49th West Ave	1.85	2.60	2.85	3.90	3.80	4.95	6.20	8.10	6.90	10.10	1.85	2.35	2.85	3.50	3.80	4.50	6.20	7.40	6.90	9.25
	SH 66-Sapulpa	1.85	2.60	2.85	3.90	3.80	4.95	6.20	8.10	6.90	10.10	1.85	2.35	2.85	3.50	3.80	4.50	6.20	7.40	6.90	9.25
Aspen-145th	129th-Olive	0.30	0.90	0.70	1.40	1.00	1.70	1.80	3.05	2.05	3.80	0.30	0.85	0.70	1.30	1.00	1.55	1.80	2.85	2.05	3.55
	Mingo V-US 64	0.65	1.15	0.90	1.55	1.10	1.90	1.85	3.30	2.05	4.40	0.65	1.00	0.90	1.40	1.10	1.75	1.85	3.00	2.05	4.05
	Yale	1.00	1.65	1.45	2.35	1.85	3.05	3.55	5.20	4.15	6.75	1.00	1.45	1.45	2.10	1.85	2.75	3.55	4.75	4.15	6.20
	Riverside Pkwy/Delaware	1.00	1.65	1.50	2.35	1.85	3.05	3.55	5.20	4.15	6.75	1.00	1.45	1.50	2.10	1.85	2.75	3.55	4.75	4.15	6.20
	Peoria-Elm	1.40	2.85	1.80	4.30	2.20	5.40	4.35	8.70	4.95	10.60	1.40	2.60	1.80	4.00	2.20	5.05	4.35	8.10	4.95	9.95
	US 75-Glenpool	1.50	2.10	2.20	3.10	2.65	3.80	4.40	6.20	5.00	7.75	1.50	1.90	2.20	2.80	2.65	3.50	4.40	5.65	5.00	7.10
	S 49th West Ave	1.80	2.60	2.75	3.90	3.65	4.95	5.95	8.10	6.70	10.10	1.80	2.35	2.75	3.50	3.65	4.50	5.95	7.40	6.70	9.25
	SH 66-Sapulpa	1.80	2.60	2.75	3.90	3.65	4.95	5.95	8.10	6.70	10.10	1.80	2.35	2.75	3.50	3.65	4.50	5.95	7.40	6.70	9.25
	Olive-129th	Mingo V-US 64	0.55	1.15	0.85	1.55	1.00	1.90	1.55	3.30	1.75	4.40	0.55	1.00	0.85	1.40	1.00	1.75	1.55	3.00	1.75
Yale		0.90	1.65	1.40	2.35	1.75	3.05	3.25	5.20	3.85	6.75	0.90	1.45	1.40	2.10	1.75	2.75	3.25	4.75	3.85	6.20
Riverside Pkwy/Delaware		0.90	1.65	1.45	2.35	1.75	3.05	3.25	5.20	3.85	6.75	0.90	1.45	1.45	2.10	1.75	2.75	3.25	4.75	3.85	6.20
Peoria-Elm		1.30	2.85	1.75	4.30	2.10	5.40	4.05	8.70	4.65	10.60	1.30	2.60	1.75	4.00	2.10	5.05	4.05	8.10	4.65	9.95
US 75-Glenpool		1.40	2.10	2.15	3.10	2.55	3.80	4.10	6.20	4.70	7.75	1.40	1.90	2.15	2.80	2.55	3.50	4.10	5.65	4.70	7.10
S 49th West Ave		1.70	2.60	2.70	3.90	3.55	4.95	5.65	8.10	6.40	10.10	1.70	2.35	2.70	3.50	3.55	4.50	5.65	7.40	6.40	9.25
SH 66-Sapulpa		1.70	2.60	2.70	3.90	3.55	4.95	5.65	8.10	6.40	10.10	1.70	2.35	2.70	3.50	3.55	4.50	5.65	7.40	6.40	9.25
Mingo V-US 64	Yale	0.35	0.50	0.55	0.80	0.75	1.15	1.70	1.90	2.10	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.70	1.75	2.10	2.15
	Riverside Pkwy/Delaware	0.35	0.50	0.60	0.80	0.75	1.15	1.70	1.90	2.10	2.35	0.35	0.45	0.60	0.70	0.75	1.00	1.70	1.75	2.10	2.15
	Peoria-Elm	0.75	1.70	0.90	2.75	1.10	3.50	2.50	5.40	2.90	6.20	0.75	1.60	0.90	2.60	1.10	3.30	2.50	5.10	2.90	5.90
	US 75-Glenpool	0.85	0.95	1.30	1.55	1.55	1.90	2.55	2.90	2.95	3.35	0.85	0.90	1.30	1.40	1.55	1.75	2.55	2.65	2.95	3.05
	S 49th West Ave	1.15	1.45	1.85	2.35	2.55	3.05	4.10	4.80	4.65	5.70	1.15	1.35	1.85	2.10	2.55	2.75	4.10	4.40	4.65	5.20
	SH 66-Sapulpa	1.15	1.45	1.85	2.35	2.55	3.05	4.10	4.80	4.65	5.70	1.15	1.35	1.85	2.10	2.55	2.75	4.10	4.40	4.65	5.20
Yale	Riverside Pkwy/Delaware	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15
	Peoria-Elm	0.50	1.70	0.55	2.75	0.75	3.50	1.55	5.40	1.75	6.20	0.50	1.60	0.55	2.60	0.75	3.30	1.55	5.10	1.75	5.90
	US 75-Glenpool	0.85	0.95	0.95	1.55	1.15	1.90	2.55	2.90	2.95	3.35	0.85	0.90	0.95	1.40	1.15	1.75	2.55	2.65	2.95	3.05
	S 49th West Ave	1.15	1.45	1.85	2.35	2.40	3.05	3.55	4.80	4.10	5.70	1.15	1.35	1.85	2.10	2.40	2.75	3.55	4.40	4.10	5.20
	SH 66-Sapulpa	1.15	1.45	1.85	2.35	2.55	3.05	4.10	4.80	4.65	5.70	1.15	1.35	1.85	2.10	2.55	2.75	4.10	4.40	4.65	5.20
Riverside Pkwy/Delaware	Peoria-Elm	0.35	1.70	0.55	2.75	0.75	3.50	1.00	5.40	1.25	6.20	0.35	1.60	0.55	2.60	0.75	3.30	1.00	5.10	1.25	5.90
	US 75-Glenpool	0.50	0.95	0.60	1.55	0.75	1.90	1.55	2.90	1.75	3.35	0.50	0.90	0.60	1.40	0.75	1.75	1.55	2.65	1.75	3.05
	S 49th West Ave	0.90	1.45	1.35	2.35	1.70	3.05	2.55	4.80	2.95	5.70	0.90	1.35	1.35	2.10	1.70	2.75	2.55	4.40	2.95	5.20
	SH 66-Sapulpa	1.15	1.45	1.85	2.35	2.40	3.05	3.55	4.80	4.10	5.70	1.15	1.35	1.85	2.10	2.40	2.75	3.55	4.40	4.10	5.20

CREEK TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
New Orleans-101st	S 49th West Ave	2.00	2.25	3.05	3.40	4.05	4.40	6.70	7.25	7.80	9.05	1.75	1.95	2.70	3.00	3.55	3.85	5.95	6.40	6.95	8.00
	SH 66-Sapulpa	2.00	2.25	3.05	3.40	4.05	4.40	6.70	7.25	7.80	9.05	1.75	1.95	2.70	3.00	3.55	3.85	5.95	6.40	6.95	8.00
County Line-193rd	Elm Pl-161st	0.40	0.70	0.70	1.10	0.90	1.30	1.95	2.45	2.40	3.00	0.35	0.60	0.60	0.95	0.80	1.15	1.70	2.15	2.10	2.65
	Aspen-145th	0.45	0.75	0.75	1.15	1.05	1.45	2.10	2.65	2.50	3.20	0.40	0.65	0.65	1.00	0.90	1.30	1.85	2.35	2.20	2.85
	Olive-129th	0.55	0.80	0.85	1.15	1.10	1.50	2.20	2.75	2.60	3.45	0.45	0.70	0.75	1.10	0.95	1.35	1.95	2.45	2.30	3.05
	Mingo V-US 64	0.80	1.00	1.20	1.35	1.35	1.70	2.55	2.95	2.75	3.95	0.70	0.85	1.05	1.20	1.20	1.50	2.25	2.60	2.45	3.50
	Yale	1.15	1.40	1.75	2.05	2.10	2.70	4.20	4.65	4.80	6.05	1.00	1.20	1.50	1.80	1.85	2.35	3.70	4.10	4.25	5.35
	Riverside Pkwy/Delaware	1.15	1.40	1.80	2.05	2.10	2.70	4.20	4.65	4.80	6.05	1.00	1.20	1.55	1.80	1.85	2.35	3.70	4.10	4.25	5.35
	Peoria-Elm	1.55	2.60	2.05	3.95	2.45	5.00	5.00	8.05	5.55	9.85	1.35	1.55	1.80	2.35	2.15	2.95	4.40	4.85	4.95	6.10
	US 75-Glenpool	1.60	1.85	2.45	2.70	2.90	3.40	5.05	5.55	5.65	6.95	1.40	1.60	2.15	2.40	2.55	3.00	4.45	4.90	5.00	6.15
	S 49th West Ave	1.95	2.25	3.00	3.40	3.85	4.40	6.55	7.25	7.30	9.05	1.70	1.95	2.65	3.00	3.40	3.85	5.80	6.40	6.50	8.00
SH 66-Sapulpa	1.95	2.25	3.00	3.40	3.85	4.40	6.55	7.25	7.30	9.05	1.70	1.95	2.65	3.00	3.40	3.85	5.80	6.40	6.50	8.00	
Elm Pl-161st	Aspen-145th	0.35	0.75	0.70	1.15	1.00	1.45	1.95	2.65	2.15	3.20	0.30	0.65	0.60	1.00	0.85	1.30	1.70	2.35	1.90	2.85
	Olive-129th	0.35	0.80	0.70	1.15	1.00	1.50	1.95	2.75	2.15	3.45	0.30	0.70	0.60	1.10	0.85	1.35	1.70	2.45	1.90	3.05
	Mingo V-US 64	0.70	1.00	1.00	1.35	1.20	1.70	2.05	2.95	2.20	3.95	0.60	0.85	0.85	1.20	1.05	1.50	1.80	2.60	1.95	3.50
	Yale	1.05	1.40	1.55	2.05	1.95	2.70	3.70	4.65	4.25	6.05	0.90	1.20	1.30	1.80	1.70	2.35	3.25	4.10	3.75	5.35
	Riverside Pkwy/Delaware	1.05	1.40	1.60	2.05	1.95	2.70	3.70	4.65	4.25	6.05	0.90	1.20	1.35	1.80	1.70	2.35	3.25	4.10	3.75	5.35
	Peoria-Elm	1.45	2.60	1.85	3.95	2.30	5.00	4.50	8.05	5.00	9.85	1.25	1.55	1.60	2.35	2.00	2.95	3.95	4.85	4.45	6.10
	US 75-Glenpool	1.50	1.85	2.25	2.70	2.75	3.40	4.55	5.55	5.10	6.95	1.30	1.60	1.95	2.40	2.40	3.00	4.00	4.90	4.50	6.15
	S 49th West Ave	1.85	2.25	2.80	3.40	3.70	4.40	6.05	7.25	6.75	9.05	1.60	1.95	2.45	3.00	3.25	3.85	5.35	6.40	6.00	8.00
SH 66-Sapulpa	1.85	2.25	2.80	3.40	3.70	4.40	6.05	7.25	6.75	9.05	1.60	1.95	2.45	3.00	3.25	3.85	5.35	6.40	6.00	8.00	
Aspen-145th	129th-Olive	0.30	0.80	0.70	1.15	1.00	1.50	1.75	2.75	2.00	3.45	0.25	0.70	0.60	1.00	0.85	1.30	1.55	2.45	1.75	3.05
	Mingo V-US 64	0.65	1.00	0.85	1.35	1.10	1.70	1.80	2.95	2.00	3.95	0.55	0.85	0.75	1.20	0.95	1.50	1.60	2.60	1.75	3.50
	Yale	1.00	1.40	1.40	2.05	1.85	2.70	3.45	4.65	4.05	6.05	0.85	1.20	1.20	1.80	1.60	2.35	2.35	4.10	3.55	5.35
	Riverside Pkwy/Delaware	1.00	1.40	1.45	2.05	1.85	2.70	3.45	4.65	4.05	6.05	0.85	1.20	1.25	1.80	1.60	2.35	3.05	4.10	3.55	5.35
	Peoria-Elm	1.40	2.60	1.70	3.95	2.20	5.00	4.25	8.05	4.80	9.85	1.20	1.55	1.50	2.35	1.90	2.95	3.75	4.85	4.25	6.10
	US 75-Glenpool	1.45	1.85	2.10	2.70	2.65	3.40	4.30	5.55	4.90	6.95	1.25	1.60	1.85	2.40	2.30	3.00	3.80	4.90	4.30	6.15
	S 49th West Ave	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05	1.55	1.95	2.35	3.00	3.15	3.85	5.15	6.40	5.80	8.00
	SH 66-Sapulpa	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05	1.55	1.95	2.35	3.00	3.15	3.85	5.15	6.40	5.80	8.00
Olive-129th	Mingo V-US 64	0.55	1.00	0.80	1.35	1.00	1.70	1.55	2.95	1.70	3.95	0.45	0.85	0.70	1.20	0.85	1.50	1.35	2.60	1.50	3.50
	Yale	0.90	1.40	1.35	2.05	1.75	2.70	3.20	4.65	3.75	6.05	0.75	1.20	1.15	1.80	1.50	2.35	2.80	4.10	3.30	5.35
	Riverside Pkwy/Delaware	0.90	1.40	1.40	2.05	1.75	2.70	3.20	4.65	3.75	6.05	0.75	1.20	1.20	1.80	1.50	2.35	2.80	4.10	3.30	5.35
	Peoria-Elm	1.30	2.60	1.65	3.95	2.10	5.00	4.00	8.05	4.50	9.85	1.10	1.55	1.45	2.35	1.80	2.95	3.50	4.85	4.00	6.10
	US 75-Glenpool	1.35	1.85	2.05	2.70	2.55	3.40	4.05	5.55	4.60	6.95	1.15	1.60	1.80	2.40	2.20	3.00	3.55	4.90	4.05	6.15
	S 49th West Ave	1.70	2.25	2.60	3.40	3.50	4.40	5.55	7.25	6.25	9.05	1.45	1.95	2.30	3.00	3.05	3.85	4.90	6.40	5.55	8.00
SH 66-Sapulpa	1.70	2.25	2.60	3.40	3.50	4.40	5.55	7.25	6.25	9.05	1.45	1.95	2.30	3.00	3.05	3.85	4.90	6.40	5.55	8.00	
Mingo V-US 64	Yale	0.35	0.40	0.55	0.70	0.75	1.00	1.65	1.70	2.05	2.10	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.80	1.85
	Riverside Pkwy/Delaware	0.35	0.40	0.60	0.70	0.75	1.00	1.65	1.70	2.05	2.10	0.30	0.35	0.50	0.60	0.65	0.85	1.45	1.50	1.80	1.85
	Peoria-Elm	0.75	1.60	0.85	2.60	1.10	3.30	2.45	5.10	2.80	5.90	0.65	0.70	0.75	1.15	0.95	1.45	2.15	2.25	2.50	2.60
	US 75-Glenpool	0.80	0.85	1.25	1.35	1.55	1.70	2.50	2.60	2.90	3.00	0.70	0.75	1.10	1.20	1.35	1.50	2.20	2.30	2.55	2.65
	S 49th West Ave	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50
SH 66-Sapulpa	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	
Yale	Riverside Pkwy/Delaware	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	Peoria-Elm	0.45	1.60	0.55	2.60	0.75	3.30	1.55	5.10	1.70	5.90	0.40	0.70	0.45	1.15	0.65	1.45	1.35	2.25	1.50	2.60
	US 75-Glenpool	0.80	0.85	0.90	1.35	1.15	1.70	2.50	2.60	2.90	3.00	0.70	0.75	0.80	1.20	1.00	1.50	2.20	2.30	2.55	2.65
	S 49th West Ave	1.15	1.25	1.80	2.05	2.30	2.70	3.45	4.30	4.00	5.10	1.00	1.10	1.60	1.80	2.05	2.35	3.05	3.80	3.55	4.50
SH 66-Sapulpa	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	
Riverside Pkwy/Delaware	Peoria-Elm	0.35	1.60	0.55	2.60	0.75	3.30	1.00	5.10	1.20	5.90	0.30	0.70	0.45	1.15	0.65	1.45	0.85	2.25	1.05	2.60
	US 75-Glenpool	0.45	0.85	0.60	1.35	0.75	1.70	1.55	2.60	1.70	3.00	0.40	0.75	0.50	1.20	0.65	1.50	1.35	2.30	1.50	2.65
	S 49th West Ave	0.85	1.25	1.30	2.05	1.65	2.70	2.50	4.30	2.90	5.10	0.75	1.10	1.15	1.80	1.45	2.35	2.20	3.80	2.55	4.50
	SH 66-Sapulpa	1.15	1.25	1.80	2.05	2.30	2.70	3.45	4.30	4.00	5.10	1.00	1.10	1.60	1.80	2.05	2.35	3.05	3.80	3.55	4.50

CREEK TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Peoria-Elm	US 75-Glenpool	0.35	0.95	0.55	1.55	0.75	1.90	1.00	2.90	1.25	3.35	0.35	0.90	0.55	1.40	0.75	1.75	1.00	2.65	1.25	3.05
	S 49th West Ave	0.70	1.45	1.10	2.35	1.35	3.05	2.10	4.80	2.40	5.70	0.70	1.35	1.10	2.10	1.35	2.75	2.10	4.40	2.40	5.20
	SH 66-Sapulpa	1.00	1.45	1.65	2.35	2.05	3.05	3.05	4.80	3.55	5.70	1.00	1.35	1.65	2.10	2.05	2.75	3.05	4.40	3.55	5.20
US 75-Glenpool	S 49th West Ave	0.30	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35	0.30	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15
	SH 66-Sapulpa	0.30	0.50	0.60	0.80	0.90	1.15	1.45	1.90	1.75	2.35	0.30	0.45	0.60	0.70	0.90	1.00	1.45	1.75	1.75	2.15
Hickory Hill	SH 66-Sapulpa	0.30	0.50	0.35	0.80	0.35	1.15	0.55	1.90	0.60	2.35	0.30	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15

SCHEDULE 7: CONCESSION REVENUE BY TURNPIKE TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS

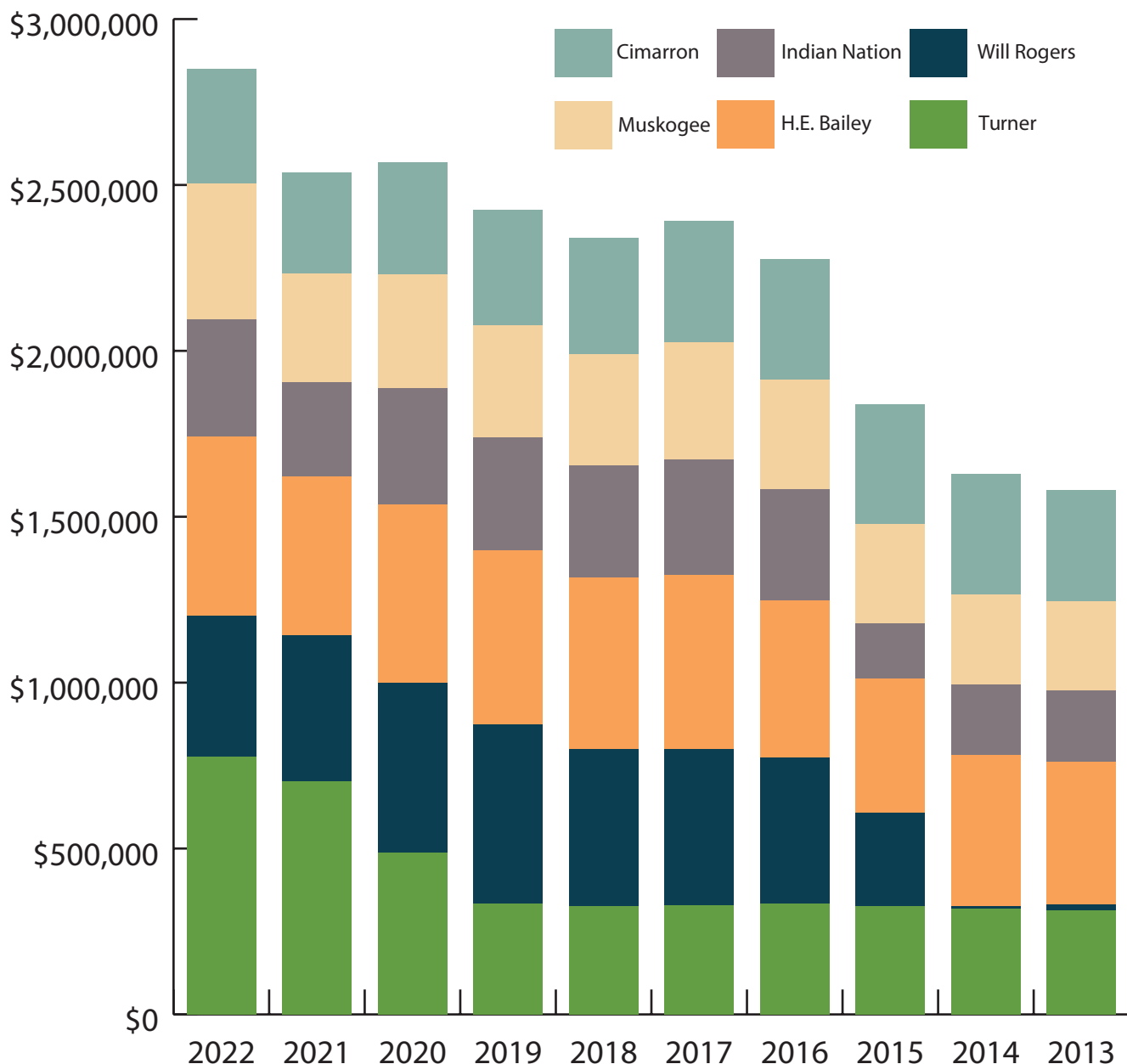
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Turnpike:										
Turner Turnpike	\$ 776,915	\$ 701,565	\$ 487,339	\$ 333,396	\$ 327,430	\$ 328,076	\$ 334,564	\$ 325,259	\$ 317,829	\$ 313,543
Will Rogers Turnpike	422,896	442,282	510,748	539,961	473,059	470,439	438,204	281,784	7,527	16,398
H.E. Bailey Turnpike	540,481	476,738	540,053	525,718	515,055	526,806	474,055	404,983	455,436	430,030
Indian Nation Turnpike	355,106	285,605	350,410	340,186	338,467	345,773	335,821	166,616	213,086	216,207
Muskogee Turnpike	408,850	326,965	341,522	337,018	335,262	354,614	329,231	299,645	272,041	269,441
Cimarron Turnpike	345,575	304,667	337,890	348,786	352,334	364,342	364,977	360,078	361,087	333,686
Subtotals	\$ 2,849,823	\$ 2,537,822	\$ 2,567,962	\$ 2,425,065	\$ 2,341,607	\$ 2,390,050	\$ 2,276,852	\$ 1,838,365	\$ 1,627,006	\$ 1,579,305
Effect of Implementation of GASB 87*	-	55,773	-	-	-	-	-	-	-	-
Totals	\$ 2,849,823	\$ 2,593,595	\$ 2,567,962	\$ 2,425,065	\$ 2,341,607	\$ 2,390,050	\$ 2,276,852	\$ 1,838,365	\$ 1,627,006	\$ 1,579,305

*Note: GASB 87 was implemented in 2022, this included a restatement adjustment for 2021.

CREEK TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Peoria-Elm	US 75-Glenpool	0.35	0.85	0.55	1.35	0.75	1.70	1.00	2.60	1.20	3.00	0.30	0.75	0.45	1.20	0.65	1.50	0.85	2.30	1.05	2.65
	S 49th West Ave	0.70	1.25	1.10	2.05	1.30	2.70	2.05	4.30	2.30	5.10	0.60	1.10	0.95	1.80	1.15	2.35	1.80	3.80	2.05	4.50
	SH 66-Sapulpa	1.00	1.25	1.60	2.05	2.00	2.70	3.00	4.30	3.45	5.10	0.85	1.10	1.40	1.80	1.75	2.35	2.65	3.80	3.05	4.50
US 75-Glenpool	S 49th West Ave	0.30	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10	0.25	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	SH 66-Sapulpa	0.30	0.40	0.60	0.70	0.85	1.00	1.40	1.70	1.70	2.10	0.25	0.35	0.50	0.60	0.75	0.85	1.25	1.50	1.50	1.85
Hickory Hill	SH 66-Sapulpa	0.30	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10	0.25	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85

CONCESSION REVENUE BY TURNPIKE, LAST TEN FISCAL YEARS



**SCHEDULE 8: RATIOS OF OUTSTANDING DEBT
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Net revenue bonds outstanding	\$ 1,779,086	\$ 1,847,651	\$ 1,870,989	\$ 1,970,348	\$ 2,040,338	\$ 1,755,771	\$ 935,259	\$ 994,144	\$ 1,050,759	\$ 1,105,368
Other long-term debt	170,116	50,000	50,000	15,000	15,000	15,000	69,700	15,000	15,000	18,000
Total outstanding debt	\$ 1,949,202	\$ 1,897,651	\$ 1,920,989	\$ 1,985,348	\$ 2,055,338	\$ 1,770,771	\$ 1,004,959	\$ 1,009,144	\$ 1,065,759	\$ 1,123,368
Electronic Tolls transactions	171,176	163,348	134,206	146,993	141,545	138,238	135,560	127,609	118,050	108,415
Cash transactions	24,691	32,641	31,852	39,220	42,387	45,648	49,670	49,666	49,146	47,756
Total toll transactions	195,867	195,989	166,058	186,213	183,932	183,886	185,230	177,275	167,196	156,171
Debt per Electronic Tolls transaction	\$ 11.39	\$ 11.62	\$ 14.31	\$ 13.51	\$ 14.52	\$ 12.81	\$ 7.41	\$ 7.91	\$ 9.03	\$ 10.36
Debt per cash transaction	78.94	58.14	60.31	50.62	48.49	38.79	20.23	20.32	21.69	23.52
Debt per total transaction	9.95	9.68	11.57	10.66	11.17	9.63	5.43	5.69	6.37	7.19

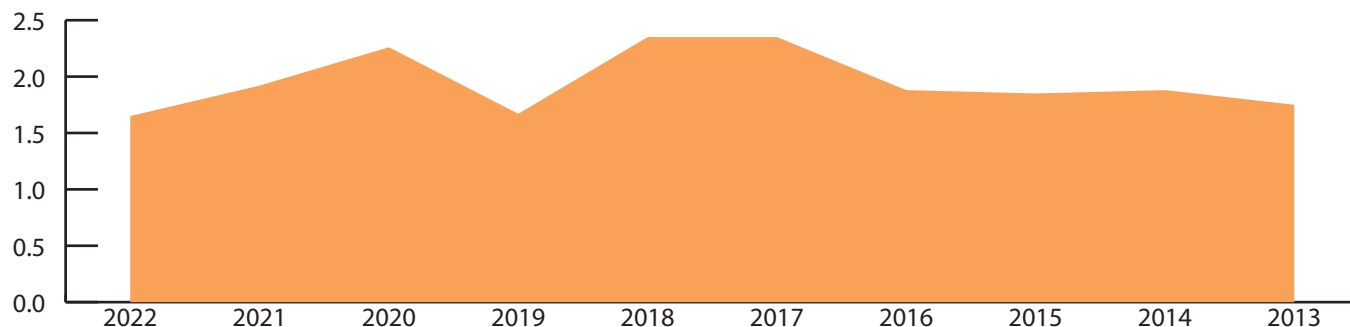
Note: For comparative purposes, the unamortized net debit has been excluded from the calculation of net revenue bonds outstanding, in accordance with GASB 63.

**SCHEDULE 9: PLEDGED-REVENUE COVERAGE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Gross revenues (1)	\$ 370,499	\$ 364,708	\$ 312,779	\$ 349,255	\$ 334,242	\$ 309,121	\$ 271,768	\$ 262,308	\$ 252,252	\$ 238,851
Operating expenses (2)	142,110	117,222	123,025	114,533	105,857	101,888	93,972	85,532	80,555	81,592
Net revenues available for debt service	\$ 228,389	\$ 247,486	\$ 189,754	\$ 234,722	\$ 228,385	\$ 207,233	\$ 177,796	\$ 176,776	\$ 171,697	\$ 157,259
Debt service for revenue bonds outstanding:										
Principal	\$ 67,250	\$ 56,345	\$ 10,930	\$ 57,780	\$ 56,645	\$ 54,590	\$ 56,505	\$ 54,050	\$ 51,780	\$ 49,775
Interest (3)	71,425	72,969	72,968	82,807	40,407	33,676	37,992	41,651	39,335	39,904
Total current debt service	\$ 138,675	\$ 129,314	\$ 83,898	\$ 140,587	\$ 97,052	\$ 88,266	\$ 94,497	\$ 95,701	\$ 91,115	\$ 89,679
Debt service coverage (4)	1.65	1.92	2.26	1.67	2.35	2.35	1.88	1.85	1.88	1.75

(1) Includes total operating revenues and interest earnings from investments
 (2) Total operating expenses excluding depreciation
 (3) Net of amounts capitalized during construction
 (4) Debt Service Coverage equals Net Revenues Available for Debt Service divided by Total Current Debt Service

DEBT SERVICE COVERAGE, LAST TEN FISCAL YEARS

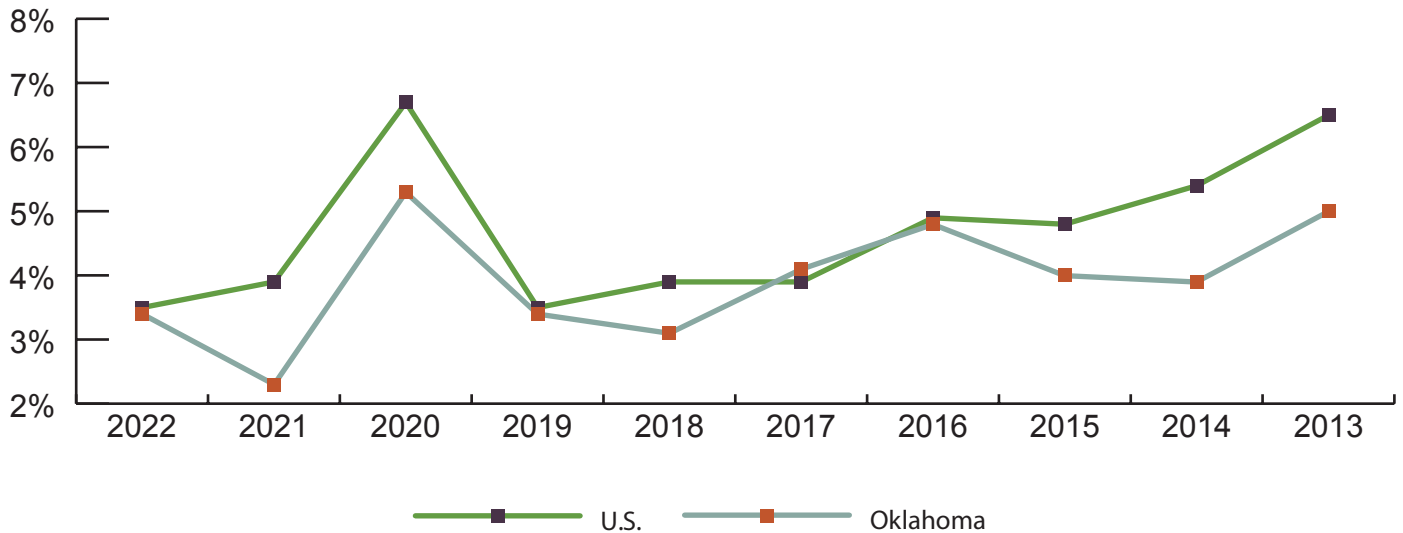


**SCHEDULE 10: DEMOGRAPHIC AND ECONOMIC STATISTICS
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Population:										
Oklahoma (thousands)	4,020	3,987	3,981	3,957	3,943	3,931	3,924	3,911	3,878	3,851
U.S. (thousands)	333,288	331,894	329,484	328,240	327,167	325,719	323,128	321,419	318,857	316,129
Per capita income:										
Oklahoma	\$ *	\$ 53,870	\$ 49,878	\$ 47,341	\$ 45,843	\$ 43,794	\$ 42,692	\$ 44,272	\$ 43,138	\$ 41,861
U.S.	65,148	63,551	58,955	56,690	53,694	50,395	49,495	47,690	46,030	44,408
Total personal income:										
Oklahoma (millions)	\$ 222	\$ 208	\$ 195	\$ 190	\$ 182	\$ 171	\$ 179	\$ 174	\$ 171	\$ 162
U.S.(billions)	22,224	20,987	19,499	18,922	18,017	16,719	16,290	15,612	15,014	14,268
Gross product:										
Oklahoma (millions)	\$ *	\$ 228	\$ 194	\$ 202	\$ 199	\$ 185	\$ 183	\$ 186	\$ 184	\$ 176
U.S. (billions)	25,461	22,993	21,488	21,429	20,501	19,058	18,566	17,943	17,348	16,663
Total labor force:										
Oklahoma (thousands)	1,884	1,862	1,846	1,846	1,837	1,842	1,824	1,848	1,818	1,797
U.S. (thousands)	164,966	162,294	160,567	164,556	163,240	160,597	159,640	157,833	156,142	155,083
% Rate of unemployment:										
Oklahoma	3.4%	2.3%	5.3%	3.4%	3.1%	4.1%	4.8%	4.0%	3.9%	5.0%
U.S.	3.5%	3.9%	6.7%	3.5%	3.9%	3.9%	4.9%	4.8%	5.4%	6.5%

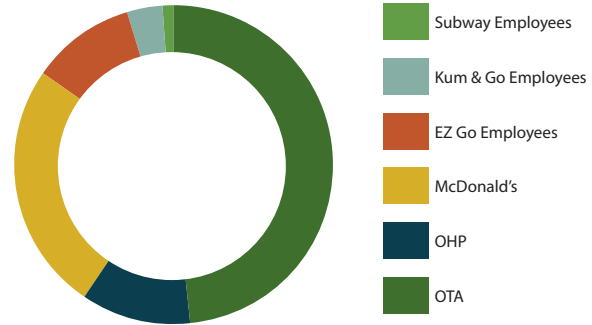
Sources: Web sites of the U.S. Census Bureau, Federal Reserve Bank of St. Louis and Bureau of Labor Statistics

UNEMPLOYMENT RATE, LAST TEN FISCAL YEARS



SCHEDULE 11A: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM - DECEMBER 31, 2022

	2022
OTA Employees	525
OHP (troopers assigned to OTA)	119
McDonald's Employees (concessionaire)	258
EZ Go Employees (concessionaire)	132
Kum & Go Employees (concessionaire)	34
Subway Employees (concessionaire)	10
Total	1,078



SCHEDULE 11B: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS

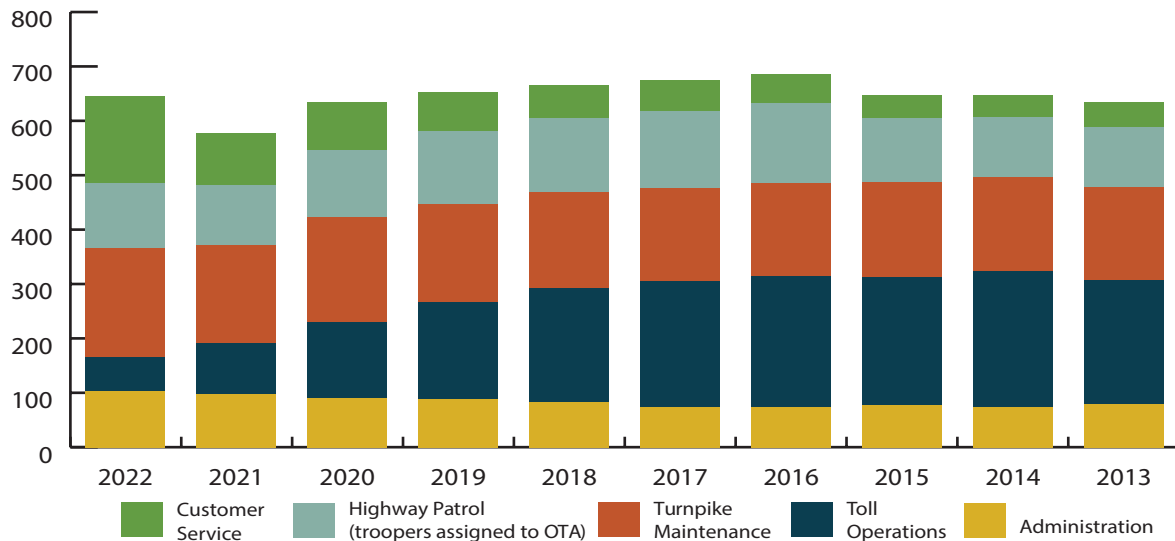
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
OTA Office Employees	263	195	179	160	146	131	128	120	115	126
OTA Field Employees	262	272	332	357	384	400	411	408	421	398
OHP (troopers assigned to OTA)	119	110	123	135	136	143	146	119	111	110
McDonald's Employees (concessionaire)	258	273	259	290	314	312	313	329	374	316
EZ Go Employees (concessionaire)	132	114	139	99	104	106	106	101	90	86
Kum & Go Employees (concessionaire)	34	40	57	42	40	34	32	33	53	10
Subway Employees (concessionaire)	10	10	11	13	14	15	18	15	*	*
Total	1,078	1,014	1,100	1,096	1,138	1,141	1,154	1,125	1,164	1,046

Note: There are no other employers within the jurisdiction of the Turnpike System, which is limited to the Turnpike System and rights-of-way.

SCHEDULE 12: FULL-TIME EMPLOYEES TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Administration	104	99	91	89	84	75	75	78	75	80
Toll Operations	62	92	138	178	209	231	239	235	249	227
Turnpike Maintenance	200	180	194	179	175	169	172	173	172	171
Highway Patrol (troopers assigned to OTA)	119	110	123	135	136	143	146	119	111	110
Customer Service	159	96	88	71	62	56	53	42	40	46
Total	644	577	634	652	666	674	685	647	647	634

FULL-TIME EMPLOYEES, LAST TEN FISCAL YEARS



Sources: Employment records from OTA and concessionaires.

**SCHEDULE 13: CAPITAL ASSET STATISTICS
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Turnpikes under operation (total length in miles)	630.1	624.4	616.7	607.0	600.9	600.9	600.9	600.9	600.9	604.9
Turner (opened 1953)	86.0	86.0	86.0	86.0	86.0	86.0	86.0	86.0	86.0	86.0
Will Rogers (opened 1957)	88.5	88.5	88.5	88.5	88.5	88.5	88.5	88.5	88.5	88.5
H.E. Bailey (opened 1964, 1987 and 2001)	94.6	94.6	94.6	94.6	94.6	94.6	94.6	94.6	94.6	94.6
Indian Nation (opened 1966 and 1970)	105.2	105.2	105.2	105.2	105.2	105.2	105.2	105.2	105.2	105.2
Muskogee (opened 1969)	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1	53.1
Cimarron (opened 1975)	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7
John Kilpatrick (opened 1991, 2000 and 2001)	25.3	30.3	30.3	31.4	25.3	25.3	25.3	25.3	25.3	25.3
SW John Kilpatrick (opened 2022)	5.0	-	-	-	-	-	-	-	-	-
Cherokee (opened 1991)	32.8	32.8	32.8	32.8	32.8	32.8	32.8	32.8	32.8	32.8
Chickasaw (opened 1991)	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	13.3	17.3
Creek (opened 1992, 2000, 2001 and 2002)	34.4	34.4	34.4	34.4	34.4	34.4	34.4	34.4	34.4	34.4
Kickapoo (opened 2020)	18.5	18.5	10.8	-	-	-	-	-	-	-
Gilcrease (opened 2022)	5.7	-	-	-	-	-	-	-	-	-
Lane miles:	2,493.7	2,471.0	2,462.9	2,449.0	2,433.00	2,413.00	2,413.0	2,413.0	2,413.0	2,420.9
Right-of-Way area: (000's acres)	33	33	33	33	33	33	33	33	33	33
Facilities:	307	300	312	303	303	303	304	303	296	291
Interchanges	102	98	94	88	88	88	88	88	88	87
Service areas	17	17	18	16	16	16	17	18	18	16
Maintenance buildings	183	180	195	195	195	195	195	193	186	184
Administration building	1	1	1	1	1	1	1	1	1	1
PIKEPASS customer service centers/stores	4	4	4	3	3	3	3	3	3	3
Total number of crossings over/under turnpikes:	932	905	873	789	789	789	789	789	789	789
Other highways or interchange ramps	565	550	533	499	499	499	499	499	499	499
Railroads	32	32	33	29	29	29	29	29	29	29
Rivers and streams	335	323	307	261	261	261	261	261	261	261
<i>Notes:</i>										
<i>In 2022, total lane miles were increased by addition of the Gilcrease Expressway</i>										
<i>In 2021, total lane miles were increased by the remaining 7.7 miles for Kickapoo Turnpike</i>										
<i>In 2020, total lane miles were increased by the new construction of 10.8 miles of 4-lane for the Kickapoo Turnpike from Turner to 23rd Street</i>										
<i>In 2020, total lane miles were expanded by adding 4.98 miles of 4-lane to the John Kilpatrick Turnpike.</i>										
<i>In 2019, total lane miles were expanded by completion of the widening project on the Turner Turnpike.</i>										
<i>In 2019, total lane miles were expanded by completion of the widening project on the Turner Turnpike.</i>										
<i>In 2018, total lane miles were expanded by partial completion of the widening project on the Turner Turnpike.</i>										
<i>In 2014, total lane miles were reduced for the US Highway 7 to US Highway 177 segment on the Chickasaw Turnpike which was transferred to the ODOT.</i>										
<i>In 2013, total lane miles were expanded by completion of the widening projects on the John Kilpatrick and Creek Turnpikes.</i>										
<i>In 2013, the OTA partnered with the Department of Tourism to establish an additional full service PIKEPASS store within the Tourism Information Center in Oklahoma City..</i>										
<i>Sources: Various OTA Divisions.</i>										

SCHEDULE 14: INSURANCE IN FORCE, AS OF DECEMBER 31, 2022

INSURANCE		POLICY	COVERAGE	DEDUCTIBLE	ANNUAL OR LAST PREMIUM
Fire & extended coverage for buildings & contents, bridges and computers	08/01/2022 - 07/31/2023	State of Oklahoma	\$ 231,215,703 Buildings & Contents	\$ 10,000	\$ 426,107
		Certificate #978	1,595,329,109 Bridges (100%)	200,000	1,365,442
Auto liability	07/01/2022 - 06/30/2023	State of Oklahoma	175,000 Bodily injury	-	43,541
		Certificate #978	25,000 Property damage		
			1,000,000 Per occurrence		
Auto Physical Damage (Specialty Vehicle)	08/01/2022 - 08/01/2023	State of Oklahoma		5% of vehicle value	9,565
		Certificate #978			
Comprehensive general liability, personal and injury liability	07/01/2022 - 06/30/2023	State of Oklahoma	175,000 Bodily injury	-	15,570
		Certificate #978	25,000 Property damage		
			1,000,000 Per occurrence		
Director's, Officer's, & Employee's Insurance	10/30/2022 - 10/29/2023	State of Oklahoma	35,000,000 Aggregate	150,000	25,485
		Certificate #978	5,000,000 Per occurrence		
Public Employee Dishonesty Insurance	10/30/2022 - 06/30/2023	State of Oklahoma	50,000 Per employee	5,000	N/A
		Certificate #978	(Provided by State)		
Cyber Insurance	09/24/2021 - 09/24/2022	OBD-CB-SX2PA6SEL - Policy NO. Primary Layer -\$1,000,000.00	1,000,000 \$1,000,000 Aggregate Limit	50,000	27,675
		State Risk Management	100,000,000 Liabilities (Okla)	-	311,266
Workers compensation	07/01/2022 - 06/30/2023	#00338640	100,000 Employee injuries		
Health benefits	01/01/2022 - 12/31/2022	State of Oklahoma	Various Life, hospital, surgical, major medical, & dental	Various	899,066
		#0001			
		Travelers C&S Ins.			
Surety bond	07/01/2022 - 07/01/2023	#107423265	25,000 William L Berry Jr	n/a	100
	07/01/2021 - 07/01/2023	#1107119226	25,000 John Jones	n/a	100
	04/01/2022 - 03/31/2023	#106461440	100,000 Dana Weber	n/a	350
	04/01/2022 - 03/31/2023	#105639652	25,000 Gene Love	n/a	100
	04/01/2022 - 03/31/2023	#107077778	25,000 John Titsworth	n/a	100
	04/01/2022 - 03/31/2023	#107077794	25,000 Todd Cone	n/a	100

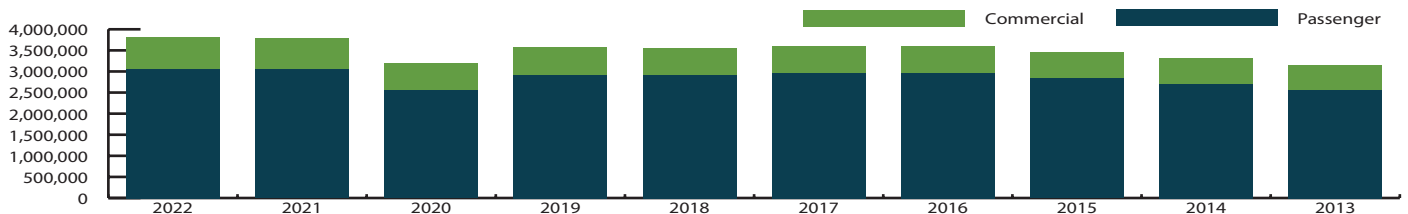
SCHEDULE 15: OPERATING INDICATORS
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(CONCESSION INFORMATION PRESENTED IN 000'S OF DOLLARS/GALLONS)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Concessions:										
Concessionaire restaurant sales (\$)	21,554	21,509	17,224	20,646	20,321	23,742	22,867	18,971	17,345	18,087
Concessionaire service station sales (\$)	22,997	22,125	17,405	18,837	18,184	14,991	14,738	15,991	13,277	12,878
Concessionaire gasoline sales (gallons)	22,566	23,234	19,380	22,463	22,380	19,534	20,052	21,671	18,114	16,688
Concessionaire diesel sales (gallons)	17,101	17,835	14,854	13,492	15,864	14,493	15,089	18,729	14,203	13,756
Concessionaire rent paid to OTA (\$)	2,850	2,253 *	2,568	2,425	2,342	2,390	2,277	1,838	1,627	1,579
Highway Patrol:										
Total citations	16,394	21,005	19,542	24,012	23,838	26,968	29,180	26,042	27,774	28,775
Total warnings	33,981	49,060	69,606	88,002	96,115	112,493	100,959	87,193	90,924	106,748
Motorist assists	12,605	14,862	17,224	18,598	20,504	21,449	20,467	18,820	19,431	17,098
Accidents	1,451	1,582	1,368	1,560	1,594	1,434	1,513	1,480	1,209	1,111
Accidents per 100 million miles	36.88	40.21	45.07	43.67	44.86	39.99	42.21	42.98	36.65	35.41
Fatalities	31	20	25	18	28	25	33	20	29	31
Fatalities per 100 million miles	0.79	0.51	0.82	0.50	0.79	0.7	0.92	0.58	0.88	0.99
PIKEPASS:										
Total active PIKEPASS accounts	972,914	855,348	828,560	787,193	744,672	705,584	715,127	634,151	596,716	624,455
Total active PIKEPASS transponders	2,350,690	2,185,894	2,705,813	1,949,652	1,873,581	1,777,499	1,748,180	1,672,405	1,557,593	1,422,271
Total customer service calls received	948,749	765,444	596,064	740,319	709,974	703,857	677,614	644,520	604,331	577,287
Turnpike maintenance:										
Joint and crack sealing (linear feet)	1,435,196	1,762,592	2,430,203	976,971	1,615,582	2,433,341	1,778,351	1,813,870	2,283,299	1,668,171
Fence Repair/Replacement (linear feet)	31,783	17,399	8,392	68,169	188,447	101,156	182,750	40,363	110,336	143,098
Vegetation management (acres)	36,695	19,090	26,874	34,804	51,951	58,115	72,526	56,401	59,160	33,781
Snow removal operations (lane miles)	142,863	96,301	135,656	75,533	70,857	69,833	33,963	188,811	107,296	128,842
Turnpike operations:										
Average toll collected (\$):										
<i>(toll revenues / transactions)</i>										
Passenger	1.22	1.22	1.19	1.20	1.18	1.13	0.99	0.98	0.99	1.00
Commercial	7.55	7.90	7.89	7.68	7.48	7.07	6.36	6.35	6.42	6.64
Average trip length (miles):										
<i>(mileage / transactions)</i>										
Passenger	17.3	17.1	12.0	17.2	17.4	17.6	17.5	17.5	17.7	18.0
Commercial	39.7	41.3	13.8	40.7	40.3	40.2	40.3	40.2	40.6	41.9
Average toll/mile (¢)										
<i>(toll revenues / mileage)</i>										
Passenger	7.0	7.1	7.0	7.0	6.8	6.4	5.7	5.6	5.6	5.5
Commercial	18.9	19.1	19.1	18.9	18.6	17.6	15.8	15.8	15.8	15.9
Sources: Various OTA Divisions.										
*Note: GASB 87 was implemented in 2022; this included a restatement adjustment for 2021.										

**SCHEDULE 16: MILEAGE BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2022 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF MILES)**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Turner Turnpike										
Passenger	726,559	740,804	627,187	750,991	743,350	757,489	757,721	714,505	681,093	652,340
Commercial	236,572	240,863	210,137	205,665	203,490	199,541	190,940	187,862	187,426	178,292
Total	963,131	981,667	837,324	956,656	946,840	957,030	948,661	902,367	868,519	830,632
Will Rogers Turnpike										
Passenger	469,093	486,527	408,675	478,684	489,693	520,497	532,815	506,834	487,844	464,490
Commercial	266,423	270,589	235,434	231,542	228,131	225,626	223,236	222,240	218,596	209,567
Total	735,516	757,116	644,109	710,226	717,824	746,123	756,051	729,074	706,440	674,057
H. E. Bailey Turnpike										
Passenger	402,124	397,990	351,516	411,059	397,822	392,253	395,135	374,259	360,895	347,672
Commercial	63,324	53,041	53,047	58,310	56,917	51,524	47,591	47,219	48,631	42,728
Total	465,448	451,031	404,563	469,369	454,739	443,777	442,726	421,478	409,526	390,400
Indian Nation Turnpike										
Passenger	162,664	163,325	130,626	166,576	163,324	165,703	168,221	170,181	162,806	158,411
Commercial	48,672	48,007	44,030	48,108	47,929	46,387	43,814	44,470	44,070	43,532
Total	211,336	211,332	174,656	214,684	211,253	212,090	212,035	214,651	206,876	201,943
Muskogee Turnpike										
Passenger	274,463	282,223	247,676	261,923	257,302	255,785	267,656	260,353	245,281	242,865
Commercial	34,731	35,727	33,723	35,082	37,436	39,091	40,316	39,760	38,471	29,813
Total	309,194	317,950	281,399	297,005	294,738	294,876	307,972	300,113	283,752	272,678
Cimarron Turnpike										
Passenger	123,905	126,846	108,506	135,061	135,680	143,046	144,280	141,341	135,738	129,921
Commercial	32,191	31,058	29,837	30,736	30,685	31,021	30,369	30,835	31,425	31,163
Total	156,096	157,904	138,343	165,797	166,365	174,067	174,649	172,176	167,163	161,084
John Kilpatrick Turnpike										
Passenger	446,198	423,946	330,708	330,655	327,107	324,885	322,702	301,964	276,294	249,628
Commercial	29,600	23,361	17,272	16,028	15,026	13,610	12,660	12,723	11,425	9,778
Total	475,798	447,307	347,980	346,683	342,133	338,495	335,362	314,687	287,719	259,406
SW John Kilpatrick Turnpike										
Passenger	27,372	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	1,845	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	29,217	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cherokee Turnpike										
Passenger	76,942	78,639	67,681	79,124	80,661	82,105	83,678	79,127	73,447	70,971
Commercial	15,470	15,774	14,111	14,086	12,744	12,863	13,004	12,587	12,166	11,720
Total	92,412	94,413	81,792	93,210	93,405	94,968	96,682	91,714	85,613	82,691
Chickasaw Turnpike										
Passenger	17,488	16,610	14,638	17,723	17,588	17,052	15,448	14,592	13,641	12,967
Commercial	3,003	3,581	2,995	2,936	2,724	2,851	4,024	3,727	4,120	3,670
Total	20,491	20,191	17,633	20,659	20,312	19,903	19,472	18,319	17,761	16,637
Creek Turnpike										
Passenger	289,969	297,449	256,179	287,187	293,263	292,723	280,208	268,935	255,112	237,910
Commercial	12,426	12,997	10,748	10,833	12,078	11,990	10,220	10,083	10,307	10,089
Total	302,395	310,446	266,927	298,020	305,341	304,713	290,428	279,018	265,419	247,999
Kickapoo Turnpike										
Passenger	41,971	26,679	1,275	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	5,168	2,936	93	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	47,139	29,615	1,368	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Gilcrease Expressway										
Passenger	756	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	803	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	3,059,504	3,041,038	2,544,667	2,918,983	2,905,790	2,951,538	2,967,864	2,832,091	2,692,151	2,567,175
Commercial	749,472	737,934	651,427	653,326	647,161	634,504	616,174	611,506	606,637	570,352
Total Mileage	3,808,976	3,778,972	3,196,094	3,572,309	3,552,951	3,586,042	3,584,038	3,443,597	3,298,788	3,137,527

MILEAGE BY TYPE, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF MILES)



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Oklahoma Turnpike Authority

Single Audit Reports

December 31, 2022



Oklahoma Turnpike Authority
December 31, 2022

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Oklahoma Turnpike Authority
Schedule of Expenditures of Federal Awards
Year Ended December 31, 2022

Federal Grantor/Pass-Through Grantor/Program Title	Federal Assistance Listing Number	Passed Through to Subrecipient	Total Federal Expenditures
U.S. DEPARTMENT OF TRANSPORTATION			
<i>Direct Award</i>			
Transportation Infrastructure Finance and Innovation Act	20.223	\$ -	\$ 120,116,113
Total U.S. Department of Transportation		-	120,116,113
Total Schedule of Expenditures of Federal Awards		\$ -	\$ 120,116,113

Oklahoma Turnpike Authority
Notes to Schedule of Expenditures of Federal Awards
Year Ended December 31, 2022

Note 1: Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of the Oklahoma Turnpike Authority (the Authority) under programs of the federal government for the year ended December 31, 2022. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

Note 2: Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

Note 3: Indirect Cost Rate

The Authority has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

Note 4: Federal Loan Programs

The federal loan programs listed subsequently are administered directly by the Authority, and balances and transactions relating to the program are included in the Authority’s basic financial statements. Loans outstanding at the beginning of the year and loans made during the year are included in the federal expenditures presented in the Schedule. The balance of loans outstanding at December 31, 2022 consists of:

Assistance Listing Number	Program Name	Outstanding Balance at December 31, 2022
20.223	Transportation Infrastructure Finance and Innovation Act	\$120,116,113

Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards

Independent Auditor's Report

Members

Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

We have audited, in accordance with the 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 (*Government Auditing Standards*), the financial statements of the Oklahoma Turnpike Authority (the Authority), which comprise the Authority's statement of financial position as of December 31, 2022 and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended and the related notes to the financial statements, and have issued our report thereon dated March 31, 2023, which contained an "Emphasis of Matter" paragraph regarding a change in accounting principles.

Report on Internal Control over Financial Reporting

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

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. *A material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Members
Oklahoma Turnpike Authority

Report on Compliance and Other Matters

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

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

FORVIS,LLP

Tulsa, Oklahoma
March 31, 2023

Report on Compliance for the Major Federal Program; Report on Internal Control over Compliance and Report on Schedule of Expenditures of Federal Awards Required by Uniform Guidance

Independent Auditor's Report

Members

Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Oklahoma Turnpike Authority's (the Authority) compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on the Authority's major federal program for the year ended December 31, 2022. The Authority's major federal program is identified in the "Summary of Auditor's Results" section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2022.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the "Auditor's Responsibilities for the Audit of Compliance" section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over

Members
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compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the “Auditor’s Responsibilities for the Audit of Compliance” section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the business-type activities of the Authority, as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements. We have issued our report thereon dated March 31, 2023, which contained an unmodified opinion on those financial statements and an “Emphasis of Matter” paragraph regarding a change in accounting principles. Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

FORVIS,LLP

Tulsa, Oklahoma
March 31, 2023

Oklahoma Turnpike Authority
Schedule of Findings and Questioned Costs, continued
Year Ended December 31, 2022

Section II – Financial Statement Findings

Reference Number	Finding
	No matters are reportable.

Section III – Federal Award Findings and Questioned Costs

Reference Number	Finding
	No matters are reportable.

Oklahoma Turnpike Authority
Summary Schedule of Prior Audit Findings
Year Ended December 31, 2022

**Reference
Number**

Summary of Finding

No matters are reportable.