



FOR THE YEARS ENDED
DECEMBER 31, 2018 AND 2017

COMPREHENSIVE ANNUAL FINANCIAL REPORT



A COMPONENT UNIT OF THE STATE OF OKLAHOMA





OKLAHOMA TURNPIKE AUTHORITY

A COMPONENT UNIT OF THE STATE OF OKLAHOMA



OKLAHOMA CITY, OKLAHOMA
PREPARED BY THE CONTROLLER DIVISION

About the OKLAHOMA TURNPIKE AUTHORITY

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

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

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

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April 30, 2019

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 comprehensive annual financial report (CAFR) for the year ended December 31, 2018. The Controller Division has prepared this CAFR in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA.

Management of the OTA is responsible for the establishment and maintenance of internal accounting controls that have been designed to ensure assets are safeguarded and financial transactions are properly recorded and adequately documented. 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, 2018, by the OTA's independent auditors, Grant Thornton LLP. Their report is included in the Financial Section of the CAFR. 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 ten turnpikes covering approximately 605 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 debt is 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 three assistant executive directors 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 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

After experiencing a recent downturn, Oklahoma's economy continued to expand throughout 2018. The 2019 Greater Oklahoma City Economic Forecast report authored by Dr. Russell Evans, Oklahoma City economist and Oklahoma City University economics professor, and Mr. Eric Long, research economist, indicated that the U.S. economy has posted several years of economic expansion which accelerated in 2018. The Oklahoma City (OKC) and Tulsa metro areas have benefited from this surge and followed the national urbanization trends. A significant portion of the State's economy and growth are attributable to these areas, representing 70% of Oklahoma's

INTRODUCTORY SECTION

gross domestic product (GDP) and 60% of the population. As the Journal Record reported, Evans cautions that economic activities are expected to moderate, and the extent of the moderation and its impact into the 2019-2020 fiscal year are as yet unknown.

According to the January 2019 Bureau of Economic Analysis, U.S. GDP in the 4th quarter of 2018 increased at an annual rate of 2.6%. The January 2019 "Oklahoma Economic Indicators" prepared by senior economist Monty Evans, states that information services, durable goods manufacturing, professional, scientific, and technical services and real estate, rental and leasing were the leading contributors to the increase in real GDP nationally in the 2nd quarter 2018. Also, Oklahoma's real GDP for the 2nd quarter 2018 accelerated to 4.1% after contracting in the previous quarter. 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; over the year, statewide crude production was up when compared to 2017.

The Oklahoma unemployment rate for December 2018 was 3.2%, less than the national rate of 3.9%. The Oklahoma unemployment rate has steadily declined the past three months. The Federal Reserve Bank of Philadelphia gave Oklahoma a leading index of 2.9% for November 2018, an increase from 1.7% in November 2017. From March 2015 to March 2016, Oklahoma's index had been in the negative range for four of 13 readings, but the State's economy has improved. Overall, Oklahoma's leading index suggests expansion in the State's economy into mid-2019.

According to State Treasurer Randy McDaniel, gross receipts to the Treasury in January 2019 were \$1.2 billion, although the effect of lower energy prices are evident. This marks a third year of growth, with January 2019 collections exceeding January 2018 by 8.9%. Gross income tax collections generated \$459.4 million, an increase of 2.1% from the previous January. Also, individual income tax collections for January 2019 were \$412.9 million, a 1.1% increase over January 2018. Sales tax collections, including remittances on behalf of cities and counties, totaled \$419.9 million in January 2019, \$13.0 million and 3.2% more than January 2018. Gross production taxes on oil and natural gas increased 64.7% from last January, however, compared to December reports, gross production collections reflected a decrease of \$18.3 million, or 15.4%. Treasurer McDaniel remarked that while all major revenue streams reported increases, the volatility of energy prices underscores the necessity of proceeding cautiously.

Kimberly Amadeo, President of WorldMoneyWatch.com, reports experts predict U.S. GDP growth to slow from 3% in 2018 to 2.1% in 2019. The unemployment rate is expected to remain at 3.7%, well below the Fed's 6.7% target. Inflation is anticipated to be 1.8% in 2019. U.S. manufacturing is forecasted to increase faster than the general economy, with production expected to grow 3.9% in 2019. Short-term interest rates will continue to rise resulting from actions by the Federal Open Market Committee (FOMC). In December 2018, the FOMC raised the federal funds rate to 2.5% and, as of March 2019, does not anticipate another increase in the near future. In October 2017, the FOMC indicated it would reduce its \$4.0 trillion in Treasuries; recent indications are this may not happen as rapidly as first anticipated. Long-term interest rates are affected when the Fed is no longer replacing the securities it owns, as this creates more of a supply in the Treasury market. Though dependent on the demand for this low risk investment, the resulting likelihood will be a rise in the yield on the 10-year Treasury note, with the offset an increase in the fixed interest rate on mortgages and corporate bonds.

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. Oklahoma's infrastructure plays a key role in the movement of goods, with the Turnpike System providing critical components of that infrastructure. The Turnpike System facilitates movement along these corridors and assists 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 contributes to the State's economic development by bridging communities both in and out of the State. Responding to growing traffic volumes and congestion, 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. 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. The OTA remains committed to customer convenience, quality roadways and fiscal responsibility.

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 entails six major projects and, as Governor Fallin stated, "is about ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come." This program is 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. In support of this endeavor, over the last two years the Authority issued \$1,113.2 million in Revenue Bonds to provide proceeds dedicated to these projects.

The Authority is responsible for adopting toll rates for the System and can modify those as needed, based on consultation with and recommendation from the OTA's consulting traffic engineer. To assist with funding the Driving Forward infrastructure replacement and expansion, an incremental toll increase was authorized by the Authority in December 2016. The first incremental toll increase of approximately 12.0% occurred March 1, 2017, with the second approximate 2.5% increase effective as of January 3, 2018. The third phase is planned for mid-2019. Prior to 2017, the last toll increase occurred in August 2009. Net toll revenues for 2018 increased to \$317.7 million, 5.6% over 2017 net toll revenues of \$300.8 million. Revenue projections for 2019 are estimated to be approximately \$324.1 million. These toll revenues, along with bond proceeds, will provide the necessary funds to continue the Authority's commitment to its asset expansion and preservation.

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 continuously identifies the maintenance, rehabilitation and improvement needs of the existing Turnpike System through its Capital Plan. These needs are prioritized into a five-year maintenance and rehabilitation program designed to keep existing turnpikes in good condition, thereby maintaining traffic flows and extending the useful life of the turnpikes. The 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 2019-2023 is approximately \$579.4 million. This plan includes \$175.7 million for paving rehabilitation, \$36.8 million for dowel bar retrofit grinding, \$53.5 million for bridge rehabilitation, \$16.7 million in concession area redevelopment, \$27.2 million in interchanges and toll plaza improvements, \$68.3 million for other roadway improvements, \$57.1 million for *PIKEPASS* (the Authority's electronic tolling process) and toll collection related items, \$10.5 million for highway patrol related items, \$6.0 million for maintenance machinery and equipment, \$6.8 million in building improvements, \$2.0 million in concrete panel lifting and \$23.8 million for various other capital projects. The

remaining \$95.0 million included In the Capital Plan has been allocated for the Gilcrease Expressway along with contributions from other partners.

The Consulting Engineer performed the 2018 annual inspection of the Turnpike System as required by the Trust Agreement, and presented a report detailing information in regards to bridges, paving, drainage, lighting, signs and architectural features. This report was used to develop the OTA's 2019 Capital Plan. Total funding for the aforementioned areas in the 2019 Capital Plan is approximately \$94.7 million, with \$42.5 million provided by the Reserve Maintenance Fund and \$52.2 million from the General Fund.

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 pavement and toll plazas, as well as developing new alignments that will provide additional routes around Oklahoma City. The various projects included in Driving Forward are the OTA's primary focus. In 2018, the new Chickasha toll plaza project on the H.E. Bailey Turnpike was opened for traffic. Construction of an "urban turnpike corridor" with lighting, wider lanes and additional lanes is underway on the Turner Turnpike, beginning east of Bristow and extending east through the Creek Turnpike West junction of the Turner Turnpike. Just prior to the 2018 Thanksgiving weekend the first eight miles, between west Tulsa and Bristow, of the 22-mile Turner Turnpike lane expansion was opened to traffic. Completion of this project is anticipated for mid-2019.

The Eastern Oklahoma County Corridor will connect I-40, east of Tinker Air Force Base, north to the Turner Turnpike. This corridor will ultimately produce a drive-time reduction to access Tulsa from the OKC metro and a needed new loop to alleviate current congestion traffic in the Oklahoma City area. Construction commenced during the second quarter of 2018 on the John Kilpatrick Turnpike Extension with the I-40 interchange southwest extension project.

Partnerships assist the OTA in completing needed improvements in a timely and cost efficient manner. As part of the construction related to Driving Forward, agreements between the OTA and the ODOT and other municipalities have been initiated to capitalize on the mobilized construction efforts the OTA currently has in the field. Additionally, after inclusion of the Gilcrease Expressway bridge over the Arkansas River in Tulsa as a component of Driving Forward and many years of discussion between the OTA, the City of Tulsa, Tulsa County, the Indian Nations Council of Governments ("INCOG"), the Oklahoma Department of Transportation ("ODOT") and the Federal Highway Administration ("FHWA"), an innovative governmental partnership has been conceived to construct a more complete and operationally efficient segment. The OTA will leverage work that has been accomplished to date in the corridor and resources made available through the partnership to deliver and subsequently operate a connection between Interstate 44 and US Highway 412.

Although Driving Forward continues to be a top priority for the OTA, achieving system maintenance, rehabilitation and improvements identified in the Capital Plan, also remains important. In keeping with the Capital Plan, progress on several major projects was realized in 2018. Pavement rehabilitation is a constant priority for the OTA. Service plaza renovations and toll interchange improvements are underway for certain turnpikes and a variety of other projects continue. The Authority has focused on rehabilitating several bridges, many of which include joint projects partnership with the ODOT.

Other major initiatives include 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 for travelers desiring free-flow travel. The *PIKEPASS* system is the OTA's automated electronic toll collection system which allows customers to travel at highway speeds through designated lanes without stopping to pay tolls. 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 eases congestion around the plazas, improves safety and enhances driver satisfaction. *PIKEPASS* customers enjoy a 5.0% average savings off the cash toll price 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. Another special convenience the OTA provides for travelers is "PlatePay", a license plate tolling system at the Peoria-Elm ramps and Jenks interchanges on the Creek Turnpike. For this sole location, toll gates are cashless; if a traveler does not have a *PIKEPASS*, a scanner will read the vehicle's license plate and an invoice will be sent.

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 maintains a full service *PIKEPASS* customer service call center and store located in Oklahoma City and another full service *PIKEPASS* store located in Tulsa. The OTA also maintains another full service *PIKEPASS* store within the Tourism Information Center in Oklahoma City, as part of a continued partnership with the Department of Tourism.

To assist in achieving interoperability and advance to the next level of technology, the Turnpike System utilizes Encompass 6 transponder readers, which have multi-protocol functionality. The OTA is currently interoperable with four partners: the North Texas Tollway Authority (NTTA), the Kansas Turnpike Authority (KTA), the Central Texas Regional Mobility Authority (CTRMA), and the Fort Bend County Toll Road Authority (Ft. Bend). Through interoperability, an OTA customer can use a *PIKEPASS* transponder on toll roads, bridges and tunnels on its partners' systems. Conversely, a customer from a partner agency could use their agency's respective transponder on all ten turnpikes throughout Oklahoma. The OTA is in continued discussions with other tolling entities to determine strategies for achieving further national interoperability. For 2019, the OTA anticipates achieving interoperability with the remaining partners in Texas. Providing first class customer service is of utmost importance to the OTA for all of its customers.

AWARDS AND ACKNOWLEDGMENTS

INTRODUCTORY SECTION

The OTA is a proud sponsor of Keep Oklahoma Beautiful (KOB). For the fourth consecutive year, the OTA and the ODOT earned the KOB 2018 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 2018 "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% county participation in the Great American Clean Up, and the only state to do it for nine consecutive years. Combined efforts of all those involved saved taxpayers an estimated \$5.0 million in litter removal costs.

During 2018, the OTA was a recipient of two engineering awards. The Oklahoma Public Works Association awarded the Bronze Award for the modernization of the Coweta Toll plaza on the Muskogee Turnpike. Additionally, the American Concrete Pavement Association presented the OTA with the National Silver Award for the reconstruction project of the concrete pavement on the Muskogee Turnpike from MP 0 to MP 9.5.

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the OTA for its CAFR for the year ended December 31, 2017. In order to be awarded a Certificate of Achievement, the governmental unit must publish an easily readable and efficiently organized CAFR conforming to program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. The OTA has received this prestigious award since 1990. The OTA believes that its current CAFR continues to meet the Certificate of Achievement Program requirements and will be submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the efficient and dedicated efforts given by the Controller and the Finance and Revenue Divisions' staff who prepared the report and graphic design assistance from the Information Technology 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



DANA WEBER
CHAIRWOMAN



TIM GATZ
EXECUTIVE DIRECTOR



JULIE PORTER
CONTROLLER



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

Oklahoma Turnpike Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2017

Christopher P. Morrell

Executive Director/CEO

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.

MUSKOGEE TURNPIKE

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

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.



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.

JOHN KILPATRICK TURNPIKE

Authorized by the State Legislature in 1987, the original 9.5 miles opened in 1991, and the 15.8 mile extension opened in sections during 2000 and 2001. Four-lane, limited access, urban highway extending 25.3 miles from the Oklahoma City interchange of the Turner Turnpike and I-35 to I-40 between Mustang and Sara Road. The route is generally along Memorial Road on the north, turning south parallel to Sara Road just west of County Line Road, passing by Lake Overholser on its west side parallel to Morgan Road to an interchange at I-40, giving access to traffic traveling east and west on the interstate system. Interchanges at Eastern Ave., U.S. 77/Broadway Extension, Western Ave., Pennsylvania Ave., May Ave., Portland Ave./Lake Hefner Parkway, Meridian Ave., MacArthur Blvd., Rockwell Ave., NW Expressway, Wilshire Blvd., S.H. 66 and N.W. 10th.

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.

INDIAN NATION TURNPIKE

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

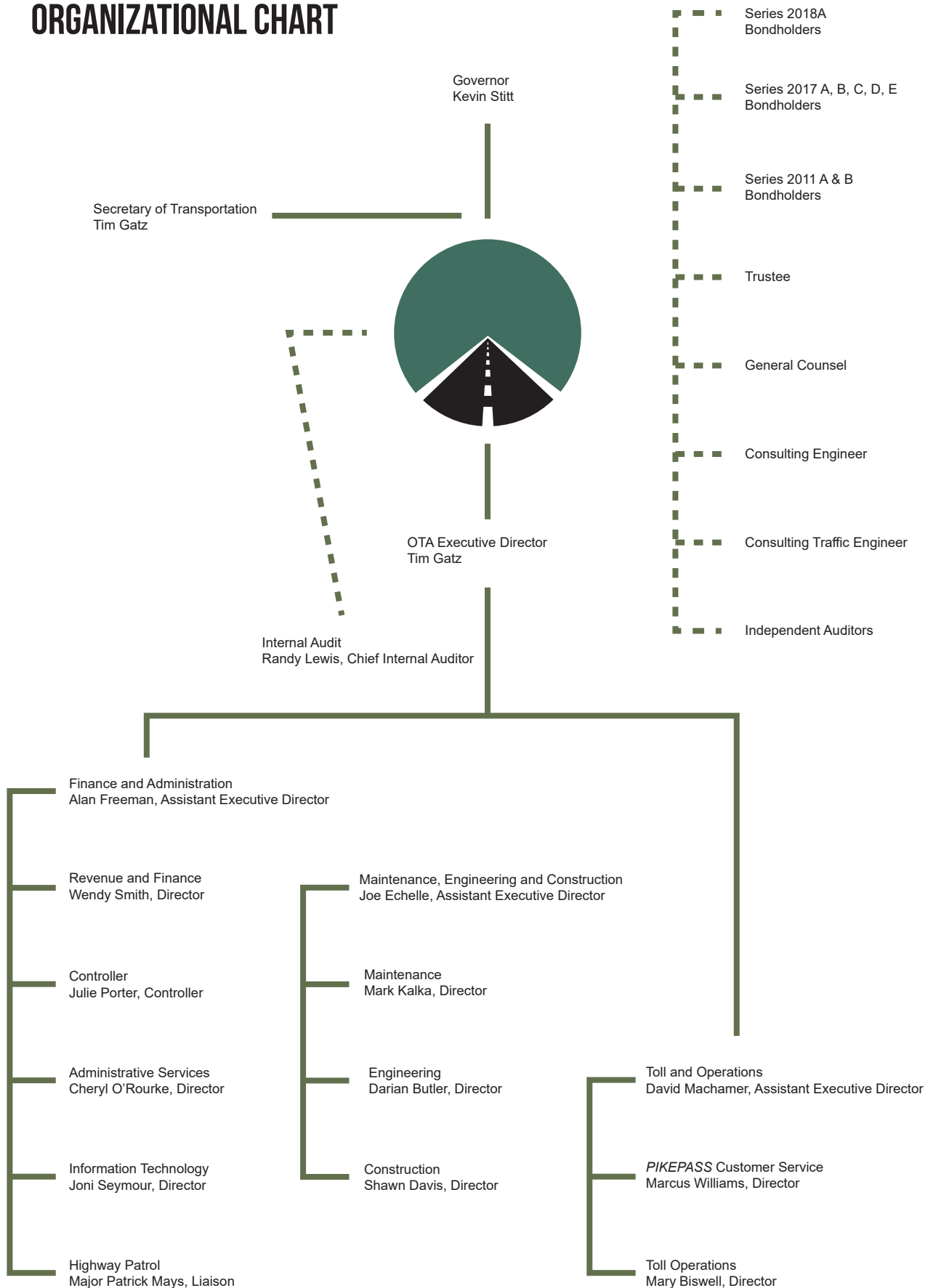
CHEROKEE TURNPIKE

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.

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.

ORGANIZATIONAL CHART



OKLAHOMA TURNPIKE AUTHORITY MEMBERS



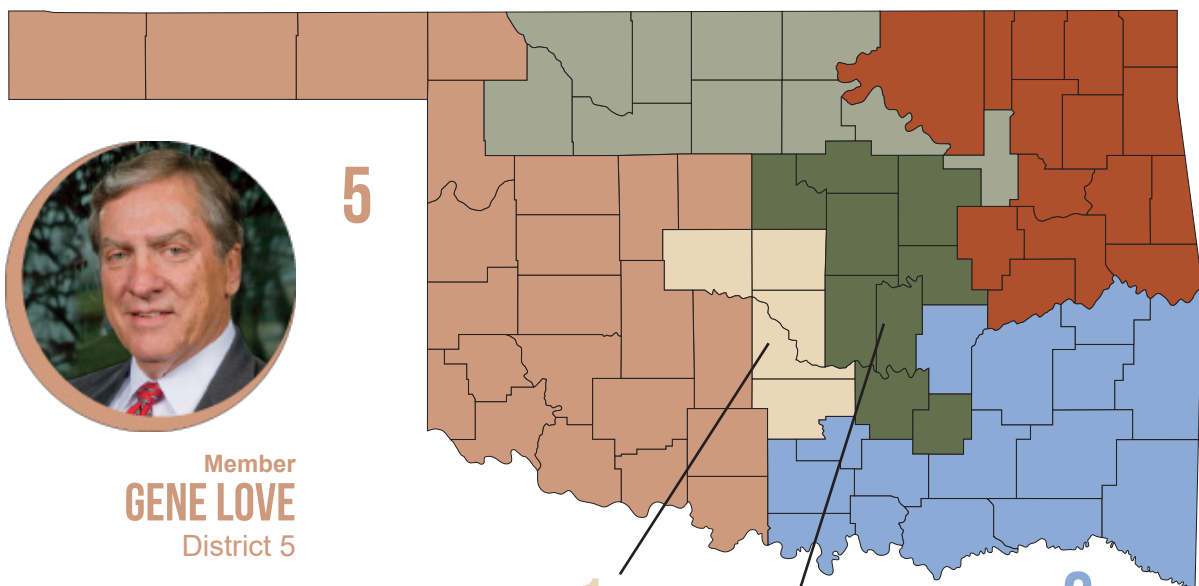
Chairwoman
DANA WEBER
District 4



Member
TODD CONE
District 2

4

2



5

1

6



Member
GENE LOVE
District 5



Secretary & Treasurer
G. CARL GIBSON
District 1



Member
GUY BERRY
District 3

3



Member
JOHN TITSWORTH
District 6

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United Rentals
3-03



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REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS

Members
Oklahoma Turnpike Authority

Report on the financial statements

We have audited the accompanying financial statements of Oklahoma Turnpike Authority (the "Authority") as of and for the year ended December 31, 2018 and 2017, and the related notes to the financial statements, which collectively comprise the Entity's basic financial statements as listed in the table of contents.

Management's responsibility for the financial statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditor's responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Entity's preparation and fair presentation of the financial statements 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, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of December 31, 2018 and 2017, and the respective changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of matter

As discussed in Note 1.C. to the financial statements, the Authority has adopted new accounting guidance in 2018 and 2017 related to the accounting for postemployment benefits other than pensions ("OPEB"). Our opinion is not modified with respect to this matter.

Other matters

Required supplementary information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Schedule of Employer Proportionate Share of the Net Pension Liability, and Schedule of Employer Contributions on pages 16 through 25 and 58 through 59 be presented to supplement the basic financial statements. Such information, although not a required 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. This required supplementary information is the responsibility of management. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America. These limited procedures 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 audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The supplemental financial schedules on pages 60 through 67 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such supplementary 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. These additional procedures included comparing and reconciling the 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 auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other information

The introductory section on pages 3 through 13 and the statistical section on pages 70 through 102 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on it.

Other reporting required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report, dated March 28, 2019, 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 Entity's internal control over financial reporting and compliance.

Oklahoma City, Oklahoma
March 28, 2019

MANAGEMENT'S DISCUSSION AND ANALYSIS

YEARS ENDED DECEMBER 31, 2018 AND 2017

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, 2018 and 2017. Please read it in conjunction with the transmittal letter in the Introductory Section and the OTA's financial statements, as a whole.

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, and depreciation is recognized. The OTA's Statements (Net Position; Revenues, Expenses and Changes in Net Position; Cash Flows) 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 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 cash and investment 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 transfer to the General Fund monthly 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). Then Governor Fallin stated Driving Forward "is about ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come." Driving Forward projects include pavement and toll plaza reconstruction projects for the Muskogee and H.E. Bailey Turnpikes, pavement reconstruction and capacity expansion for the Turner Turnpike, a new alignment from I-40 to the Turner Turnpike referred to as the Eastern Oklahoma County 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, over the last two years the Authority issued \$1,113.2 million in Revenue Bonds to provide proceeds dedicated to the construction of these first five projects. The Gilcrease will be funded through an innovative partnership to leverage available resources. Partners include municipalities and governmental entities, the Oklahoma Department of Transportation (the ODOT), the federal government, and ultimately a competitively selected private investor. This new project fulfills a critical transportation need for the western Tulsa metropolitan area.

To help fund Driving Forward debt service, an incremental toll increase was authorized in December 2016. The first phase occurred in March 2017 to provide an approximate 12.0% increase. The second phase increase, approximately 2.5%, became effective January 3, 2018. The third phase is planned for mid-2019.

The 2019 portion of the Capital Plan calls for spending approximately \$120.4 million for various capital projects. Approximately 78.7% of this funding is allocated to road and bridge projects, building projects, and maintenance

FINANCIAL SECTION

TABLE A-1 – STATEMENTS OF NET POSITION DECEMBER 31, 2018 AND 2017 (MILLIONS OF DOLLARS)

	2018	2017	2016
Current assets	\$ 1,035.2	\$ 908.2	\$ 240.6
Noncurrent restricted and other assets	190.9	173.4	140.5
Capital assets	1,746.8	1,417.9	1,287.6
Total assets	2,972.9	2,499.5	1,668.7
Total deferred outflows	89.5	102.0*	114.3
Current Liabilities	226.0	157.5	199.0
Noncurrent Liabilities	2,044.1	1,761.3*	992.0
Total liabilities	2,270.1	1,918.8	1,191.0
Total deferred inflows	2.5	1.6*	4.0
Net Position:			
Net investment in capital assets	373.1	341.7	341.5
Restricted	264.9	227.1	176.9
Unrestricted	151.8	112.3*	69.6
Total net position	\$ 789.8	\$ 681.1*	\$ 588.0

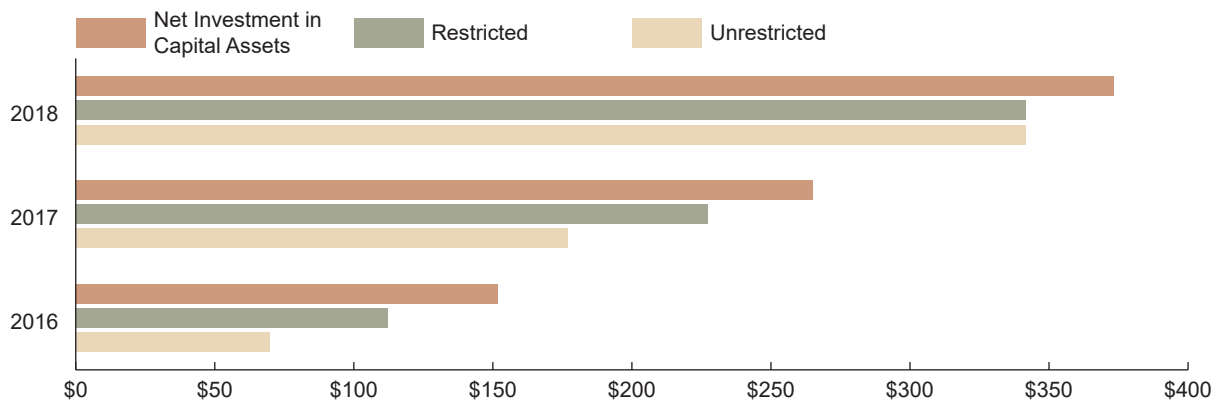
*Includes restatement for implementation of GASB 75, effective for December 31, 2017.

TABLE A-2 – STATEMENTS OF REVENUES, EXPENSES & CHANGES IN NET POSITION DECEMBER 31, 2018 AND 2017 (MILLIONS OF DOLLARS)

	2018	2017	2016
Operating Revenues:			
Toll revenue	\$ 317.7	\$ 300.8	\$ 265.0
Concession revenue	2.4	2.4	2.3
Total operating revenues	320.1	303.2	267.3
Operating expenses and depreciation:			
Toll Operations	22.1	19.5*	19.3
Turnpike Maintenance	21.1	21.6*	20.9
Engineering	1.6	3.2*	4.6
Construction	0.8	0.6*	0.0
Highway Patrol	21.8	18.6	20.3
PIKEPASS Customer Service	19.1	18.6*	15.1
Administrative Services	1.8	1.7*	1.7
Information Technology	8.7	6.2*	5.5
Controller	1.3	1.3*	1.1
Finance and Revenue	3.9	7.0*	2.2
Executive	3.7	3.6*	3.3
Authority	0.0	0.0	0.0
Depreciation and amortization	89.9	87.0	87.9
Total operating expenses and depreciation	195.8	188.9	181.9
Operating income	124.3	114.3	85.4
Net non-operating (expenses)	(15.6)	(18.9)	(28.3)
Change in net position	108.7	95.4	57.1
Total net position, beginning of year	681.1	588.0	530.9
Cumulative effect of change in accounting principle in 2017	-	(2.3)	-
Total net position, end of year	\$ 789.8	\$ 681.1*	\$ 588.0

*Includes restatement for implementation of GASB 75, effective for December 31, 2017.

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



equipment and vehicles. The remaining portion is allocated to other projects. The Capital Plan will be funded by current resources and toll revenues.

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 one indicator of whether the financial position is improving or deteriorating. As shown in Table A-1, the OTA's net position continues to increase. The OTA's total net position at December 31, 2018, was approximately \$789.8 million, as compared to \$681.1 million and \$588.0 million at December 31, 2017 and 2016, respectively.

A significant portion of the current year's \$108.7 million increase in total net position can be identified in the 'Unrestricted' category, which has increased \$39.5 million when compared to December 31, 2017; an increase of \$82.2 million is also noted when compared to December 31, 2016. This category includes current and other assets less current liabilities. A primary contributor to this change are the recent toll increases authorized in late 2016. The first of a 3-phase toll rate increase became effective in early 2017, with the second phase effective in January 2018. These toll increases are noted in the \$50.6 million increase of unrestricted cash,

cash equivalents and investments for 2018 and a \$35.0 million increase of the same in 2017. The third phase of the approved increase is planned for mid-2019. Monies held in the Revenue and General Funds totaled approximately \$161.0 million at December 31, 2018, as compared to \$110.4 million and \$75.4 million at the close of 2017 and 2016, respectively. This fluctuation is also impacted by the changes in accounts receivable and accounts payable and accrued expenses associated with the joint construction projects the OTA has with the ODOT, and other municipalities for various Driving Forward projects. The OTA is managing the construction contracts associated with these affiliated Driving Forward 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.

The OTA has steadily demonstrated its commitment to 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 occur monthly to meet annual funding requirements established by the OTA's Consulting Engineer. These monies must be utilized for capital improvements on the Turnpike System. Project outflows do not always occur in the same year the deposits are made. The OTA also funds certain capital projects from its General Fund account, which is an unrestricted fund. As noted previously, residual funds not needed for other required purposes are transferred to the General Fund

monthly. The General Fund monies are then utilized for programmed projects, determined annually through the budgeting process. Transfers made to the General Fund for 2018, 2017 and 2016 were approximately \$71.2 million, \$69.6 million and \$48.9 million, respectively.

Another component of the increase in total net position is reflected in the 'Restricted' category, which is comprised of the monies restricted for debt service and reserve maintenance. Total 'Restricted' has increased approximately \$37.8 million as compared to the prior year and \$88.0 million when compared to 2016. This increase results from the recent Series 2017 and 2018 Bond issuances and programmed Reserve Maintenance Fund deposits. In October 2018, the Authority issued an additional Series 2018A Bonds to fund other portions of the Driving Forward projects. In 2017, the Authority issued several Series 2017 Bonds to fund portions of the Driving Forward projects and refund existing debt to take advantage of market conditions. The unspent proceeds from the 2017C and 2018A Bonds, and an increase in debt service deposits related to these bonds are reflected in the 'Restricted' balance at December 31, 2018. Additionally, transfers made to the Reserve Maintenance Fund were approximately \$39.2 million, \$41.4 million and \$48.3 million in 2018, 2017 and 2016, respectively. As previously noted, project outflows do not always occur in the same year as funding.

The 'Net investment in capital assets' category increased \$31.4 million when compared to December 31, 2017, and similarly reflected a \$31.6 million increase when compared to December 31, 2016. These increases are related to the various activities associated with the Driving Forward projects, including land purchases, construction work in progress and capitalized interest. This category is calculated as the investment in capital assets less related debt.

The net position for 2017 was restated in 2018 to reflect the Authority's implementation of Governmental Accounting Standards Board (GASB) Statement No. 75, "Accounting and Financial the reporting for Postemployment Benefits other than Pensions." GASB 75 establishes standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, and expense as it relates to non-pension other postemployment benefits. Retired employees of the Authority are

provided with other postemployment benefits (OPEB) through the Oklahoma Public Employees Retirement System (OPERS) through the receipt of an insurance supplement from OPERS and also through the Employee Group Insurance Division through a State of Oklahoma Implicit Rate Subsidy of Health Insurance by receiving the same premiums as active employees. For comparative purposes, implementation of this statement was effective for the December 31, 2017 and 2018 financial statements. Retroactive application resulted in a \$2.3 million cumulative effect for the recognition of the net OPEB liability attributable to the Authority's proportionate share; this change is presented on the 2017 Statement of Revenues, Expenses, and Changes in Net Position and reflected as a component 'unrestricted' net position. The implementation also required the restatement of 2017 operating expenses, reporting OPEB expense of approximately \$46,000. The net change in the 2017 Statement of Net Position is the recognition of deferred outflows and inflows of resources related to OPEB of approximately \$0.1 million and \$0.5 million, respectively, and a net OPEB liability of approximately \$1.9 million, and an additional \$0.5 million reclassification of the 2017 net pension liability and pension expense as net OPEB liability and OPEB expense. At December 31, 2018, the Statements of Net Position reflected deferred outflows and inflows related to pensions and OPEB of approximately \$3.1 million and \$2.5 million, respectively, and total pension and OPEB liabilities of approximately \$4.4 million. See Notes 10 and 12 for additional information.

CHANGES IN NET POSITION

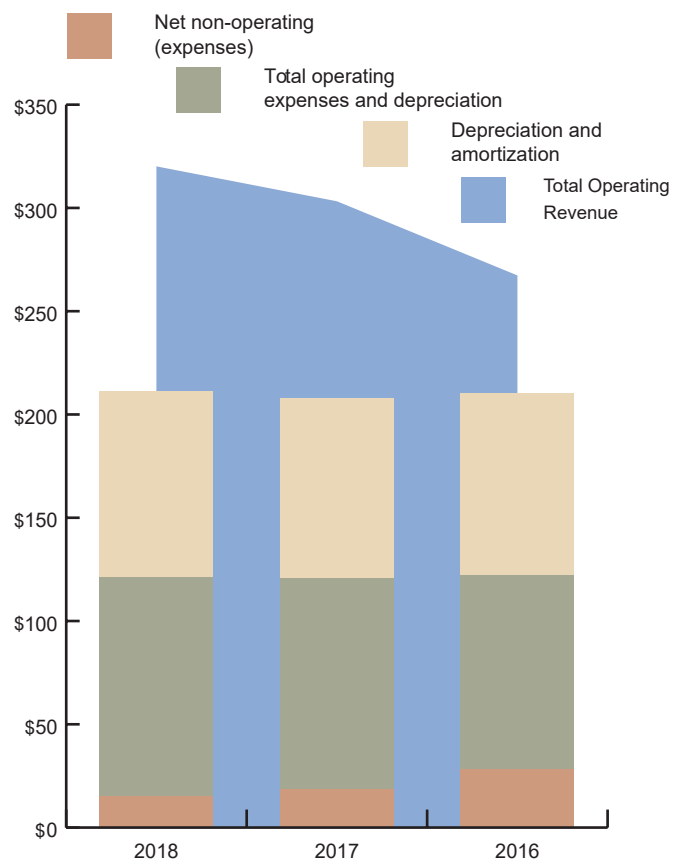
As depicted in Table A-2, the OTA's total operating revenues at December 31, 2018, were approximately \$320.1 million, a 5.6% and a 19.8% increase when compared to revenues of \$303.2 million and \$267.3 million for 2017 and 2016, respectively. As indicated previously, the notable increase in total operating revenues in the current year resulted from the second phase of the incremental toll increase which became effective January 2018. Year-to-date revenues reported just over 2018 projections at \$317.7 million. Total toll transactions for 2018 reported just above 183.9 million, remaining flat compared to 2017 transactions of just below 183.9 million, and a slight 0.7% decrease when compared to 2016 transactions of 185.2 million. With the incremental toll increases in early 2017 and

2018, a decline in transactions was anticipated. While passenger transactions experienced a decline in the last two years, commercial transactions reported increases in that same period. In 2016, transactions across the Turnpike System increased as a result of lower fuel prices, the continued impact of opening the urban turnpikes' widening projects in 2014 and interoperability agreements.

The OTA is interoperable with various partners in the Central United States Interoperability HUB (the HUB). Current interoperable partners include the Kansas Turnpike Authority (KTA) and the following partners in Texas: the North Texas Tollway Authority (NTTA), the Central Texas Regional Mobility Authority (CTRMA) and Ft. Bend County Toll Road Authority (Ft. Bend). Interoperability allows customers with a PIKEPASS transponder to travel on the Kansas Turnpike System and systems in areas of Texas. Conversely, customers with eligible transponders from the KTA or NTTA 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. Prior to May 2017, the Authority was only interoperable with KTA and NTTA, and transactions were exchanged peer-to-peer. With the implementation of the HUB, OTA has extended its interoperability partnerships and anticipates further expansion in the next few years to achieve national interoperability. Total revenues derived from interoperability for 2018 comprised approximately \$11.3 million, or 3.6%, of the \$317.7 million of toll revenues; interoperable transactions totaled 4.6 million, or 2.5%, of 183.9 million total toll transactions. As the number of PIKEPASS customers using the Turnpike System grows, there is a similar impact on interoperability. Interoperable transactions have reflected a steady growth rate since the late 2014 original implementation, representing \$9.7 million and \$7.3 million of total toll revenues in 2017 and 2016, respectively.

The total change in net position for 2018 was \$108.7 million compared to \$95.4 million and \$57.1 million in 2017 and 2016, respectively. The current year increase in net position is primarily the result of the January 2018 toll rate increase which provided an additional \$16.9 million over the prior year. The Authority has also experienced a \$3.3 million decline in net non-operating expenses in 2018, down from \$18.9 million in 2017 and \$28.3 million in 2016. Interest earned on investments

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



has steadily increased as a result of interest earned on various Construction Fund proceeds. The 'Other revenues' component of net non-operating expenses decreased from 2017 due to the \$4.2 million loss on the disposal of certain improvement assets. Other revenues in 2017 was impacted by the implementation of PlatePay, the OTA's single location of all electronic tolling at the Peoria/Elm location on the Creek Turnpike. For this sole location, toll gates are cashless; if a traveler does not have a transponder, the vehicle's license plate is read electronically and an invoice sent to the registered owner. While the toll revenues earned through this location are classified as such, associated miscellaneous violation and administrative fees associated with this collection mode are reflected as non-operating. Additionally, fees earned through processing interoperable transactions and violation processing across the System contribute to the increase in other non-operating revenues.

Another factor to the decrease in net non-operating expenses in 2018 is the \$6.8 million received as 'Contributed revenue.' As previously noted, the Authority is part of an innovative funding partnership with several

entities to finance and construct the Gilcrease. One of the partners is the ODOT. In late May 2018, the ODOT issued Grant Anticipation Revenue Vehicle (GARVEE) bonds of \$71.4 million as an additional funding source for the Gilcrease. 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 change in net position was also impacted by the increase in year-to-date 2018 operating expenses of \$105.9 million as compared to total operating expenses of \$101.9 million for 2017 and \$94.0 million for 2016, respectively. Approximately one-third of the current year increase relates to organizational payroll costs for legislative increases, market adjustments and additional personnel to assist with new strategic initiatives. Depreciation expense is consistent with the capitalization of certain improvement projects. As more Driving Forward projects are finalized, depreciation expense is expected to increase.

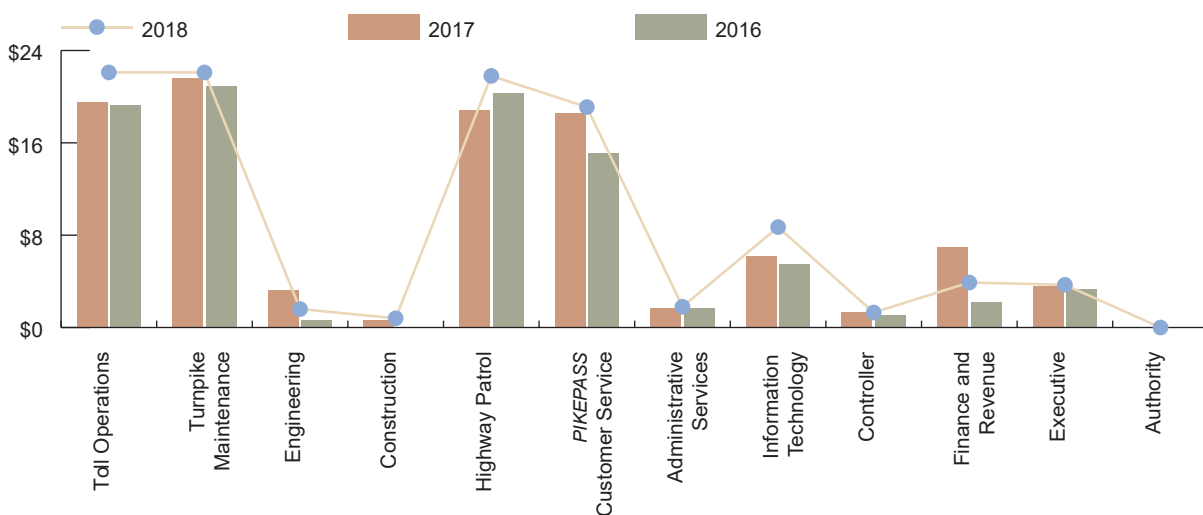
After remaining fairly consistent from 2016 to 2017, Toll Operations operating expenses increased approximately \$2.6 million in 2018. This increase corresponds to the rate increase for maintenance costs associated with the toll collection system and increased costs to refurbish toll equipment and install additional safety measure in locations along the Turnpike System.

For enhanced functional reporting purposes, the Construction Division function was separated from the Engineering Division in early 2017 and is individually reflected for financial statement purposes. The Engineering operating expense has steadily decreased over the last few years. In 2018, this approximate \$1.6 million decrease resulted from fewer emergency repairs required throughout the System and a decline in expense related to the securing of temporary construction easements in 2017 to begin construction on the Driving Forward projects. Engineering operating expenses in 2016 also included costs for feasibility studies which are non-capitalizable.

In order to maintain trooper staffing levels assigned to the Turnpike System, the OTA provided funding for another trooper cadet school, similar to the 2016 efforts. This is reflected in the significant 2018 increase in Highway Patrol operating expenses of approximately \$3.2 million compared with 2017 and approximately \$1.5 million compared with 2016.

The implementation of two initiatives to enhance customer travel is reflected in the increase in PIKEPASS Customer Service operating expenses; total expenses for 2018 increased to approximately \$19.1 million when compared to \$18.6 million and \$15.1 million for 2017 and 2016, respectively. The most notable factor for the last two years results from the back-office processing costs associated with the PlatePay collection mode, previously described. Additionally, increased credit card processing fees correlate to an increase in interoperability activity. Interoperability is a customer

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



enhancement to allow PIKEPASS customers to travel in other locations utilizing their PIKEPASS transponder. As customers take advantage of this option, it necessitates a more frequent replenishment of the PIKEPASS account balance.

After remaining fairly consistent in the prior years, Information Technology (IT) operating expenses have increased approximately \$2.5 million over the prior year. Approximately half of this amount is for increased costs for personnel, consulting services and staff augmentation for various strategic initiatives underway throughout the organization. Additionally, IT has commenced a project to upgrade and improve the network infrastructure. This upgrade will provide the organization with more current infrastructure and allow for improved efficiencies in current and future processing. This also helps to better manage system vulnerabilities from the risk of exposure to external factors for both the production data center and the disaster recovery location.

The decrease in Finance and Revenue operating expenses is reflected in the decrease in bond issuance costs. In October 2018, the Authority issued \$344.3 million in Series 2018A Bonds with approximately \$1.8 million in bond issuance costs recorded. The 2018 decrease is offset by an increase in expenses related to consulting and legal fees associated with pursuing access to a low interest loan from the U.S. Department of Transportation through the Transportation Infrastructure and Innovation Act for the Gilcrease. The prior year increase in operating expenses results from the 2017 issuance of approximately \$1,164.4 million in Series 2017 Bonds. In 2017, approximately \$5.7 million in bond issuance costs was reflected in the increased expense. See further discussion in Debt Administration.

CAPITAL ASSETS AND DEBT ADMINISTRATION

CAPITAL ASSETS

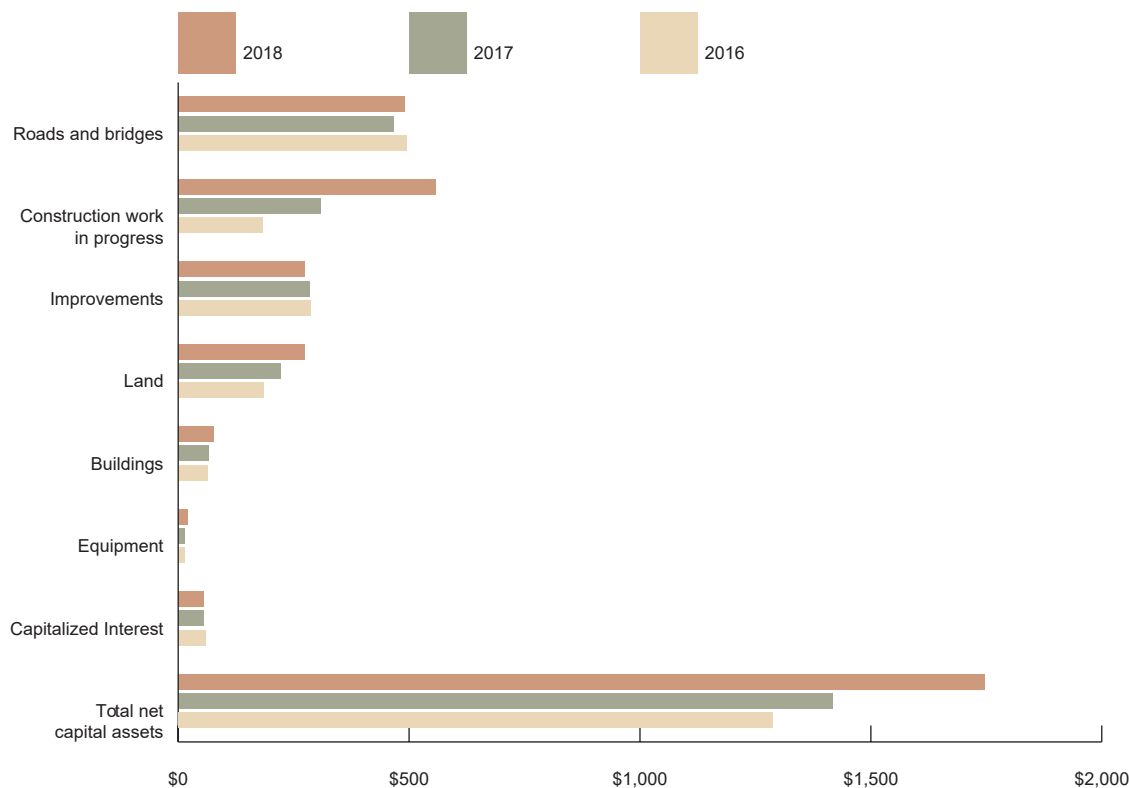
The OTA has invested approximately \$3,596.7 million and \$3,203.3 million in capital assets as of December 31, 2018 and 2017, respectively. The primary components of depreciable capital assets include 'Roads and Bridges' and 'Improvements'; non-

depreciable components include 'CWIP' and 'Land'. In 2018, accumulated depreciation and amortization on capital assets increased to \$1,849.9 million, a 3.6% increase as compared to the 2017 balance of \$1,785.3 million. This is the result of the capitalization of several projects in the 'Roads and Bridges', 'Improvements' and 'Buildings' categories. At December 31, 2018 and 2017, net capital assets were \$1,746.8 million and \$1,417.9 million, an increase of 23.2%. When comparing end of year 2018 to December 31, 2016, net capital assets increased 35.7%. Net capital assets at end of year 2016 were \$1,288.0 (see Table A-6). Capital assets include those associated with the Driving Forward program and the typically planned components of the Capital Plan. At December 31, 2018, numerous projects were in progress across the Turnpike System, funded as appropriate for each project by the Reserve Maintenance, General and Construction Funds. The Series 2017 and 2018 Bonds provided Construction Funds proceeds for Driving Forward. The increases in non-depreciable capital assets also result from Driving Forward. Additionally, capitalized interest associated with constructed assets is accumulated with eligible projects and capitalized as applicable.

The largest increase in net capital assets is reflected in CWIP, increasing to \$557.7 million over the 2017 total of \$308.2 million and the 2016 total of \$184.0 million. The Driving Forward program consisted of \$433.9 million with toll plaza modernization and reconstruction projects on the H.E. Bailey and Muskogee Turnpikes, and capacity improvements and new expansions in progress along the Turner, John Kilpatrick and new Eastern Oklahoma County Turnpikes and \$8.9 million for the Gilcrease. The OTA is also improving maintenance facilities across the Turnpike System, some of which are jointly shared with the operations of the Highway Patrol, as well as performing several pavement reconstruction and rehabilitation projects throughout the Turnpike System.

Approximately \$113.1 million in capital projects were transferred from CWIP to other asset categories. Approximately \$59.2 million of this transfer increased the 'Roads and Bridges' category, including the \$39.7 million Driving Forward program completed on the Muskogee Turnpike. In the 'Improvements' category, approximately \$34.5 million were capitalized from CWIP. A significant portion of this increase was the result of pavement rehabilitation on the Turner, H.E. Bailey and

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



Will Rogers Turnpikes. These ‘Improvements’ additions were offset by annual depreciation of \$39.4 million in replaced infrastructure.

In the ‘Roads and Bridges’ category, in 2016, additions of \$19.4 million were capitalized, \$11.6 million of which is the Turner interchange construction. For years 2018 to 2016, annual depreciation of \$35.5 million, 34.9 million and \$34.3 million, respectively offset the previous year’s additions.

Capital assets were also significantly affected by continued purchases of additional right-of-way in 2018; the OTA began purchasing property in 2015 to plan for the construction of the Driving Forward projects. By the close of 2018, the ‘Land’ category had increased approximately \$52.0 million over 2017. In 2017, land purchases exceeded 2016 balances by approximately \$37.6 million. Accordingly, in total, since 2016, ‘Land’ values have increased approximately \$89.6 million. Additional acquisitions are planned through 2019 to secure all necessary parcels for the planned construction.

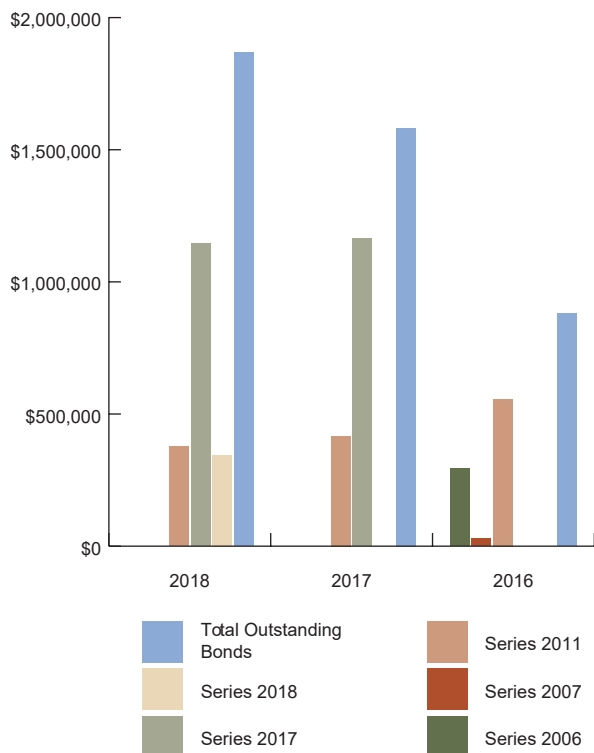
The Authority also allocated and accumulated capitalized interest for constructed assets. When a project is closed, the capitalized interest associated with the project is also capitalized. As a result of the capitalization of qualifying projects, the amortization expense associated with ‘Capitalized interest’ was \$4.7 million, \$4.7 million and \$4.6 million for 2018, 2017, and 2016, respectively. For additional information regarding the OTA’s capital assets, please see the notes to the financial statements on pages 33 and 42 of this report.

DEBT ADMINISTRATION

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. The OTA’s noncurrent long-term debt for 2018 included revenue bonds payable and a payable to the ODOT. At December 31, 2018, the OTA had approximately \$1,867.6 million in revenue bonds outstanding. All of the OTA’s bonds are fixed rate bonds, insured and rated Aa3 by Moody’s Investors Service (Moody’s), and AA- by both Fitch Ratings (Fitch) and Standard and Poor’s Rating Service (S&P) with a stable rating outlook; the Authority

deceased the remainder of its variable rate debt in 2017. The payable to the ODOT at December 31, 2018 and 2017 was approximately \$54.4 million and \$53.7 million, respectively.

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



On October 31, 2018, the OTA closed on the delivery of \$344.3 million in Series 2018A Second Senior Revenue Bonds. The Series 2018A Bonds were issued for the purpose of financing a portion of the capital costs of certain Turnpike projects and improvements. These bonds were structured as tax-exempt fixed rate “AA-” bonds. The OTA’s total all-in-cost of capital for this transaction was just over 4.15%.

On February 8, 2017, the OTA closed on the delivery of \$456.1 million in Series 2017A Second Senior Revenue Bonds and \$23.9 million in Series 2017B Second Senior Refunding Revenue Bonds. The Series 2017A&B Bonds were issued to finance a portion of the capital costs of certain Turnpike projects and improvements and to refund the Series 2007A bonds. These bonds were structured as tax-exempt fixed rate “AA-” bonds. The net present value savings recognized through the refunding was approximately \$1.5 million. The OTA’s total all-in-cost of capital for this transaction was just under 4.0%.

On December 21, 2017, the OTA closed on the delivery of \$312.8 million in Series 2017C Second Senior Revenue Bonds, \$275.7 million in Series 2017D and \$95.8 million in Series 2017E Second Senior Refunding Revenue Bonds. The Series 2017CDE Bonds were issued to finance a portion of the capital costs of certain Turnpike projects and improvements, to refund the Series 2006BEF Bonds and terminate the associated 2006 Swaps and to partially refund the Series 2011B Bonds. These bonds were structured as tax-exempt fixed rate “AA-” bonds. The combined net present value savings recognized through the refunding was approximately \$9.4 million. The OTA’s total all-in-cost of capital for this transaction was just over 3.75%.

The OTA has other long-term debt to fund a portion of the revenue bond reserve requirement related to the revenue bonds. In conjunction with the terms of the loan agreement with U.S. Bank, the proceeds from this transaction are invested in a certificate of deposit. The loan was amended and restated with similar terms. On December 1, 2018, the maximum annual debt service requirements were such that only \$15.0 million was currently necessary to satisfy reserve requirements. Interest paid in 2018 on this loan was approximately \$0.4 million. For more detailed information on the OTA’s long-term debt activity, please refer to the notes to the financial statements on pages 45-49.

ECONOMIC FACTORS AND NEXT YEAR’S BUDGET

According to the “Oklahoma Economic Report,” a publication of the Office of the State Treasurer, Oklahoma finished the 2018 calendar year with gross receipts for the State slightly less than \$13.0 billion and increased by 13.2% compared to 2017. This increase is a positive contrast and reflects strength in Oklahoma’s economy. All major revenue streams continued to show increases into the first month of 2019, but a downturn in the energy sector was noted and State Treasurer Randy McDaniel is urging caution. The State’s unemployment rates remains low. The Oklahoma unemployment rate for December 2018 was 3.2%, less than the national 3.9% rate and with continued improvement expected. These and other economic indicators point to a favorable outlook for the State, but could be restrained by a downturn in energy prices, global trade uncertainty, and stock

market volatility. The FY-19 state budget is the first in many years to be structurally balanced. Since the OTA does not receive appropriations, the OTA is not directly affected by the state budget fluctuations.

In view of realized and expected labor market conditions and inflation, the Federal Open Market Committee (FOMC) over the course of 2018 decided to maintain the federal funds rate at 2.25% to 2.5%. As a result of what has become known as the Great Recession, the federal funds rate was held near zero for a seven year period in order to stimulate and sustain economic recovery. According to the FOMC statement released by the Federal Reserve January 30, 2019, information received since December indicates that the labor market has continued to strengthen, and economic activity has been rising at a solid rate. Job gains have been strong, on average, in recent months, and the unemployment rate has remained low. Household spending has continued to grow strongly, while growth of business fixed investment has moderated from its rapid pace earlier last year. On a 12-month basis, both overall inflation and inflation for items other than food and energy remain near 2.0%. The December 2018 unemployment rate marks one of the lowest levels experienced within the past 20 years and is below pre-recession levels.

As noted previously, total toll transactions for 2018 remained flat, reporting transactions of 183.9 million, consistent with 2017. A decline in traffic growth was anticipated by the OTA's traffic and revenue consultants resulting from the incremental toll increases effective in the last two years. Although passenger traffic noted a slight 0.2% decline, commercial traffic has continued its steady growth with a 2.2% increase over the previous year. Year-to-date net toll revenues for 2018 were approximately \$317.7 million, an increase of 5.6% when compared to the previous year of \$300.8 million and a 19.9% increase when compared to 2016 net toll revenues of \$265.1 million. The 2018 net toll revenues exceeded budgeted projections by 0.1%. In 2019, toll revenues are projected to exceed \$324.1 million, after implementation of the third phase of the toll increase in mid-2019. The OTA will continue to closely monitor and adjust revenue expectations and expenses as necessary.

With these economic conditions in mind, the OTA's 2019 Annual Budget, adopted by the Authority in December, 2018, includes approximately \$101.0 million for the

Operating and Maintenance budget and \$120.4 million for capital projects funded through the Reserve Maintenance Fund and General Fund budgets. The OTA's 2019 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 Controller Division, P. O. Box 11357, Oklahoma City, OK 73136-0357.

STATEMENTS OF NET POSITION, DECEMBER 31, 2018 AND 2017

Assets:	2018	2017
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 151,572,839	\$ 98,422,132
Investments-unrestricted (note 3)	9,411,703	11,947,420
Cash and cash equivalents - restricted (note 3)	797,139,390	720,910,996
Investments-restricted (note 3)	50,569,337	59,717,475
Accounts receivable (note 5)	15,492,531	7,912,029
Accrued interest receivable-unrestricted	36,570	46,875
Accrued interest receivable-restricted	1,827,854	238,526
Tag inventory	3,169,269	2,945,346
Materials inventory	5,694,046	5,687,091
Prepaid expenses	314,689	331,614
Total current assets	1,035,228,228	908,159,504
Noncurrent assets:		
Cash and cash equivalents - restricted (note 3)	74,337,450	53,374,767
Investments-restricted (note 3)	116,477,287	119,988,595
Total noncurrent cash, cash equivalents and investments	190,814,737	173,363,362
Capital assets: (note 4)		
Depreciable, net	914,992,135	887,741,183
Land	274,040,203	221,993,945
Construction work in progress	557,720,089	308,200,056
Net capital assets	1,746,752,427	1,417,935,184
Net OPEB asset	148,571	-
Total noncurrent assets	1,937,715,735	1,591,298,546
Total assets	2,972,943,963	2,499,458,050
Deferred Outflows of Resources:		
Unamortized net deferred debit on refunding (note 7)	86,491,258	97,209,151
Related to pensions (note 10)	2,963,179	4,753,522
Related to OPEB (note 12)	92,311	105,067
Total deferred outflows of resources	89,546,748	102,067,740
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 5)	32,208,927	15,561,938
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 5)	50,161,101	15,556,294
Accrued interest payable	37,382,394	21,154,834
Unearned revenue	34,619,996	32,193,665
Current notes payable and long-term debt (note 7 and 8)	71,644,991	73,039,991
Total current liabilities	226,017,409	157,506,722
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 5)	1,680,844	1,416,958
Net pension liability (note 10)	2,239,219	6,089,096
Net OPEB liability (note 12)	2,114,618	2,381,652
Long-term debt, net of unamortized net premiums of \$172,753,068 and \$174,455,775 in 2018 and 2017, respectively (note 7)	1,983,693,077	1,697,730,784
Payable to Department of Transportation (note 13)	54,401,578	53,705,872
Total noncurrent liabilities	2,044,129,336	1,761,324,362
Total liabilities	2,270,146,745	1,918,831,084
Deferred Inflows of Resources:		
Related to pensions (note 10)	1,629,775	1,133,782
Related to OPEB (note 12)	913,076	476,856
Total deferred inflows of resources	2,542,851	1,610,638
Net Position:		
Invested in capital assets, net of related debt	373,118,854	341,664,009
Restricted for debt service	187,943,544	170,853,638
Restricted for reserve maintenance	76,937,512	56,302,038
Unrestricted	151,801,205	112,264,383
Total net position	\$ 789,801,115	\$ 681,084,068
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, 2018 AND 2017

	<u>2018</u>	<u>2017</u>
Operating revenues:		
Tolls	\$ 317,716,266	\$ 300,811,854
Concessions	2,341,607	2,390,050
Total operating revenues	<u>320,057,873</u>	<u>303,201,904</u>
Operating expenses:		
Toll Operations	22,060,326	19,513,340
Turnpike Maintenance	21,110,016	21,638,129
Engineering	1,580,114	3,175,721
Construction	771,430	600,629
Highway Patrol	21,787,399	18,616,184
PIKEPASS Customer Service	19,127,765	18,562,369
Administrative Services	1,812,229	1,743,690
Information Technology	8,681,922	6,209,726
Controller	1,317,448	1,291,109
Finance and Revenue	3,928,750	6,990,347
Executive	3,677,304	3,590,996
Authority	2,483	1,483
Total operating expenses before depreciation and amortization	<u>105,857,186</u>	<u>101,933,723</u>
Operating income before depreciation and amortization	214,200,687	201,268,181
Depreciation and amortization	<u>(89,860,974)</u>	<u>(86,981,592)</u>
Operating income	<u>124,339,713</u>	<u>114,286,589</u>
Non-operating revenues (expenses):		
Interest earned on investments	14,184,583	5,918,876
Net increase (decrease) in fair value of investments	(1,102,312)	2,307,197
Interest expense on revenue bonds outstanding	(38,071,006)	(33,840,900)
Other revenues	2,605,448	6,654,490
Contributed revenue	6,760,621	-
Net non-operating expenses	<u>(15,622,666)</u>	<u>(18,960,337)</u>
Change in net position	108,717,047	95,326,252
Total net position, beginning of the year	681,084,068	588,022,621
Cumulative effect of change in accounting principle	-	<u>(2,264,805)</u>
Total net position, end of the year	<u>\$ 789,801,115</u>	<u>\$ 681,084,068</u>

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS

YEARS ENDED DECEMBER 31, 2018 AND 2017

	2018	2017
Cash flows from operating activities:		
Receipts from customers	\$ 320,187,811	\$ 303,121,425
Receipts from concessionaires	2,343,134	2,427,196
Receipts from other sources	5,715,578	5,821,425
Payments to service providers	(70,711,062)	(59,357,305)
Payments to employees	(36,480,234)	(34,249,681)
	221,055,227	217,763,060
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	46,380,044	46,960,452
Payments to the Department of Transportation (ODOT)	(46,380,044)	(46,960,452)
Interest earned and recorded as payable to the ODOT	695,706	443,233
	695,706	443,233
Cash flows from capital and related financing activities:		
Issuance of long-term debt	344,310,000	1,164,355,000
Transfer to escrow for defeased bonds	-	(419,034,758)
Increase in excess escrow receivable	1,102	(1,102)
Increase in contributed revenue for construction	6,760,621	-
Premium on issuance of long-term debt	11,351,273	131,098,941
Payment to terminate swap agreements	-	(41,265,000)
Payment of bond issuance costs	(1,765,066)	(5,659,447)
Increase in bond issuance cost payable	49,500	152,000
Principal payment to retire long-term debt	(58,040,000)	(56,505,000)
Repayment of revolving credit agreement	-	(54,700,000)
Interest paid on revenue bonds outstanding	(56,355,990)	(46,471,034)
Acquisition and construction of capital assets	(344,956,095)	(194,339,050)
Proceeds from disposal of capital assets	537,095	436,348
	(98,107,560)	478,066,898
Cash flows from investing activities:		
Purchase of investments	(66,212,378)	(44,980,155)
Proceeds from sales and maturities of investments	80,305,229	52,164,366
Interest received	12,605,560	7,400,889
(Decrease) increase in arbitrage funds payable to U.S. Treasury	-	(274,748)
	26,698,411	14,310,352
Net cash flows provided by investing activities	26,698,411	14,310,352
Net increase in cash and cash equivalents	150,341,784	710,583,543
Cash and cash equivalents, January 1 (including \$774,285,763 and \$98,724,833 for 2018 and 2017 respectively, reported in restricted assets)	872,707,895	162,124,352
Cash and cash equivalents, December 31 (including \$871,476,840 and \$774,285,763 for 2018 and 2017 respectively, reported in restricted assets)	\$ 1,023,049,679	\$ 872,707,895

See accompanying notes to financial statements

(Continued)

STATEMENTS OF CASH FLOWS

YEARS ENDED DECEMBER 31, 2018 AND 2017

	<u>2018</u>	<u>2017</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 124,339,713	\$ 114,286,589
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	89,860,974	86,981,592
Payment of bond issuance costs	1,765,066	5,659,447
Other non-operating revenue	6,763,449	6,977,506
Changes in assets and liabilities:		
(Increase) in accounts receivable	(929,088)	(1,970,051)
Decrease in prepaid expense	16,925	252,793
(Increase) in tag inventory	(223,923)	(520,964)
(Increase) in materials inventory	(6,955)	(308,061)
(Increase) in deferred outflow - pensions	(3,329,182)	(3,172,187)
Increase in net pension liability	1,765,641	2,452,106
Increase in net OPEB liability	33,371	45,607
(Decrease) increase in accounts payable and accrued expenses	(1,427,095)	4,034,821
Increase in unearned revenue	2,426,331	3,043,862
Total adjustments	<u>96,715,514</u>	<u>103,476,471</u>
Net cash flows provided by operating activities	<u>\$ 221,055,227</u>	<u>\$ 217,763,060</u>
Noncash investing, capital, and financing items:		
(Loss) gain on disposal of capital assets	\$ (4,158,002)	\$ 323,016
Unrealized (loss) gain on investments	(3,062,485)	2,282,955
Increase in net OPEB asset	148,571	-
(Decrease) increase in net deferred debit	(10,717,893)	41,745,151
Increase in deferred outflows related to pensions	5,119,525	9,692,723
Increase (decrease) in deferred outflows related to OPEB	12,756	(105,067)
(Decrease) in net pension liability related to pension deferrals	(5,615,518)	(6,796,437)
(Decrease) increase in net OPEB liability related to OPEB deferrals	(448,976)	1,893,016
(Decrease) in derivative instrument liability	-	(47,597,366)
Increase (decrease) in deferred inflows related to pensions	495,993	(2,896,286)
Increase in deferred inflows related to OPEB	436,220	476,856
Cumulative effect of change in accounting principle	-	(2,264,805)

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS, YEARS ENDED DECEMBER 31, 2018 AND 2017

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 similar funds to comprise the Enterprise Funds of the State. The Authority's governing body consists of the Governor (ex-officio) and six members who are appointed by the Governor, by and with the consent of the State Senate. The Governor may remove any member of the Authority, at any time,

with or without cause. The members are appointed to represent defined geographical districts and to serve without pay for terms of eight years. The Authority has full control over all operations, but must comply with certain bond indentures and Trust Agreements. The Authority employs 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 operating leases on concession property. Operating expenses for the Authority include the costs of operating the turnpikes, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The prevailing Trust Agreement dated February 1, 1989, and all supplements thereto (the Trust Agreement)

require that the Authority adopt generally accepted accounting principles for government entities, but it also requires that certain funds and accounts be established and maintained. The Authority consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

C. CHANGES IN ACCOUNTING

The Authority adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 75 "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions (OPEB)" in 2018. GASB 75 establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources and expense related to postemployment benefits other than pensions.

For the Authority, two plans are classified as OPEB. The Health Insurance Subsidy Plan (the HISP Plan) is administered by the Oklahoma Public Employees Retirement System. This benefit provides the lesser of \$105 per month or the Medicare Supplement Premium for members receiving retirement benefits and is considered OPEB. Additionally there is a statutory requirement that the Employee Group Insurance Division (EGID) offer the same health insurance premiums for active employees and pre-Medicare retirees. If these retirees were rated separately, the premium would be higher. The difference is known as an implicit rate subsidy and is considered OPEB. This benefit is referred to as the EGID Plan and defined as the State of Oklahoma Implicit Rate Subsidy of Health Insurance.

For comparative purposes, implementation of this statement was effective for the December 31, 2017 and 2018 financial statements. Retroactive application resulted in the \$2.3 million cumulative effect for the recognition of the net OPEB liability attributable to the Authority's proportionate share; this change is presented on the 2017 Statement of Revenues, Expenses, and Changes in Net Position. The implementation also required the restatement of the 2017 operating expenses, reporting OPEB expense of approximately \$46,000. The net effect on the 2017 Statement of Net Position is the recognition of deferred outflows and deferred inflows of resources related to OPEB of

approximately \$0.1 million and \$0.5 million, respectively, and an OPEB liability of approximately \$1.9 million. See Notes 10 and 12 for further discussions. Additionally, \$0.5 million of the 2017 net pension liability and pension expense was reclassified as net OPEB liability and OPEB expense for the 2017 comparative statements.

D. BUDGET

Operating budgets are adopted on a modified accrual (non-GAAP) basis for Revenue Fund expenses, Reserve Maintenance Fund deposits and General Fund project expenses. Project-length financial plans are established for all Reserve Maintenance and General Fund projects and for all new construction projects. All non-project related, unexpended budget amounts lapse at calendar year end. Expenses are recognized in the period in which they are paid rather than the period in which they are incurred for budgetary control purposes. Depreciation is not recognized as an expense, but capital outlays are recognized as expenses for budgetary control purposes. These expenses are reclassified for the purpose of preparing financial reports in accordance with GAAP. See additional information regarding legal compliance for budgets in Note 2.

E. CASH, CASH EQUIVALENTS AND INTEREST

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, 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 12). 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 13).

» 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 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.

Interest costs incurred on revenue bonds used to finance the construction or acquisition of assets are capitalized. The amount of interest capitalized is calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. As projects financed by these revenue bonds are finalized, the interest cost becomes eligible for capitalization on other qualified assets. The amount of interest capitalized to construction work in progress for these projects in 2018 was approximately \$30.9 million (interest expense of \$37.0 million offset by earnings of \$6.1 million) and approximately \$17.1 million (interest expense of \$18.2 million offset by earnings of \$1.1 million) in 2017.

Additionally, the Authority allocates and capitalizes interest for other constructed assets by applying the cost of borrowing rate to qualifying assets. The Authority capitalized approximately \$1.3 and \$1.8 million to CWIP in 2018 and 2017, respectively. Amortization of capitalized interest is included in depreciation expense. Approximately \$43.8 and \$35.5 million in interest expense was incurred in 2018 and 2017, respectively.

J. DEFERRED OUTFLOWS 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 position that applies to future 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. The unamortized net deferred debit 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.

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

As mentioned above, deferred outflows of resources are the consumption of net position that is applicable to future reporting periods and have a positive effect on net position. Deferred inflows of resources are the acquisition of net position 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 determined at the beginning of the current measurement period and amortized over a closed period equal to the average expected remaining service lives of all employees 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 10 and 12 for further discussions.

L. 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 Plan. 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 10 and 12 for further discussions.

M. 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. With the issuance of the Series 2018 and 2017 Bonds, the Authority recognized premium additions of approximately \$11.4 and \$131.1 million in 2018 and 2017, respectively. Amortization expense related to net bond premiums was approximately \$13.1 and \$6.3 million for 2018 and 2017, respectively. Amortization expense is a component of interest expense on revenue bonds outstanding on the Statements of Revenues, Expenses and Changes in Net Position.

Bond issuance costs are expensed and were approximately \$1.8 and \$5.7 million for 2018 and 2017, respectively.

N. 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. With the 2017 refunding of the Series 2007A Bonds, the Authority made its final installment payment of rebatable arbitrage related to these bonds in the amount of approximately \$282,000. At December 31, 2018 and 2017, the other outstanding issues currently reflect negative arbitrage, and accordingly, no liability is due.

O. 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.

P. ESTIMATES

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

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 2018 or 2017.

NOTE 3. DEPOSITS AND INVESTMENTS

DEPOSITS

At December 31, 2018 and 2017, the carrying amounts of the Authority's cash deposits were \$17.4 million and \$17.5 million, respectively. The bank balances were \$16.5 million and \$18.5 million, respectively. At December 31, 2018 and 2017, the carrying amount and bank balances of the Authority's cash equivalents were \$1,005.6 million and \$855.2 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 2018 and 2017.

INVESTMENTS

The fair values of the Authority's investments at December 31, 2018 and 2017, were \$176.5 million and \$191.7 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 2018 and 2017 investments in Federal Home Loan Bank (FHLB) debt securities were rated Aaa by Moody's Investor Services (Moody's). The Authority's 2018 and 2017 investments in FNMA debt securities were rated Aaa by Moody's and AAA by Fitch Rating (Fitch). The Authority's 2018 and 2017 investments in Federal Home Loan Mortgage Corporation (FHLMC) debt securities were rated Aaa and AAA by Moody's and Fitch, respectively. The Authority's 2018 Federal Farm Credit Banks (FFCB) debt securities were rated Aaa by Moody's, AA+ by S&P and AAA by 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 2018 and 2017.

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

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 2018 and 2017.

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's investments in certificates of deposit were 8.5% and 7.8% of total investments at December 31, 2018 and 2017, respectively. The Authority also has a significant investment in a JP Morgan Chase Bank (JP Morgan) repurchase agreement, representing 28.9% and 26.6% of total investments at December 31, 2018 and 2017, respectively. This repurchase agreement bears a yield equal to the rate of 5.991%. If the rating of unsecured senior long-term debt obligations of JP Morgan falls below A by Moody's or S&P, then the repurchase

FINANCIAL SECTION

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, 2018:

FAIR VALUE MEASUREMENTS AS OF DECEMBER 31, 2018					
Description	Level 1	Level 2	Level 3	2018	%
U.S. Treasuries	\$ 62,498,322	\$ -	\$ -	\$ 62,498,322	35.4%
FHLB debt securities	6,005,551	-	-	6,005,551	3.4%
CMO debt securities	-	3,418,430	-	3,418,430	1.9%
FFCB debt securities	1,250,025	-	-	1,250,025	0.7%
OEF	12,297,199	-	-	12,297,199	7.0%
ETF	13,838,152	-	-	13,838,152	7.9%
Certificates of deposit	-	15,000,000	-	15,000,000	8.5%
U.S. Treasury SLGS	-	-	27,300	27,300	0.0%
Repurchase agreement	-	-	50,936,450	50,936,450	28.9%
FHLMC debt securities	11,186,898	-	-	11,186,898	6.3%
Total	\$ 107,076,147	\$ 18,418,430	\$ 50,963,750	\$ 176,458,327	

FAIR VALUE MEASUREMENTS AS OF DECEMBER 31, 2017					
Description	Level 1	Level 2	Level 3	2017	%
U.S. Treasuries	\$ 92,171,795	\$ -	\$ -	\$ 92,171,795	48.1%
FHLB debt securities	2,972,460	-	-	2,972,460	1.6%
FNMA debt securities	-	-	-	-	-
OEFs	16,958,575	-	-	16,958,575	8.8%
ETFs	7,647,750	-	-	7,647,750	4.0%
Certificates of deposit	-	15,000,000	-	15,000,000	7.8%
U.S. Treasury SLGS	-	-	27,300	27,300	-
Repurchase agreement	-	-	50,936,450	50,936,450	26.6%
FHLMC debt securities	5,939,160	-	-	5,939,160	3.1%
Total	\$ 125,689,740	\$ 15,000,000	\$ 50,963,750	\$ 191,653,490	

Investments classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for those securities.

Investments classified in Level 2 of the fair value hierarchy are valued using significant other observable inputs. For the certificates of deposit in this category this includes quoted prices for similar, but not identical, assets in active markets, as well as quoted prices for similar assets in inactive markets.

Investments classified in Level 3 of the fair value hierarchy are valued using unobservable inputs for the asset. The U.S. Treasury SLGS is non-marketable and has a stated interest rate of 0.0%. As of December 31, 2018 and 2017, fair value is considered comparable to par value. As previously noted, for the repurchase agreement, investment value is defined by the agreement and bears a yield equal to the rate of 5.991%. This agreement includes a provision to require collateral if the provider's long-term debt rating is reduced, and as such, can be affected indirectly by market changes. As of December 31, 2018 and 2017, fair value is considered comparable to the value defined by the terms of the repurchase agreement.

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2018

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
Blackrock Liq Fedfd-Csh	2.000 %	12/31/2018	Demand	\$ 117,879,582	\$ 117,879,582	1
Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	2,843,046	2,843,046	1
FHLB	1.500	2/19/2016	2/26/2021	1,000,000	991,760	1
FHLB	3.750	12/19/2018	10/22/2025	500,000	502,375	1
FFCB	3.375	10/24/2018	2/23/2024	248,425	250,005	1
FHLMC	3.600	10/31/2018	11/28/2023	500,000	500,375	1
FHLMC	1.875	12/12/2018	9/27/2024	240,313	242,938	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	1,006,133	990,450	1
U.S. Treasury Notes	1.375	5/14/2015	4/30/2020	3,974,063	3,938,920	1
U.S. Treasury Notes	1.375	12/12/2018	9/30/2023	936,914	949,450	1
U.S. Treasury Notes	2.875	12/12/2018	11/30/2025	1,002,734	1,018,130	1
U.S. Treasury SLGS	0.000	11/30/1990	2/21/2021	27,300	27,300	3
				130,158,510	130,134,331	
Revenue Fund:						
Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	20,758,407	20,758,407	1
Total unrestricted cash equivalents & investments				150,916,917	150,892,738	
Restricted:						
Reserve Maintenance Fund:						
Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	45,495,481	45,495,481	1
Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	10,664,041	10,664,041	1
FHLB	3.050	11/2/2018	11/2/2020	999,250	1,000,930	1
FHLB	1.500	2/19/2016	2/26/2021	2,000,000	1,983,520	1
FHLMC	2.000	5/17/2016	8/26/2019	2,000,000	1,995,680	1
FHLMC	2.250	5/31/2016	11/26/2019	3,000,000	2,994,540	1
FHLMC	1.875	11/16/2018	6/5/2020	992,001	994,510	1
U.S. Treasury Notes	1.500	5/14/2015	5/31/2019	2,015,859	1,991,960	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	4,024,531	3,961,800	1
U.S. Treasury Notes	1.375	5/14/2015	4/30/2020	3,974,063	3,938,920	1
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	4,085,781	3,922,280	1
				79,251,007	78,943,662	
Revenue Bond Reserve Accounts:						
Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	53,250,663	53,250,663	1
Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	241,900	241,900	1
FHLB	3.070	12/18/2018	7/25/2028	1,512,758	1,526,966	1
FFCB	3.375	10/24/2018	2/23/2024	993,700	1,000,020	1
FHLMC	3.600	10/31/2018	11/28/2023	2,000,000	2,001,500	1
FNR	3.000	11/16/2018	6/25/2044	215,364	224,492	1
FHR	2.000	11/2/2018	1/15/2041	1,528,109	1,559,150	1
FHR	3.000	10/31/2018	12/15/2041	1,360,719	1,391,687	1
FHR	2.000	11/16/2018	12/15/2042	232,529	243,101	1
U.S. Bank CD	2.597	12/3/2018	12/2/2019	15,000,000	15,000,000	2
JP Morgan Chase Repo	5.991	5/23/2002	1/1/2022	50,936,450	50,936,450	3
U.S. Treasury Inflation Index	0.375	12/12/2018	7/15/2025	2,554,596	2,571,671	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	3,018,398	2,971,350	1
U.S. Treasury Notes	1.375	8/16/2017	7/31/2019	1,000,898	993,220	1
U.S. Treasury Notes	1.375	5/30/2013	5/31/2020	1,983,051	1,968,020	1
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	3,064,336	2,941,710	1
U.S. Treasury Notes	1.375	12/12/2018	9/30/2023	2,810,742	2,848,350	1
U.S. Treasury Notes	2.250	12/12/2018	2/15/2027	2,864,180	2,913,990	1
				144,568,393	144,584,240	

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SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2018

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
2011 Bond Service Accounts: Invesco Stit Treas-Inst	2.480 %	12/31/2018	Demand	\$ 49,049,651	\$ 49,049,651	1
2017 Bond Service Accounts: Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	42,381,892	42,381,892	1
2017A Construction Fund: Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	1,147	1,147	1
2017C Construction Fund: Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	295,378,610	295,378,610	1
2018 Bond Service Accounts Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	203,091	203,091	1
Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	2,553,488	2,553,488	1
				2,756,579	2,756,579	
2018A Construction Fund: Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	340,476,511	340,476,511	1
Turnpike Trust Fund: Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	20,844,887	20,844,887	1
FHLMC	3.600	10/31/2018	11/28/2023	1,500,000	1,501,125	1
U.S. Treasury Notes	1.500	Various	10/31/2019	8,989,492	8,917,920	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	2,012,265	1,980,900	1
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	2,042,891	1,961,140	1
U.S. Treasury Notes	1.375	8/16/2017	7/31/2019	2,001,016	1,986,440	1
U.S. Treasury Notes	1.875	1/18/2018	12/31/2019	1,993,594	1,985,660	1
U.S. Treasury Notes	0.875	12/13/2018	6/15/2019	7,045,170	7,052,425	1
				46,429,315	46,230,497	
Prepaid PIKEPASS Fund: Invesco Stit Treas-Inst	2.480	12/31/2018	Demand	1,197,404	1,197,404	1
FHLMC	1.500	8/16/2016	8/28/2024	1,000,000	956,230	1
U.S. Treasury Notes	1.500	12/18/2015	10/31/2019	699,754	693,616	1
Vanguard 500 Index (OEF)	2.050	5/15/2014	Demand	1,838,914	3,725,159	1
Ishares MSCI Emerging Mkts (ETF)	2.240	Various	Demand	349,608	336,697	1
Ishares Morgan Stanley Capital International Europe Asia Far East Index (ETF)	3.390	Various	Demand	1,027,393	1,010,722	1
Ishares RSSL Midcap (ETF)	1.980	Various	Demand	1,786,099	1,640,744	1
Ishares RSSL 2000 (ETF)	1.400	Various	Demand	367,033	529,575	1
Ishares Core S&P Midcap (ETF)	1.720	Various	Demand	1,664,443	1,604,140	1
Ishares Core S&P Smallcap 600 (ETF)	1.580	Various	Demand	197,896	530,298	1
Ishares Inter Govt Cr Bond (ETF)	2.160	9/26/2018	Demand	4,412,734	4,452,171	1
DFA S/T Extended Quality-Inst (OEF)	1.740	9/26/2018	Demand	2,639,344	2,608,043	1
SPDR S&P 500 Depository Receipts (ETF)	2.040	Various	Demand	2,271,949	3,733,805	1
Cavalan Hill Bond-Inst (OEF)	4.740	9/26/2018	Demand	3,467,353	3,505,502	1
Vanguard Intrmd Bd Indx-Inst (OEF)	2.970	9/28/2017	Demand	2,521,153	2,458,495	1
				25,441,077	28,982,601	
Gilcrease Expressway Fund: Blackrock Liq Fedfd-Csh	2.000	12/31/2018	Demand	2,392,100	2,392,100	1
Total restricted cash equivalents & investments				<u>1,028,126,282</u>	<u>1,031,177,490</u>	
Cash balance (unrestricted & restricted)				<u>-</u>	<u>17,437,778</u>	
Total Cash, Cash Equivalents and Investments				<u>\$ 1,179,043,199</u>	<u>\$ 1,199,508,006</u>	

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2017

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
Blackrock Liq Fedfd-Csh	0.770 %	12/31/2017	Demand	\$ 69,245,702	\$ 69,245,702	1
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	81,407	81,407	1
FHLB	1.000	2/19/2016	2/26/2021	1,000,000	990,820	1
U.S. Treasury Notes	1.375	5/14/2015	4/30/2020	3,974,063	3,951,120	1
U.S. Treasury Notes	1.500	10/20/2014	8/31/2018	5,065,039	4,994,450	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	1,006,133	985,000	1
U.S. Treasury Notes	1.375	7/14/2014	7/31/2018	998,867	998,730	1
U.S. Treasury SLGS	0.000	11/30/1990	2/21/2021	27,300	27,300	3
				81,398,511	81,274,529	
Revenue Fund:						
Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	20,232,684	20,232,684	1
Total unrestricted cash equivalents & investments				101,631,195	101,507,213	
Restricted:						
Reserve Maintenance Fund:						
Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	25,117,203	25,117,203	1
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	177,774	177,774	1
FHLB	1.000	2/19/2016	2/26/2021	2,000,000	1,981,640	1
FHLMC	1.250	5/17/2016	8/26/2019	2,000,000	1,988,180	1
FHLMC	1.500	5/31/2016	11/26/2019	3,000,000	2,988,810	1
U.S. Treasury Notes	0.875	2/25/2015	1/15/2018	3,989,844	3,999,520	1
U.S. Treasury Notes	1.375	5/14/2015	4/30/2020	3,974,063	3,951,120	1
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	4,085,781	3,939,640	1
U.S. Treasury Notes	0.625	7/5/2016	6/30/2018	4,005,781	3,983,600	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	4,024,531	3,940,000	1
U.S. Treasury Notes	1.500	5/14/2015	5/31/2019	2,015,860	1,990,280	1
U.S. Treasury Notes	1.000	5/14/2015	5/15/2018	4,008,906	3,994,520	1
				58,399,743	58,052,287	
Revenue Bond Reserve Accounts:						
Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	38,864,328	38,864,328	1
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	1,733,632	1,733,632	1
U.S. Treasury Bill	0.000	8/16/2017	8/16/2018	1,975,480	1,970,991	1
U.S. Bank CD	1.495	12/1/2017	12/1/2018	15,000,000	15,000,000	2
JP Morgan Chase Repo	5.991	5/23/2002	1/1/2022	50,936,450	50,936,450	3
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	3,064,336	2,954,730	1
U.S. Treasury Notes	0.625	7/5/2016	6/30/2018	3,004,336	2,987,700	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	3,018,398	2,955,000	1
U.S. Treasury Notes	1.000	5/30/2013	5/31/2018	4,998,047	4,990,050	1
U.S. Treasury Notes	1.375	5/30/2013	5/31/2020	1,983,051	1,974,700	1
U.S. Treasury Notes	1.375	8/16/2017	7/31/2019	2,001,797	1,985,160	1
				126,579,855	126,352,741	

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2017

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
2011 Bond Service Accounts: Invesco Stit Treas-Inst	1.220 %	12/31/2017	Demand	\$ 49,126,326	\$ 49,126,326	1
2017 Bond Service Accounts: Caval Hill U.S. Treasury	0.000	12/31/2017	Demand	3,959,565	3,959,565	1
Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	26,058,043	26,058,043	1
				30,017,608	30,017,608	
2017A Construction Fund: Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	266,570,321	266,570,321	1
2017C Construction Fund: Blackrock Liq Fedfd-Csh	0.770	12/31/2017	Demand	340,000,000	340,000,000	1
Turnpike Trust Fund: Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	11,259,483	11,259,483	1
U.S. Treasury Bill	0.000	12/21/2017	6/21/2018	992,506	992,526	1
U.S. Treasury Bill	0.000	8/16/2017	8/16/2018	1,975,268	1,970,912	1
U.S. Treasury Bill	0.000	12/21/2017	3/22/2018	1,993,305	1,993,336	1
U.S. Treasury Bill	0.000	11/16/2017	11/8/2018	1,969,740	1,967,255	1
U.S. Treasury Bill	0.000	11/16/2017	5/17/2018	993,082	992,980	1
U.S. Treasury Notes	1.500	Various	10/31/2019	8,989,492	8,939,250	1
U.S. Treasury Notes	1.375	7/6/2016	9/30/2020	2,042,891	1,969,820	1
U.S. Treasury Notes	1.250	12/18/2015	12/15/2018	6,994,805	6,963,950	1
U.S. Treasury Notes	0.625	7/5/2016	6/30/2018	2,002,891	1,991,800	1
U.S. Treasury Notes	0.875	7/5/2016	7/31/2019	2,012,266	1,970,000	1
U.S. Treasury Notes	1.375	7/14/2014	7/31/2018	2,497,168	2,496,825	1
U.S. Treasury Notes	1.375	8/16/2017	7/31/2019	2,001,015	1,985,160	1
				45,723,912	45,493,297	
Prepaid PIKEPASS Fund: Invesco Stit Treas-Inst	1.220	12/31/2017	Demand	2,805,207	2,805,207	1
FHLMC	1.500	8/16/2016	8/28/2024	1,000,000	962,170	1
U.S. Treasury Notes	1.500	12/18/2015	10/31/2019	699,754	695,275	1
U.S. Treasury Notes	1.250	12/18/2015	12/15/2018	699,480	696,395	1
Vanguard 500 Index (OEF)	1.780	5/15/2014	Demand	4,596,196	8,376,933	1
Ishares MSCI Emerging Mkts (ETF)	1.880	Various	Demand	306,646	358,112	1
Ishares Morgan Stanley Capital International Europe Asia Far East Index (ETF)	2.570	Various	Demand	697,829	884,500	1
Ishares RSSL Midcap Index (OEF)	1.520	Various	Demand	251,621	411,057	1
Ishares RSSL 2000 ETF (ETF)	1.260	Various	Demand	322,634	593,069	1
Ishares Core S&P Midcap (ETF)	1.190	Various	Demand	359,926	639,559	1
Ishares Core S&P Smallcap 600 (ETF)	1.200	Various	Demand	443,964	960,125	1
Metropolitan West T/R Bd-1 (OEF)	2.140	10/10/2014	Demand	6,623,566	6,531,975	1
SPDR S&P 500 Depository Receipts (ETF)	1.800	Various	Demand	2,286,854	4,212,385	1
Vanguard Intrmd Bd Indx-Inst (OEF)	2.650	9/28/2017	Demand	1,653,014	1,638,610	1
				22,746,691	29,765,372	

Total restricted cash equivalents & investments

939,164,456 945,377,952

Cash balance (unrestricted & restricted)

- 17,476,220

Total Cash, Cash Equivalents and Investments

\$ 1,040,795,651 \$ 1,064,361,385

NOTE 4. CAPITAL ASSETS

The following schedules summarize the capital assets of the Authority as of December 31, 2018 and 2017:

2018	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated Land	\$ 221,993,945	\$ 52,436,834	\$ (390,576)	\$ 274,040,203
Construction work in progress	308,200,056	366,351,168	(116,831,135)	557,720,089
Total capital assets, not being depreciated	530,194,001	418,788,002	(117,221,711)	831,760,292
Capital assets, being depreciated:				
Roads and bridges	1,325,321,006	59,228,687	(2,123,279)	1,382,426,414
Improvements	963,676,218	32,611,610	(23,977,828)	972,310,000
Buildings	115,236,038	13,478,156	(695,860)	128,018,334
Equipment	121,410,664	11,406,262	(3,112,853)	129,704,073
Capitalized interest	147,429,493	5,035,846	-	152,465,339
Total capital assets, being depreciated	2,673,073,419	121,760,561	(29,909,820)	2,764,924,160
Less accumulated depreciation for:				
Roads and bridges	(857,794,026)	(35,538,834)	2,098,884	(891,233,976)
Improvements	(679,910,734)	(39,396,288)	19,785,821	(699,521,201)
Buildings	(48,416,388)	(3,824,307)	554,904	(51,685,791)
Equipment	(106,697,114)	(6,352,100)	2,821,576	(110,227,638)
Capitalized interest	(92,513,974)	(4,749,445)	-	(97,263,419)
Total accumulated depreciation	(1,785,332,236)	(89,860,974)	25,261,185	(1,849,932,025)
Total capital assets, being depreciated, net	887,741,183	31,899,587	(4,648,635)	914,992,135
Total capital assets, net	\$ 1,417,935,184	\$ 450,687,589	\$ (121,870,346)	\$ 1,746,752,427

2017	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated Land	\$ 184,419,417	\$ 38,048,299	\$ (473,771)	\$ 221,993,945
Construction work in progress	183,956,680	173,914,173	(49,670,797)	308,200,056
Total capital assets, not being depreciated	368,376,097	211,962,472	(50,144,568)	530,194,001
Capital assets, being depreciated:				
Roads and bridges	1,317,927,282	7,549,750	(156,026)	1,325,321,006
Improvements	930,054,204	33,646,908	(24,894)	963,676,218
Buildings	109,533,837	7,224,766	(1,522,565)	115,236,038
Equipment	119,786,642	6,394,586	(4,770,564)	121,410,664
Capitalized interest	146,443,087	986,406	-	147,429,493
Total capital assets, being depreciated	2,623,745,052	55,802,416	(6,474,049)	2,673,073,419
Less accumulated depreciation for:				
Roads and bridges	(823,054,780)	(34,889,792)	150,546	(857,794,026)
Improvements	(642,250,610)	(37,683,430)	23,306	(679,910,734)
Buildings	(46,416,997)	(3,427,516)	1,428,125	(48,416,388)
Equipment	(104,956,899)	(6,320,465)	4,580,250	(106,697,114)
Capitalized interest	(87,854,393)	(4,659,581)	-	(92,513,974)
Total accumulated depreciation	(1,704,533,679)	(86,980,784)	6,182,227	(1,785,332,236)
Total capital assets, being depreciated, net	919,211,373	(31,178,368)	(291,822)	887,741,183
Total capital assets, net	\$ 1,287,587,470	\$ 180,784,104	\$ (50,436,390)	\$ 1,417,935,184

NOTE 5. DISAGGREGATION OF RECEIVABLE AND PAYABLE BALANCES

Receivables are primarily comprised of current customer receivables 30.1% and 46.5%, and intergovernmental receivables representing 44.7% and 50.0% at December 31, 2018 and 2017, respectively. Remaining current receivables are comprised of 25.2% and 3.5% other receivables at December 31, 2018 and 2017, respectively.

Payable balance are comprised of 66.9% and 60.7% current accounts payable and accrued expenses to contractors and vendors and 5.6% and 11.8% in other payables at December 31, 2018 and 2017 respectively. Current intergovernmental payable balances remained unchanged at 27.5% at December 31, 2018 and 2017.

five-year renewal options. These contracts provide for the Authority to receive concession revenue, including minimum rentals plus contingent rentals based on sales volume. The Authority also leases antenna space under non-cancelable contracts with a 20-year term. The total cost of leased concession areas was \$42.5 million at the end of December 31, 2018 and 2017, and accumulated depreciation totaled \$12.8 million and \$11.6 million respectively. As of December 31, 2018, total future minimum rental payments approximate:

Year	Minimum Lease Rentals
2019	\$ 1,022,550
2020	1,023,343
2021	1,049,293
2022	1,055,497
2023	1,055,497
Thereafter	11,044,607
Total	\$ 16,250,787

NOTE 6. OPERATING LEASES

The Authority has entered into various non-cancelable contracts with concessionaires to provide customer services on the Oklahoma Turnpike System. The contracts are generally for five-year terms, with two

NOTE 7. LONG-TERM DEBT

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2018						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2011A	10/5/2011	\$ 362,635,000	\$ -	\$ (37,820,000)	\$ 324,815,000	\$ 40,215,000
Series 2011B	12/7/2011	54,325,000	-	(1,555,000)	52,770,000	5,000
Series 2017A	2/8/2017	456,070,000	-	-	456,070,000	-
Series 2017B	2/8/2017	23,930,000	-	(4,945,000)	18,985,000	5,020,000
Series 2017C	12/21/2017	312,840,000	-	-	312,840,000	-
Series 2017D	12/21/2017	275,680,000	-	(11,435,000)	264,245,000	11,405,000
Series 2017E	12/21/2017	95,835,000	-	(2,285,000)	93,550,000	-
Series 2018A	10/31/2018	-	344,310,000	-	344,310,000	-
	Total	\$ 1,581,315,000	\$ 344,310,000	\$ (58,040,000)	\$ 1,867,585,000	\$ 56,645,000

OTHER LONG-TERM DEBT OUTSTANDING AS OF DECEMBER 31, 2018						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
US Bank Loan	12/1/2018	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000	\$ 14,999,991

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2017						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2006B-F	8/24/2006	\$ 294,450,000	\$ -	\$ (294,450,000)	\$ -	\$ -
Series 2007A	6/6/2007	28,980,000	-	(28,980,000)	-	-
Series 2011A	10/15/2011	401,055,000	-	(38,420,000)	362,635,000	37,820,000
Series 2011B	12/15/2011	155,860,000	-	(101,535,000)	54,325,000	1,555,000
Series 2017A	2/8/2017	-	456,070,000	-	456,070,000	-
Series 2017B	2/8/2017	-	23,930,000	-	23,930,000	4,945,000
Series 2017C	12/21/2017	-	312,840,000	-	312,840,000	-
Series 2017D	12/21/2017	-	275,680,000	-	275,680,000	11,435,000
Series 2017E	12/21/2017	-	95,835,000	-	95,835,000	2,285,000
Total		\$ 880,345,000	\$ 1,164,355,000	\$ (463,385,000)	\$ 1,581,315,000	\$ 58,040,000

OTHER LONG-TERM DEBT OUTSTANDING AS OF DECEMBER 31, 2017						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
US Bank Loan	12/01/2017	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000	\$ 14,999,991

Debt service requirements as of December 31, 2018:

YEAR	TOTAL REVENUE BONDS	
	Principal	Interest
Maturity January 1		
2019	\$ 56,645,000	\$ 72,124,772
2020	57,780,000	82,327,722
2021	58,405,000	79,664,317
2022	61,245,000	77,038,329
2023	63,385,000	74,146,054
2024-2028	362,160,000	323,016,814
2029-2033	262,760,000	241,149,524
2034-2038	248,760,000	186,585,590
2039-2043	310,410,000	124,937,105
2044-2048	386,035,000	49,315,752
Total	\$ 1,867,585,000	\$ 1,310,305,979

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 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, 2029 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., serves as the Escrow Trustee on the Series 2011B Bonds. These bonds remain outstanding at December 31, 2018 and 2017 and are anticipated to be redeemed January 1, 2021. See further description of the Series 2011B Bonds below.

Other outstanding bonds at December 31, 2018 include the Series 2011A&B Bonds. On October 31, 2011, the Authority closed on the delivery of the Series 2011A Refunding Second Senior Revenue Bonds totaling \$524.0 million. 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. The Series 2011A Bonds are series bonds due in annual installments beginning January 1, 2012 through January 1, 2028. Interest commenced on January 1, 2012, and is payable semi-annually on January 1 and July 1 of each year, with interest rates ranging from 0.2% to 5.0%.

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. The remaining \$54.3 million are series bonds due in annual installments beginning January 1, 2018 through 2023 and additional maturities due January 1, 2030 and 2031. Interest is payable semi-annually on January 1 of each year, with interest rates ranging from 2.0% to 5.0%.

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. Of the original issue, only \$29.0 million of these Series 1989 Bonds remain outstanding at December 31, 2018 and 2017; schedule redemption is January 1, 2022.

DESCRIPTION OF VARIABLE RATE DEBT

Prior to the issuance of the Series 2017D Bonds, the Authority had \$280.8 million outstanding of variable rate Series 2006BEF Bonds. After the Series 2017D Bonds currently refunded and defeased these Series 2006BEF Bonds, in late 2017, the Authority had no outstanding variable rate debt.

In August 2006, the Authority issued, through a negotiated sale, six separate series of Series 2006 Refunding Second Senior Revenue Bonds totaling \$635.6 million. As part of that sale, on August 24, 2006, the Authority issued variable rate Series 2006B-F Refunding Second Senior Revenue Bonds in five sub-series in the initial aggregate principal of \$530.8 million; the individual principal amounts of each Series 2006B-F Bonds were dated the date of their original issuance and delivery with anticipated maturity on January 1, 2028, subject to call provisions in accordance with the mandatory amortization installments that began on January 1, 2015. 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. With the issuance of the Series 2011A Bonds, the Series 2006C and D Bonds were refunded to redemption through an escrow deposit. On August 1, 2012, the Series 2006B Bonds were remarketed in a term rate mode and purchased by RBC Capital Markets, LLC, with an interest rate of 68% of 30-day LIBOR plus 38 basis points and mandatory tender in mid-2017. On August 1, 2013, the Series 2006E Bonds were placed in a term rate mode with Wells Fargo Municipal Capital Strategies, LLC, with a special mandatory tender which was extended to August 1, 2019 and an interest rate of 68% of 30-day LIBOR plus 38 basis points. At the time of the refunding, the Series 2006F Bonds were outstanding in a daily reset variable rate mode. Interest was payable on the first business day of each month for all the Series 2006B-F Bonds.

VARIABLE-TO FIXED INTEREST RATE SWAPS

On July 28, 2006, 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 (the 2006 Swaps), with three separate counterparties, effective as of August 24, 2006. With the October 2011 refunding of the Series 2006C&D Bonds, the Authority terminated two of its corresponding swap agreements. This termination selection was determined through a competitive solicitation process. The swap agreement with UBS AG was terminated for approximately \$25.0 million, and one swap agreement with Goldman Sachs Mitsui Marine Derivative Products LP (Goldman Sachs) was terminated for approximately \$26.0 million. The remaining swap agreements were terminated with

the issuance of the Series 2017D Bonds. The two swaps with the Goldman Sachs were terminated for approximately \$27.4 million and the JP Morgan swap was terminated for approximately \$13.9 million.

The Authority entered into the 2006 Swaps rather than issuing fixed rate bonds as a means to achieve lower borrowing costs. The Authority issued variable rate bonds and entered into swap agreements to obtain the synthetic rate and manage interest rate exposure. The 2006 Swaps were a discrete cash flow hedge and considered effective using regression analysis. Therefore, the accumulated change in the fair value was reported as a component of Deferred Outflows of Resources on the Statements of Net Position. With the issuance of the Series 2017D Bonds, those elements were removed from Statements of Net Position.

OTHER DEBT RELATED INFORMATION

The Interest, Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balance for the Revenue Reserve Account was approximately \$144.6 and \$126.4 million as of December 31, 2018 and 2017, respectively. The Authority has funded the remainder of the current debt reserve requirement with a ten year term loan with US Bank for \$15.0 million. The proceeds are invested in a certificate of deposit with US Bank. The loan terms were amended and restated December 1, 2018. The interest rate on the loan is 90-day LIBOR plus 0.725%. The interest rate earned on the certificate of deposit is 90-day LIBOR minus 0.2%.

YEAR	OTHER LONG-TERM DEBT (US BANK LOAN)	
	Principal	Interest
Maturity December 1		
2019	\$ 14,999,991	\$ 489,900
2020	1	1
2021	1	1
2022	1	1
2023	1	1
2024-2028	5	5
Total:	\$ 15,000,000	\$ 489,909

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, 2018 and 2017, the Statements of Net Position reflect a collective net deferred debit of approximately \$86.5 and \$97.2 million respectively, resulting from accounting losses from the defeasance of debt through its various refundings. The Statements of Revenues, Expenses and Changes in Net Position reflect the amortization of this deferral as a component of interest expense of approximately \$10.7 and \$6.5 million for the years ended December 31, 2018 and 2017, respectively.

NOTE 8. SHORT-TERM DEBT

As of June 1, 2016, the Authority executed a supplemental agreement to its prevailing Trust Agreement, with Bank of Oklahoma, N.A. as Trustee. This supplement authorized the issuance of a Second Senior Revenue Bond Series 2016A in the principal amount not to exceed \$90.0 million. The unregistered Series 2016A Bond was issued as a single bond to Wells Fargo Bank, N.A. (Wells Fargo) for the sole purpose of securing the payment obligations of the Authority under the revolving credit agreement the Authority entered into with Wells Fargo on June 1, 2016, and as amended, to provide

interim financing for identified Turnpike projects. The principal amount, maturity dates and interest rates of the Series 2016A Bond were in accordance with the terms of the revolving credit agreement. Proceeds received through these borrowings were deposited to the 2016A Construction Fund for purposes of funding the identified Turnpike projects. In February 2017, the Authority issued the Series 2017A Bonds and utilized a portion of the bond proceeds to pay amounts due under this revolving credit agreement and fully redeem the Series 2016A Bond.

Under the terms of the revolving credit agreement, minimum principal borrowings were \$250,000 or a whole multiple of \$50,000 in excess thereof, with no more than five revolving loans outstanding at any one time. The termination date was amended to June 30, 2017. Interest payments were due monthly, and the interest rate for each revolving loan was 30-day LIBOR plus an applicable spread determined by the Authority's credit rating. Commitment fees were due quarterly and calculated as the product of the remaining available commitment and the applicable spread determined by the Authority's credit rating.

No agreements or amounts remained outstanding subsequent to February 2017.

	Beginning Balance	Additions	Retired	Ending Balance
2017	\$ 54,700,000	\$ -	\$ (54,700,000)	\$ -

NOTE 9. 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, 2018. The Authority believes that it has no liabilities in respect to the State's plan.

NOTE 10. 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 comprehensive annual financial report (CAFR) that includes financial statements and required supplementary information for the Plan. That annual report may be obtained at <http://www.opers.ok.gov/websites/opers/images/pdfs/CAFR-2018-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, 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 by the Authority on or after November 1, 2015, and have no prior participation in the Plan will participate in a mandatory defined contribution plan. See Note 11 for further discussion.

CONTRIBUTIONS

Employees and the Authority are required to contribute at a rate set by Oklahoma Statute. The rates for the Plan are 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 2018 and 2017. 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, 2018 and 2017, were approximately \$3.3 and \$3.2 million respectively, and equal to the required contributions for each year.

ACTUARIAL ASSUMPTIONS

The total pension liability as of June 30, 2018 and 2017, were determined based on actuarial valuations prepared as of July 1, 2018, using the following actuarial assumptions:

- » Investment return – 7.0% compounded annually net of investment expense and including inflation
- » Salary increases – 3.5% to 9.5% per year including inflation
- » Mortality rates – active participants and nondisabled pensioners – RP-2014 Mortality Table projected to span 2025 by Scale MP-2016 (disabled pensioners set forward 12 years)
- » No annual post-retirement benefit increases
- » Assumed inflation rate – 2.75%
- » Payroll growth – 3.5%
- » Actuarial cost method – entry age
- » Select period for the termination of employment assumptions – 10 years

The actuarial assumptions used in the July 1, 2018 and 2017 valuations are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2016. The experience study report is dated April 13, 2017.

The long-term expected rate of return on pension plan investments was determined using a log-normal distribution analysis in which best estimates 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 by the target asset allocation percentage and by adding expected inflation.

The target asset allocation and best estimates of geometric real rates of return for each major asset class as of June 30, 2018 and 2017, are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	38.0%	5.3%
U.S. Small Cap Equity	6.0%	5.6%
U.S. Fixed Income	25.0%	0.7%
International Stock	18.0%	5.6%
Emerging Market Stock	6.0%	6.4%
TIPS	3.5%	0.7%
Rate Anticipation	3.5%	1.5%
Total	100.0%	

The discount rate used to measure the total pension liability, net of investment expenses, was 7.0% for 2018 and 2017. 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 through 2114 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.

SENSITIVITY OF THE NET PENSION LIABILITY

The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 7.0% for 2018 and 2017, 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 6.0%	Current Discount Rate 7.0%	1% Increase 8.0%
2018	\$ 14,367,322	\$ 2,239,219	\$ (8,038,680)
2017	\$ 17,996,576	\$ 6,089,096	\$ (3,993,746)

PENSION LIABILITIES

At December 31, 2018 and 2017, the Authority reported a liability of approximately \$2.2 and \$6.1 million respectively, for its proportionate share of the net pension liability. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending Balance
2018	\$ 6,089,096	\$ 1,886,462	\$ (5,736,339)	\$ 2,239,219
2017	\$ 10,433,427	\$ 5,570,993	\$ (9,915,324)	\$ 6,089,096

PENSION EXPENSE

The net pension liability was measured as of June 30, 2018 and 2017, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2018 and 2017, respectively. The OPERS has 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, 2018 the Authority's proportionate share of the net pension liability and corresponding employer pension amounts was approximately 1.15%, an increase from its proportion of 1.13%, measured as of June 30, 2017. For the years ended December 31, 2018 and 2017, the Authority recognized pension expense of approximately \$1.8 and \$2.5 million, respectively.

PENSION PLAN FIDUCIARY NET POSITION

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

DEFERRED OUTFLOWS AND INFLOWS

The 2018 deferred outflows of resources related to contributions subsequent to the measurement date, as shown in the table below, will be recognized as a reduction of the net pension liability in the year ended December 31, 2019; the 2017 amounts were recognized as a reduction of the net pension liability in the year December 31, 2018. Other amounts reported

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

Years Ended December 31	2018	2017
2018	\$ N/A	\$ 728,969
2019	1,279,958	1,874,317
2020	(99,308)	433,166
2021	(1,268,839)	(972,366)
2022	(277,619)	N/A
Thereafter	N/A	N/A

	Deferred Outflows of Resources 2018	Deferred Inflows of Resources 2018	Deferred Outflows of Resources 2017	Deferred Inflows of Resources 2017
Difference between expected and actual experience	\$ -	\$ 1,261,097	\$ -	\$ 1,088,903
Changes of assumptions	962,984	-	2,703,202	-
Net difference between projected and actual earnings on pension plan investments	-	366,291	272,012	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions	300,983	2,387	222,654	44,879
Authority contributions subsequent to the measurement date	1,699,212	-	1,555,654	-
Total	\$ 2,963,179	\$ 1,629,775	\$ 4,753,522	\$ 1,133,782

NOTE 11. 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

2018, 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, 2018 and 2017 was approximately \$0.2 and \$0.1 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, 2018 and 2017 to meet this requirement are included with the Authority's contributions noted in Note 10. The Authority reports no liabilities for Pathfinder at December 31, 2018 and 2017.

NOTE 12. 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 liability for the HISP Plan. The Authority's proportionate share of the total OPERS OPEB liability 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 comprehensive annual financial report (CAFR) that includes financial statements and required supplementary information for the HISP Plan. That annual report may be obtained at <http://www.opers.ok.gov/websites/opers/images/pdfs/CAFR-2018-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://omes.ok.gov/services/accounting-reporting>.

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

As of the measurement date, the EGID had a total of 35,009 participants; 31,971 were active employees and 3,038 were terminated, vested inactive participants. The Authority accounted for 524 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 liability as of June 30, 2018 and 2017, were determined based on actuarial valuations prepared

as of July 1, 2018 and 2017, respectively, using the following actuarial assumptions:

The HISP Plan actuarial assumptions used in the July 1, 2018 and 2017 valuations are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2016. The experience study report is dated April 13, 2017. The EGID Plan actuarial assumptions used in the June 30, 2018 valuation is based on a measured date of July 1, 2017, with a measurement period of July 1, 2016 to July 1, 2017. Actuarial assumptions for a June 30, 2017 valuation are not available for the EGID Plan.

The long-term expected rate of return on the HISP Plan OPEB investments was determined using a log-normal distribution analysis in which best estimates 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 above, 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.

The following presents the target asset allocation and best estimates of geometric real rates of return for each major asset class as of June 30, 2018 and 2017, respectively, for the HISP Plan OPEB liability. 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.

The discount rate used to measure the HISP Plan OPEB liability was 7.0% for 2018 and 2017, respectively. The

Actuarial Assumptions	HISP Plan 2018	HISP Plan 2017	EGID Plan 2018
Investment return, net of investment expense and including inflations	7.00%	7.00%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust
Salary increase, including inflation	3.5% to 9.5%	3.5% to 9.5%	3.5% to 9.5%
Mortality Rates	RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years)	RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years)	RP-2006 Mortality Table, with a fully generational projection using Scale MP-2017
Assumed inflation rates	2.75%	2.75%	No data
Annual post-retirement benefit increases	No	No	No data
Payroll growth	3.50%	3.50%	No data
Actuarial Cost method	Entry age	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	10 years	No data
Health Care Trend Rate	N/A based on how OPERS is structured and benefit payments are made	N/A based on how OPERS is structured and benefit payments are made	7.1% decreasing to 4.6%
Plan Participation	No data	No data	40% of retired employees are assumed to participate in the Plan
Marital assumptions	No data	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

projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current pension contribution rate as set out in Oklahoma Statute. Based on those assumptions, the HISP Plan's fiduciary net position was projected through 2114 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 liability. The discount rate determined does not use a municipal bond rate.

The discount rate used to measure the EGID Plan OPEB liability was 3.6% for 2018 and 2.6% for 2017. The discount rate determined used the Bond Buyer Go-20-Bond Municipal Bond Index.

Asset Class	HISP Plan 2018 Target Allocation	HISP Plan 2018 Long-Term Expected Real Rate of Return	HISP Plan 2017 Target Allocation	HISP Plan 2017 Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	38.0%	3.8%	38.0%	5.3%
U.S. Small Cap Equity	6.0%	4.9%	6.0%	5.6%
Non-U.S. Equity	24.0%	9.2%	-	-
U.S. Fixed Income	32.0%	1.4%	25.0%	0.7%
International Stock	-	-	18.0%	5.6%
Emerging Market Stock	-	-	6.0%	6.4%
TIPS	-	-	3.5%	0.7%
Rate Anticipation	-	-	3.5%	1.5%
Total	100.0%		100.0%	

SENSITIVITY OF THE OPEB ASSET/LIABILITY

The following presents the Authority's proportionate share of the net HISP Plan OPEB asset or liability calculated using the discount rate of 7.0% for 2018 and 2017. The Authority's proportionate share of the net EGID Plan OPEB liability using the 2018 discount rate of 3.6% is also calculated and presented below, as well as what the Authority's proportionate share of both the net HISP Plan OPEB asset or liability 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. Detailed sensitivity discount rate data was not available for the 2017 EGID Plan OPEB liability.

	1% Decrease	Current Discount Rate	1% Increase
HISP Plan	6.0%	7.0%	8.0%
2018	\$ 236,542	\$ (148,571)	\$ (479,811)
2017	\$ 509,533	\$ 128,998	\$ (19,818)
EGID Plan	2.6%	3.6%	4.6%
2018	\$ 2,257,067	\$ 2,114,618	\$ 1,981,976

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 2018 healthcare trend rate of 7.1% decreasing to 4.6%, as well as 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. Detailed sensitivity healthcare trend rate data was not available for the 2017 EGID Plan OPEB liability.

	1% Decrease	Current Discount Rate	1% Increase
EGID Plan	6.1% decreasing to 3.6%	7.1% decreasing to 4.6%	8.1% decreasing to 5.6%
2018	\$1,940,811	\$2,114,618	\$2,315,940

OPEB LIABILITIES

At December 31, 2018, the Authority reported an asset of \$0.1 million for its proportionate share of the net HISP Plan and a liability of \$2.1 million for its proportionate share of the net EGID Plan. At December 31, 2017 the Authority reported its proportionate share of the net HISP Plan liability of \$0.1 million and its proportionate share of the net EGID Plan liability of \$2.3 million for a total OPEB liability of \$2.4 million. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending Balance
2018				
HISP Plan	\$ 128,998	\$ 31,604	\$ (309,173)	\$ (148,571)
EGID Plan	2,252,654	125,419	(263,455)	2,114,618
Total	2,381,652	157,023	(572,628)	1,966,047
2017				
HISP Plan	455,180	184,067	(510,249)	128,998
EGID Plan	-	-	-	2,252,654
Total	\$ 455,180	\$ 184,067	\$ (510,249)	\$ 2,381,652

OPEB EXPENSE

The net HISP Plan OPEB asset/liability was measured as of June 30, 2018 and 2017, and the total HISP Plan OPEB asset/liability used to calculate the HISP Plan asset/liability was determined by an actuarial valuation as of July 1, 2018 and 2017, 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, 2018 the Authority's proportionate share of the net HISP Plan OPEB asset/liability and corresponding employer HISP Plan OPEB amounts was approximately 1.15%, an increase from its proportion of 1.13%, measured as of June 30, 2017.

The net EGID Plan OPEB liability was measured as of June 30, 2018, 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, 2017. The EGID Plan determined that the number

of active employees as of the measurement date was appropriate as the allocation basis. At June 30, 2018 the Authority's proportionate share of the net EGID Plan OPEB liability and corresponding employer EGID Plan OPEB amounts was approximately 1.42%, measured as of June 30, 2018. For the year ended December 31, 2018, the Authority recognized total OPEB expense of approximately \$33,000 and \$46,000 as of December 31, 2018 and 2017, respectively.

At December 31, 2018 and 2017, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB as shown in the table below.

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 CAFR and the EGID reports as previously noted.

	Deferred Outflows of Resources 2018	Deferred Inflows of Resources 2018	Deferred Outflows of Resources 2017	Deferred Inflows of Resources 2017
Difference between expected and actual experience				
HISP Plan	\$ -	\$ 233,590	\$ -	\$ 159,003
EGID Plan	-	-	-	-
Changes of assumptions or other inputs				
HISP Plan	92,311	466,291	105,067	317,853
EGID Plan	-	213,195	-	-
Total	\$ 92,311	\$ 913,076	\$ 105,067	\$ 476,856

Year Ended December 31	2018			2017		
	HISP Plan	EGID Plan	Total	HISP Plan	EGID Plan	Total
2018	\$ N/A	\$ N/A	\$ N/A	\$ (78,275)	\$ *	\$ (78,275)
2019	(141,638)	(73,181)	(214,819)	(78,275)	*	(78,275)
2020	(141,638)	(73,181)	(214,819)	(78,275)	*	(78,275)
2021	(141,638)	(53,080)	(194,718)	(78,275)	*	(78,275)
2022	(106,163)	(13,753)	(119,916)	(43,474)	*	(43,474)
Thereafter	(76,495)	-	(76,495)	(15,216)	*	(15,216)

*Deferred outflow and deferred inflow data at December 31, 2017 was not available for the EGID Plan.

NOTE 13. 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 2018 and 2017, the Authority received and subsequently remitted to ODOT \$46.4 million and \$47.0 million, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of \$46.2 million and \$45.5 million at December 31, 2018 and 2017, respectively) are invested in interest-bearing obligations in the Turnpike Trust Fund. The interest received thereon (\$626,478 and \$403,545 during the years ended December 31, 2018 and 2017, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2018 or 2017.

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, 2018 and 2017, is \$54.4 million and \$53.7 million, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2018	\$ 53,705,872	\$ 695,706	\$ -	\$ 54,401,578
2017	\$ 53,262,639	\$ 443,233	\$ -	\$ 53,705,872

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 14. GILCREASE EXPRESSWAY PROJECT

The Authority has adopted several resolutions to facilitate the financing, construction and ultimately the maintenance and operations of the Gilcrease Expressway Project (the Gilcrease). This project is a five mile, four-lane roadway that will consist of 22 bridges and fulfill 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 has been formed with several governmental entities to leverage available resources. The Authority has established a funding partnership with the City of Tulsa, Tulsa County, the Indian Nations Council of Governments, the ODOT, the federal government and ultimately, will include a competitively selected private investor to finance the construction component.

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 is expected in mid-2019.

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 in 2018 was \$6.8 million; no amounts were received in 2017. The Authority is also pursuing access to a low interest loan from the United States Department of Transportation through the Transportation Infrastructure and Innovation Act to satisfy the private investor's interim financing after completion of the construction. A combination of the Authority's cash contributions, GARVEE proceeds and short-term private investor financing will provide the necessary funding to complete the Gilcrease.

NOTE 15. 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 of this report.

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 \$1,498.9 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 2018, 2017 or 2016.

NOTE 16. LITIGATION AND CONTINGENT LIABILITIES

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 17. COMMITMENTS

At December 31, 2018 and 2017, the Authority had commitments outstanding relating to equipment orders and supplies of \$22.7 million and \$12.6 million respectively. At December 31, 2018 and 2017, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$260.2 million and \$106.1 million respectively.

REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2018 AND 2017

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN YEARS ENDED DECEMBER 31, 2018 AND PRIOR FOUR YEARS*

	2018	2017	2016	2015	2014
Authority's proportion of the net pension liability	1.15%	1.13%	1.10%	1.11%	1.15%
Authority's proportionate share of the net pension liability	\$ 2,239,219	\$ 6,089,096	\$ 10,433,427	\$ 4,001,576	\$ 2,119,662
Authority's covered payroll	\$ 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	11.1%	30.3%	53.0%	20.5%	10.9%
Plan fiduciary net position as a percentage of the total pension liability	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 TEN YEARS DECEMBER 31, 2018 AND PRIOR NINE YEARS

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Required Contributions	\$ 3,329,182	\$ 3,172,188	3,264,101	\$ 3,213,707	\$ 3,272,118	\$ 3,214,259	\$ 2,998,737	\$ 2,949,127	\$ 2,849,167	\$ 2,790,452
Contributions Made	3,329,182	3,172,188	3,264,101	3,213,707	3,272,118	3,214,259	2,998,737	2,949,127	2,849,167	2,790,452
Deficiency (Excess)	-	-	-	-	-	-	-	-	-	-
Covered Payroll	18,223,891	17,828,704	19,140,976	19,535,479	19,667,541	19,441,410	18,339,455	18,326,471	18,197,648	18,361,579
Contributions as %	18.3%	17.8%	17.1%	16.5%	16.6%	16.5%	16.4%	16.1%	15.7%	15.2%

Notes to Required Supplementary Information, Years Ended December 31, 2018 and 2017

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 2.75% inflation rate for 2018 remained unchanged after decreasing in 2017 from the prior rate of 3.0%. The 7.0% investment rate of return for 2018 remained unchanged from 2017; the rate was 7.25% for 2016 and 7.5% for 2015. For 2018, the expectation of retired life mortality for active participants and non-disabled pensioners was based on the RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years) rather than on the RP-200 Mortality Table projected to 2010 by Scale AA (disabled pensioners set forward 15 years), which was used prior to 2017. All other assumptions remained consistent for the years ended December 31, 2018 and 2017.

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF THE OPEB LIABILITY HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2018 AND 2017*

	2018	2017
Authority's proportion of the net HISP Plan OPEB liability (asset)	1.15%	1.13%
Authority's proportionate share of the net HISP Plan OPEB liability (asset)	\$ (148,571)	\$ 128,998
Authority's covered-employee payroll	\$ 17,543,107	\$ 18,578,644
Authority's proportionate share of the net HISP Plan liability as a percentage of its covered employee payroll	(0.85%)	0.69%
Plan fiduciary net position as a percentage of the total HISP Plan OPEB liability	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, 2018 AND 2017

SCHEDULE OF EMPLOYER CONTRIBUTIONS HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2018 AND 2017*

	2018	2017
Authority's required employer contributions to the HISP Plan OPEB liability	\$ 219,051	\$ 212,046
Authority's contributions in relation to statutorily required contribution	-	-
Authority's contribution deficiency (excess)	\$ (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, 2018 AND 2017*

Total EGID Plan OPEB liability	2018
Authority's proportion of the net EGID Plan OPEB liability (asset)	1.42%
Authority's proportionate share of the service cost	84,297
Authority's proportionate share of the interest on the total EGID Plan OPEB liability	64,043
Authority's proportionate share of expensed portion of current period changes in assumptions to the EGID Plan OPEB liability	(22,921)
Authority's proportionate share of differences between expected and actual experience of the EGID Plan OPEB liability	-
Authority's proportionate share of changes of assumptions or other inputs of the EGID Plan OPEB liability	(82,517)
Authority's proportionate share of benefit payments to the EGID Plan OPEB liability	(180,938)
Authority's proportionate share of the net change in the EGID Plan OPEB liability	\$ (138,036)
Authority's proportionate share of the EGID Plan OPEB liability-beginning	\$ 2,252,654
Authority's proportionate share of the EGID Plan OPEB liability-ending	\$ 2,114,618
Authority's covered employee payroll	20,837,383
Authority's proportionate share of the total EGID Plan OPEB liability as a percentage of covered-employee payroll	10.1%
Plan fiduciary net position as a percentage of the total EGID Plan OPEB liability	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 2014. A 10-year trend will be presented when available.

SCCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2018

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	\$ 13,642,146	\$ 13,277,203	\$ 364,943
Contractual services	9,320,251	7,014,805	2,305,446
Commodities	372,829	306,599	66,230
Capital outlay and contingencies	-	6,044	(6,044)
Total	23,335,226	20,604,651	2,730,575
Turnpike Maintenance:			
Personnel services	12,439,550	11,850,693	588,857
Contractual services	5,203,919	4,993,308	210,611
Commodities	3,402,865	4,501,947	(1,099,082)
Capital outlay and contingencies	-	-	-
Total	21,046,334	21,345,948	(299,614)
Construction:			
Personnel services	264,545	253,327	11,218
Contractual services	4,700	9,630	(4,930)
Commodities	700	365	335
Capital outlay and contingencies	-	-	-
Total	269,945	263,322	6,623
Engineering:			
Personnel services	843,520	719,584	123,936
Contractual services	109,000	103,621	5,379
Commodities	3,625	382	3,243
Capital outlay and contingencies	-	-	-
Total	956,145	823,587	132,558
Highway Patrol:			
Contractual services	15,660,950	15,938,591	(277,641)
Commodities	1,363,585	909,907	453,678
Capital outlay and contingencies	-	-	-
Total	17,024,535	16,848,498	176,037
PIKEPASS Operations:			
Personnel services	4,994,304	3,946,780	1,047,524
Contractual services	8,383,289	7,892,988	490,301
Commodities	3,724,831	3,541,724	183,107
Capital outlay and contingencies	10,000	-	10,000
Total	17,112,424	15,381,492	1,730,932
Administrative Services			
Personnel services	912,381	988,644	(76,263)
Contractual services	319,375	229,393	89,982
Commodities	144,300	99,517	44,783
Capital outlay and contingencies	-	-	-
Total	1,376,056	1,317,554	58,502

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2018

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	\$ 2,302,175	\$ 1,448,430	\$ 853,745
Contractual services	3,144,287	2,848,223	296,064
Commodities	213,190	223,021	(9,831)
Capital outlay and contingencies	-	-	-
Total	5,659,652	4,519,674	1,139,978
Controller:			
Personnel services	1,151,526	1,044,920	106,606
Contractual services	216,205	216,210	(5)
Commodities	6,000	4,655	1,345
Capital outlay and contingencies	-	-	-
Total	1,373,731	1,265,785	107,946
Finance & Revenue:			
Personnel services	311,312	339,296	(27,984)
Contractual services	311,054	293,168	17,886
Commodities	-	-	-
Capital outlay and contingencies	-	-	-
Total	622,366	632,464	(10,098)
Executive:			
Personnel services	1,990,066	1,888,028	102,038
Contractual services	1,751,042	1,432,441	318,601
Commodities	29,475	45,405	(15,930)
Capital outlay and contingencies	-	9,302	(9,302)
Total	3,770,583	3,375,176	395,407
Authority:			
Contractual Services	5,000	2,484	2,516
Commodities	-	-	-
Capital outlay and contingencies	2,337,172	-	2,337,172
Total	2,342,172	2,484	2,339,688
Total Expenses	\$ 94,889,169	\$ 86,380,635	\$ 8,508,534

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:	2018	2017
Budgetary basis	\$ 86,380,635	\$ 83,094,534
Increase (decrease) due to:		
Current expenses reclassified as property and equipment	(15,346)	(43,002)
Non-Revenue Fund operating expenses	20,879,841	20,122,324
Other GAAP adjustments	(1,387,944)	(1,240,133)
GAAP basis	\$ 105,857,186	\$ 101,933,723

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2018

2011 SERIES						
SERIES 2011A REVENUE				SERIES 2011B REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2019	\$ 40,215,000	\$ 15,583,981	\$ 55,798,981	\$ 5,000	\$ 2,075,320	\$ 2,080,320
2020	41,925,000	13,827,356	55,752,356	5,000	2,075,220	2,080,220
2021	41,295,000	11,758,063	53,053,063	6,180,000	2,075,108	8,255,108
2022	39,985,000	9,804,400	49,789,400	5,215,000	1,839,983	7,054,983
2023	24,275,000	7,824,275	32,099,275	1,320,000	1,605,333	2,925,333
2024	24,880,000	6,705,925	31,585,925	-	1,565,732	1,565,732
2025	26,350,000	5,474,263	31,824,263	-	1,565,732	1,565,732
2026	27,470,000	4,166,756	31,636,756	-	1,565,732	1,565,732
2027	28,615,000	2,821,756	31,436,756	-	1,565,732	1,565,732
2028	29,805,000	1,435,975	31,240,975	-	1,565,732	1,565,732
2029	-	-	-	-	1,565,733	1,565,733
2030	-	-	-	24,045,000	1,565,733	25,610,733
2031	-	-	-	16,000,000	640,000	16,640,000
2032	-	-	-	-	-	-
2033	-	-	-	-	-	-
2034	-	-	-	-	-	-
2035	-	-	-	-	-	-
2036	-	-	-	-	-	-
2037	-	-	-	-	-	-
2038	-	-	-	-	-	-
2039	-	-	-	-	-	-
2040	-	-	-	-	-	-
2041	-	-	-	-	-	-
2042	-	-	-	-	-	-
2043	-	-	-	-	-	-
2044	-	-	-	-	-	-
2045	-	-	-	-	-	-
2046	-	-	-	-	-	-
2047	-	-	-	-	-	-
2048	-	-	-	-	-	-
Total	\$ 324,815,000	\$ 79,402,750	\$ 404,217,750	\$ 52,770,000	\$ 21,271,090	\$ 74,041,090

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2018

2017 SERIES						
SERIES 2017A				SERIES 2017B		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2019	\$ -	\$ 19,801,269	\$ 19,801,269	\$ 5,020,000	\$ 541,550	\$ 5,561,550
2020	-	19,801,269	19,801,269	4,000,000	441,150	4,441,150
2021	-	19,801,269	19,801,269	5,235,000	321,150	5,556,150
2022	-	19,801,269	19,801,269	4,730,000	111,750	4,841,750
2023	-	19,801,269	19,801,269	-	-	-
2024	-	19,801,269	19,801,269	-	-	-
2025	-	19,801,269	19,801,269	-	-	-
2026	-	19,801,269	19,801,269	-	-	-
2027	-	19,801,269	19,801,269	-	-	-
2028	-	19,801,269	19,801,269	-	-	-
2029	-	19,801,269	19,801,269	-	-	-
2030	-	19,801,269	19,801,269	-	-	-
2031	-	19,801,269	19,801,269	-	-	-
2032	20,445,000	19,801,269	40,246,269	-	-	-
2033	21,420,000	18,818,169	40,238,169	-	-	-
2034	22,270,000	17,971,175	40,241,175	-	-	-
2035	23,155,000	17,085,650	40,240,650	-	-	-
2036	24,075,000	16,172,300	40,247,300	-	-	-
2037	25,035,000	15,209,300	40,244,300	-	-	-
2038	22,935,000	13,957,550	36,892,550	-	-	-
2039	27,330,000	12,910,800	40,240,800	-	-	-
2040	28,660,000	11,578,500	40,238,500	-	-	-
2041	30,065,000	10,181,500	40,246,500	-	-	-
2042	31,530,000	8,716,100	40,246,100	-	-	-
2043	33,075,000	7,166,000	40,241,000	-	-	-
2044	34,400,000	5,843,000	40,243,000	-	-	-
2045	35,775,000	4,467,000	40,242,000	-	-	-
2046	37,205,000	3,036,000	40,241,000	-	-	-
2047	38,695,000	1,547,800	40,242,800	-	-	-
2048	-	-	-	-	-	-
Total	\$ 456,070,000	\$ 441,878,610	\$ 897,948,610	\$ 18,985,000	\$ 1,415,600	\$ 20,400,600

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2018

2017 SERIES						
SERIES 2017C				SERIES 2017D		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2019	\$ -	\$ 14,649,322	\$ 14,649,322	\$ 11,405,000	\$ 12,588,550	\$ 23,993,550
2020	-	14,649,322	14,649,322	11,850,000	12,132,350	23,982,350
2021	-	14,649,322	14,649,322	5,695,000	11,658,350	17,353,350
2022	-	14,649,322	14,649,322	11,315,000	11,430,550	22,745,550
2023	-	14,649,322	14,649,322	33,420,000	10,864,800	44,284,800
2024	-	14,649,322	14,649,322	34,170,000	9,528,000	43,698,000
2025	-	14,649,322	14,649,322	36,415,000	7,819,500	44,234,500
2026	-	14,649,322	14,649,322	38,145,000	5,998,750	44,143,750
2027	-	14,649,322	14,649,322	39,960,000	4,091,500	44,051,500
2028	-	14,649,322	14,649,322	41,870,000	2,093,500	43,963,500
2029	26,210,000	14,649,322	40,859,322	-	-	-
2030	27,520,000	13,338,822	40,858,822	-	-	-
2031	28,895,000	11,962,822	40,857,822	-	-	-
2032	9,895,000	10,518,072	20,413,072	-	-	-
2033	10,400,000	10,023,322	20,423,322	-	-	-
2034	10,915,000	9,503,323	20,418,323	-	-	-
2035	11,360,000	9,057,573	20,417,573	-	-	-
2036	11,925,000	8,489,573	20,414,573	-	-	-
2037	12,525,000	7,893,323	20,418,323	-	-	-
2038	16,405,000	7,360,823	23,765,823	-	-	-
2039	13,715,000	6,704,623	20,419,623	-	-	-
2040	14,265,000	6,156,023	20,421,023	-	-	-
2041	14,830,000	5,585,423	20,415,423	-	-	-
2042	15,420,000	4,992,223	20,412,223	-	-	-
2043	16,030,000	4,391,863	20,421,863	-	-	-
2044	16,825,000	3,590,363	20,415,363	-	-	-
2045	17,670,000	2,749,113	20,419,113	-	-	-
2046	18,555,000	1,865,613	20,420,613	-	-	-
2047	19,480,000	937,863	20,417,863	-	-	-
2048	-	-	-	-	-	-
Total	\$ 312,840,000	\$ 286,263,302	\$ 599,103,302	\$ 264,245,000	\$ 88,205,850	\$ 352,450,850

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2018

2017 SERIES				2018 SERIES		
SERIES 2017E				SERIES 2018A		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2019	\$ -	\$ 4,331,292	\$ 4,331,292	\$ -	\$ 2,553,488	\$ 2,553,488
2020	-	4,331,292	4,331,292	-	15,069,763	15,069,763
2021	-	4,331,292	4,331,292	-	15,069,763	15,069,763
2022	-	4,331,292	4,331,292	-	15,069,763	15,069,763
2023	4,370,000	4,331,292	8,701,292	-	15,069,763	15,069,763
2024	6,850,000	4,156,492	11,006,492	-	15,069,763	15,069,763
2025	6,255,000	3,813,992	10,068,992	-	15,069,762	15,069,762
2026	6,675,000	3,501,243	10,176,243	-	15,069,762	15,069,762
2027	7,125,000	3,167,493	10,292,493	-	15,069,762	15,069,762
2028	7,575,000	2,811,243	10,386,243	-	15,069,762	15,069,762
2029	31,105,000	2,432,493	33,537,493	-	15,069,762	15,069,762
2030	8,465,000	1,027,243	9,492,243	-	15,069,762	15,069,762
2031	15,130,000	603,993	15,733,993	-	15,069,762	15,069,762
2032	-	-	-	11,340,000	15,069,763	26,409,763
2033	-	-	-	11,890,000	14,519,675	26,409,675
2034	-	-	-	12,335,000	14,073,800	26,408,800
2035	-	-	-	12,955,000	13,457,050	26,412,050
2036	-	-	-	13,600,000	12,809,300	26,409,300
2037	-	-	-	14,275,000	12,129,300	26,404,300
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	6,697,200	26,412,200
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	3,348,800	87,068,800
Total	\$ 93,550,000	\$ 43,170,652	\$ 136,720,652	\$ 344,310,000	\$ 348,698,125	\$ 693,008,125

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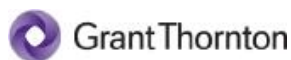
SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2018

TOTAL BONDS				
Maturity Jan. 1	Principal	Interest	Total	Outstanding Principal
2019	\$ 56,645,000	\$ 72,124,772	\$ 128,769,772	\$ 1,810,940,000
2020	57,780,000	82,327,722	140,107,722	1,753,160,000
2021	58,405,000	79,664,317	138,069,317	1,694,755,000
2022	61,245,000	77,038,329	138,283,329	1,633,510,000
2023	63,385,000	74,146,054	137,531,054	1,570,125,000
2024	65,900,000	71,476,503	137,376,503	1,504,225,000
2025	69,020,000	68,193,840	137,213,840	1,435,205,000
2026	72,290,000	64,752,834	137,042,834	1,362,915,000
2027	75,700,000	61,166,834	136,866,834	1,287,215,000
2028	79,250,000	57,426,803	136,676,803	1,207,965,000
2029	57,315,000	53,518,579	110,833,579	1,150,650,000
2030	60,030,000	50,802,829	110,832,829	1,090,620,000
2031	60,025,000	48,077,846	108,102,846	1,030,595,000
2032	41,680,000	45,389,104	87,069,104	988,915,000
2033	43,710,000	43,361,166	87,071,166	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	37,471,173	87,071,173	802,615,000
2037	51,835,000	35,231,923	87,066,923	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	19,193,563	87,068,563	386,035,000
2044	70,940,000	16,130,563	87,070,563	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	6,721,463	87,071,463	83,720,000
2048	83,720,000	3,348,800	87,068,800	-
Total	\$ 1,867,585,000	\$ 1,310,305,979	\$ 3,177,890,979	

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2018

OTHER LONG-TERM DEBT			
US BANK LOAN			
Maturity Dec. 1	Principal	Interest	Total
2019	\$ 14,999,991	\$ 489,900	\$ 15,489,891
2020	1	1	2
2021	1	1	2
2022	1	1	2
2023	1	1	2
2024	1	1	2
2025	1	1	2
2026	1	1	2
2027	1	1	2
2028	1	1	2
Totals	\$ 15,000,000	\$ 489,909	\$ 15,489,909



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**REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS
 ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
 AND OTHER MATTERS REQUIRED BY GOVERNMENT AUDITING STANDARDS**

Members
 Oklahoma Turnpike Authority

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Oklahoma Turnpike Authority (the "Authority") as of and for the year ended December 31, 2018, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated March 28, 2019.

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") to design audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of 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 the Authority's internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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 determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Intended purpose

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 Authority'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 Authority's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

Oklahoma City, Oklahoma
 March 28, 2019





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

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

DEBT CAPACITY

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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*

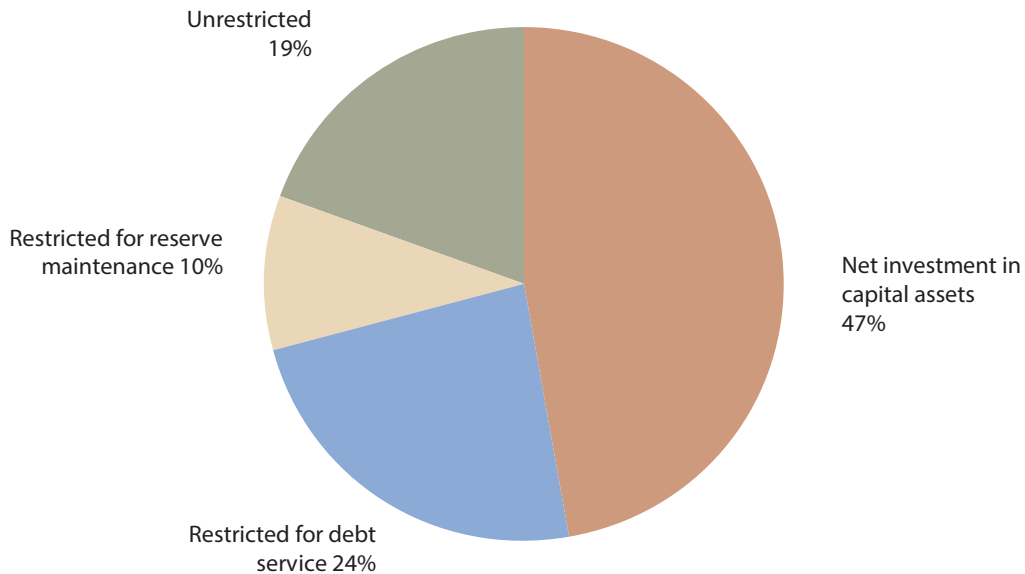
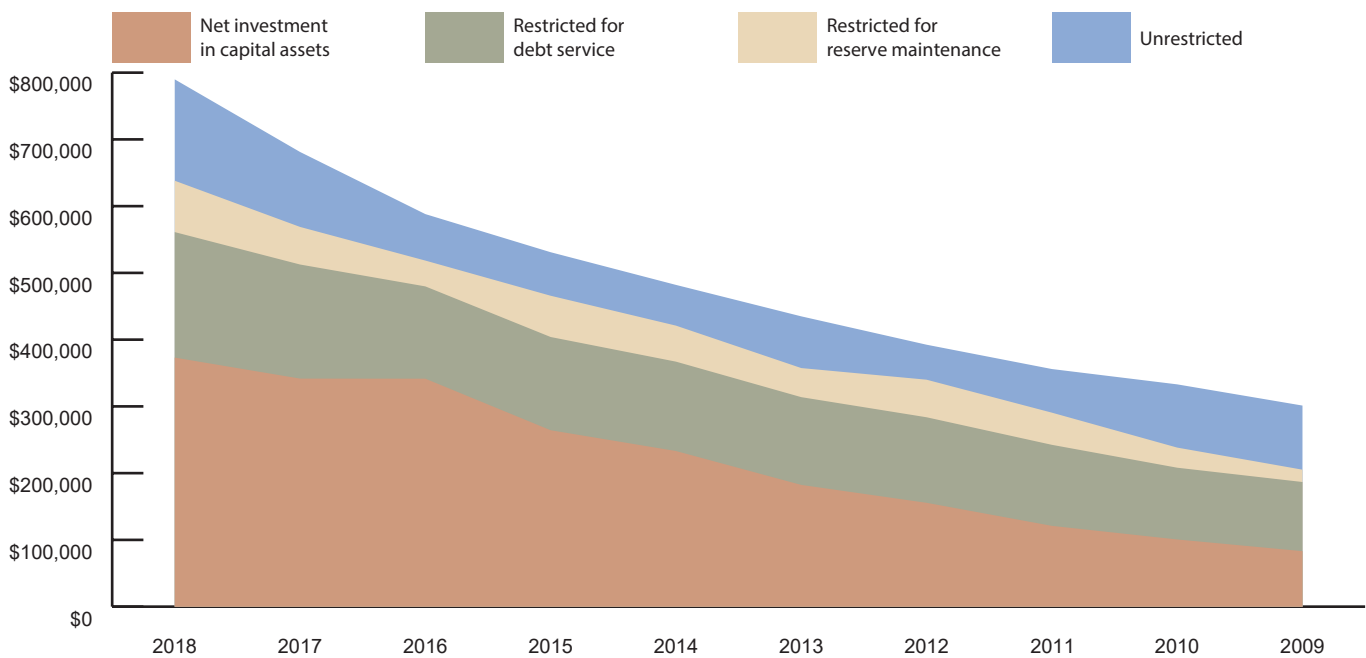
STATISTICAL SECTION

SCHEDULE 1: NET POSITION BY COMPONENT TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Net investment in capital assets	\$ 373,119	\$ 341,664	\$ 341,525	\$ 264,316	\$ 233,186	\$ 182,443	\$ 155,631	\$ 121,115	\$ 100,747	\$ 83,237
Restricted for debt service	187,944	170,853	138,214	139,621	133,863	131,433	128,114	121,358	107,454	103,547
Restricted for reserve maintenance	76,937	56,302	38,684	61,816	53,948	43,562	56,275	48,188	30,144	18,457
Unrestricted	151,801	112,265	69,600	65,173	60,990	77,454	52,398	65,321	94,684	96,023
Total net position	\$ 789,801	\$ 681,084	\$ 588,023	\$ 530,926	\$ 481,987	\$ 434,892	\$ 392,418	\$ 355,982	\$ 333,029	\$ 301,264

Note: 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)



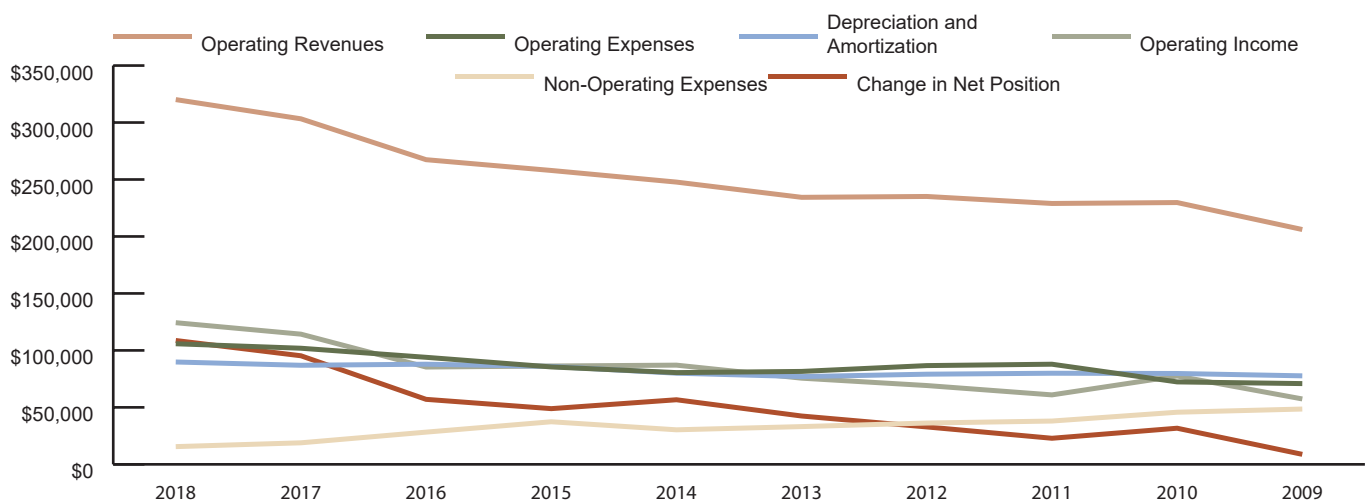
STATISTICAL SECTION

SCHEDULE 2: CHANGES IN NET POSITION TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Operating revenues:										
Tolls	\$ 317,716	\$ 300,812	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469	\$ 204,758
Concessions	2,342	2,390	2,277	1,838	1,627	1,579	1,582	1,309	1,269	1,322
Total operating revenues	320,058	303,202	267,341	257,889	247,697	234,325	235,079	228,933	229,738	206,080
Operating expenses:										
Toll Operations	22,060	19,513	19,291	18,201	19,256	19,318	19,190	18,768	18,175	18,263
Turnpike Maintenance	21,110	21,638	20,844	21,907	21,712	22,120	19,077	19,661	18,240	17,557
Engineering	1,580	3,176	4,548	4,649	3,256	3,683	8,589	8,523	3,430	3,667
Construction	772	601	-	-	-	-	-	-	-	-
Highway Patrol	21,787	18,616	20,256	15,420	13,663	13,668	13,368	13,350	12,851	12,154
PIKEPASS Customer Service	19,128	18,562	15,125	14,445	12,942	12,238	16,573	18,503	10,444	9,547
Administrative Services	1,813	1,744	1,718	1,630	2,332	2,177	2,124	2,179	2,355	2,134
Information Technology	8,682	6,210	5,541	4,333	3,721	4,642	4,279	3,878	3,905	4,065
Controller	1,317	1,291	1,117	924	924	962	862	859	817	821
Finance and Revenue	3,929	6,990	2,240	1,236	718	838	1,060	721	696	1,269
Executive	3,677	3,591	3,286	2,778	2,027	1,938	1,570	1,474	1,483	1,438
Authority	2	2	6	9	4	8	14	2	-	-
Total operating expenses before depreciation and amortization	105,857	101,934	93,972	85,532	80,555	81,592	86,706	87,918	72,396	70,915
Operating income before depreciation and amortization	214,201	201,268	173,368	172,357	167,142	152,733	148,373	141,015	157,342	135,165
Depreciation and amortization	(89,861)	(86,982)	(87,935)	(85,993)	(80,035)	(77,067)	(79,163)	(80,002)	(79,780)	(77,719)
Operating income	124,340	114,286	85,433	86,364	87,107	75,666	69,210	61,013	77,562	57,446
Non-operating revenues (expenses):										
Interest earned on investments	14,184	5,919	4,427	4,419	4,554	4,526	4,968	4,756	4,495	6,126
Net change in fair value of investments	(1,102)	2,307	1,186	(239)	2,229	(485)	(119)	189	678	(2,436)
Interest expense on bonds outstanding	(38,071)	(33,841)	(39,195)	(42,854)	(40,539)	(41,093)	(42,615)	(44,496)	(53,784)	(57,235)
Other	9,366	6,655	5,246	1,248	3,383	3,860	1,452	1,490	2,814	4,952
Net non-operating expenses	(15,623)	(18,960)	(28,336)	(37,426)	(30,373)	(33,192)	(36,314)	(38,061)	(45,797)	(48,593)
Change in net position	\$ 108,717	\$ 95,326	\$ 57,097	\$ 48,938	\$ 56,734	\$ 42,474	\$ 32,896	\$ 22,952	\$ 31,765	\$ 8,853

Note: 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)

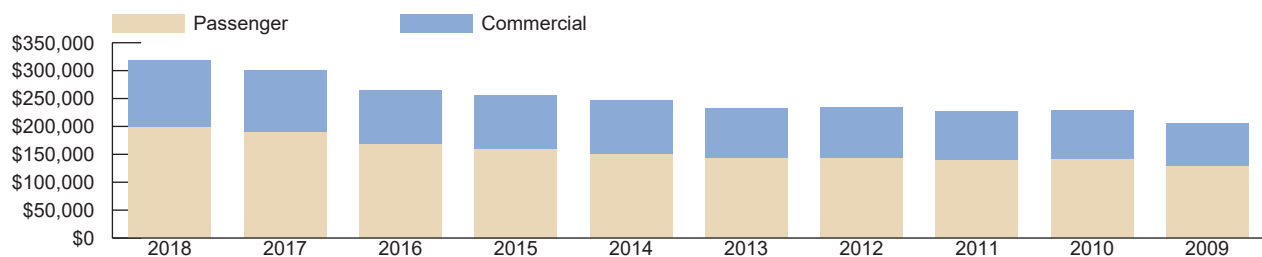


STATISTICAL SECTION

SCHEDULE 3: TOLL REVENUES BY TYPE AND TURNPIKE TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Turner Turnpike										
Passenger	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879	\$ 27,126	\$ 27,833	\$ 25,586
Commercial	38,835	36,231	31,220	30,936	30,798	29,210	29,322	28,552	27,971	24,859
Total	76,931	73,068	64,196	61,920	60,263	57,302	57,201	55,678	55,804	50,445
Will Rogers Turnpike										
Passenger	23,756	23,005	20,443	19,341	18,432	17,638	17,589	17,638	18,294	16,848
Commercial	42,365	39,105	34,912	34,434	33,810	32,250	33,160	32,384	31,830	28,097
Total	66,121	62,110	55,355	53,775	52,242	49,888	50,749	50,022	50,124	44,945
H. E. Bailey Turnpike										
Passenger	23,844	22,948	20,335	19,270	18,607	17,910	17,788	17,357	17,759	15,929
Commercial	8,760	7,641	6,315	6,334	6,550	5,833	5,731	5,404	5,297	4,744
Total	32,604	30,589	26,650	25,604	25,157	23,743	23,519	22,761	23,056	20,673
Indian Nation Turnpike										
Passenger	9,945	9,309	8,306	8,366	7,880	7,642	7,623	7,448	7,791	7,042
Commercial	7,881	7,356	6,246	6,376	6,380	6,322	6,424	5,959	6,047	5,329
Total	17,826	16,665	14,552	14,742	14,260	13,964	14,047	13,407	13,838	12,371
Muskogee Turnpike										
Passenger	15,212	14,389	13,172	12,840	12,086	12,047	12,015	11,415	12,040	10,924
Commercial	5,853	5,767	5,217	5,129	5,043	4,276	4,357	4,303	4,402	3,826
Total	21,065	20,156	18,389	17,969	17,129	16,323	16,372	15,718	16,442	14,750
Cimarron Turnpike										
Passenger	7,855	7,908	6,877	6,735	6,481	6,212	6,032	5,770	5,891	5,336
Commercial	5,717	5,562	4,866	4,914	5,100	5,039	4,885	4,314	4,075	3,853
Total	13,572	13,470	11,743	11,649	11,581	11,251	10,917	10,084	9,966	9,189
John Kilpatrick Turnpike										
Passenger	39,562	37,316	33,208	31,100	28,387	25,607	25,445	24,902	23,805	21,262
Commercial	4,421	3,801	3,104	3,106	2,788	2,416	2,590	2,480	2,200	2,016
Total	43,983	41,117	36,312	34,206	31,175	28,023	28,035	27,382	26,005	23,278
Cherokee Turnpike										
Passenger	6,778	6,628	5,764	5,436	5,041	4,891	4,840	4,720	4,906	4,628
Commercial	3,197	3,102	2,858	2,771	2,749	2,651	2,650	2,604	2,588	2,386
Total	9,975	9,730	8,622	8,207	7,790	7,542	7,490	7,324	7,494	7,014
Chickasaw Turnpike										
Passenger	697	660	518	492	461	436	424	428	424	398
Commercial	291	274	292	278	314	274	256	258	247	200
Total	988	934	810	770	775	710	680	686	671	598
Creek Turnpike										
Passenger	31,726	30,324	26,189	24,992	23,414	21,827	22,241	22,084	22,561	19,613
Commercial	2,925	2,916	2,246	2,217	2,284	2,173	2,246	2,478	2,508	1,882
Total	34,651	33,240	28,435	27,209	25,698	24,000	24,487	24,562	25,069	21,495
Totals										
Passenger	197,471	189,324	167,788	159,556	150,254	142,302	141,876	138,888	141,304	127,566
Commercial	120,245	111,755	97,276	96,495	95,816	90,444	91,621	88,736	87,165	77,192
Total Revenues	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469	\$ 204,758

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

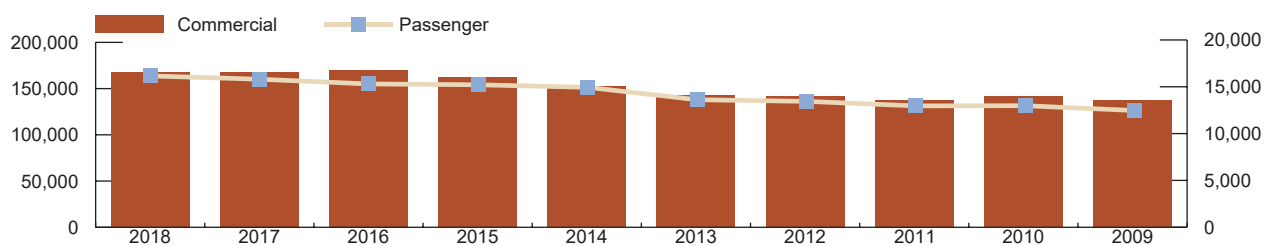


STATISTICAL SECTION

SCHEDULE 4: TOLL TRANSACTIONS BY TYPE AND TURNPIKE TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF TRANSACTIONS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Turner Turnpike										
Passenger	15,971	16,762	16,848	15,771	15,010	14,146	14,049	13,248	13,761	13,786
Commercial	2,795	2,735	2,582	2,544	2,553	2,416	2,356	2,279	2,253	2,177
Total	18,766	19,497	19,430	18,315	17,563	16,562	16,405	15,527	16,014	15,963
Will Rogers Turnpike										
Passenger	12,787	13,064	13,112	12,637	12,272	11,472	11,364	11,146	11,799	11,527
Commercial	3,404	3,355	3,279	3,265	3,234	3,089	3,090	3,030	3,005	2,875
Total	16,191	16,419	16,391	15,902	15,506	14,561	14,454	14,176	14,804	14,402
H. E. Bailey Turnpike										
Passenger	18,659	18,311	18,478	17,558	16,994	16,500	16,261	15,778	16,151	15,728
Commercial	2,427	2,211	2,070	2,048	2,012	1,666	1,616	1,535	1,578	1,509
Total	21,086	20,522	20,548	19,606	19,006	18,166	17,877	17,313	17,729	17,237
Indian Nation Turnpike										
Passenger	5,104	5,114	5,227	5,244	4,992	4,879	4,913	4,798	5,073	5,070
Commercial	1,445	1,370	1,313	1,340	1,320	1,312	1,339	1,261	1,291	1,232
Total	6,549	6,484	6,540	6,584	6,312	6,191	6,252	6,059	6,364	6,302
Muskogee Turnpike										
Passenger	10,368	10,290	10,672	10,360	9,808	9,848	9,741	9,222	9,825	9,635
Commercial	1,639	1,726	1,805	1,775	1,670	1,189	1,155	1,149	1,200	1,139
Total	12,007	12,016	12,477	12,135	11,478	11,037	10,896	10,371	11,025	10,774
Cimarron Turnpike										
Passenger	6,387	6,745	6,767	6,634	6,389	6,114	5,964	5,735	6,024	6,121
Commercial	1,192	1,202	1,181	1,205	1,223	1,206	1,167	1,016	969	985
Total	7,579	7,947	7,948	7,839	7,612	7,320	7,131	6,751	6,993	7,106
John Kilpatrick Turnpike										
Passenger	49,228	48,785	49,863	47,027	42,846	38,649	37,940	36,866	36,044	35,189
Commercial	1,235	1,166	1,138	1,166	1,043	930	948	867	817	851
Total	50,463	49,951	51,001	48,193	43,889	39,579	38,888	37,733	36,861	36,040
Cherokee Turnpike										
Passenger	3,993	4,058	4,241	4,024	3,714	3,580	3,516	3,429	3,687	3,611
Commercial	459	461	470	451	436	417	417	417	428	430
Total	4,452	4,519	4,711	4,475	4,150	3,997	3,933	3,846	4,115	4,041
Chickasaw Turnpike										
Passenger	1,029	998	904	854	798	759	731	719	746	758
Commercial	160	167	235	218	241	215	202	192	191	154
Total	1,189	1,165	1,139	1,072	1,039	974	933	911	937	912
Creek Turnpike										
Passenger	44,252	43,958	43,821	41,958	39,440	36,609	37,368	36,788	38,202	36,331
Commercial	1,397	1,408	1,224	1,196	1,201	1,175	1,147	1,209	1,244	1,110
Total	45,649	45,366	45,045	43,154	40,641	37,784	38,515	37,997	39,446	37,441
Totals										
Passenger	167,778	168,085	169,933	162,067	152,263	142,556	141,847	137,729	141,312	137,756
Commercial	16,153	15,801	15,297	15,208	14,933	13,615	13,437	12,955	12,976	12,462
Total Transactions	183,931	183,886	185,230	177,275	167,196	156,171	155,284	150,684	154,288	150,218

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



STATISTICAL SECTION

**SCHEDULE 5: TOLL REVENUES BY PRINCIPAL REVENUE PAYERS
PAYMENT METHOD, CLASS AND TURNPIKE
TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS/TRANSACTIONS)**

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Toll revenues										
Electronic Tolls	\$ 217,339	\$ 198,661	\$ 165,832	\$ 155,530	\$ 144,859	\$ 133,606	\$ 132,086	\$ 128,034	\$ 126,539	\$ 110,842
Cash	99,729	102,418	99,232	100,521	101,211	99,140	101,411	99,590	101,930	93,916
Percentage of total revenues										
Electronic Tolls	68.5%	66.0%	62.6%	60.7%	58.9%	57.4%	56.6%	56.2%	55.4%	54.1%
Cash	31.5%	34.0%	37.4%	39.3%	41.1%	42.6%	43.4%	43.8%	44.6%	45.9%
Toll transactions										
Electronic Tolls	141,545	138,238	135,560	127,609	118,050	108,415	106,870	103,423	102,279	97,058
Cash	42,387	45,648	49,670	49,666	49,146	47,756	48,414	47,261	52,009	53,160
Percentage of total transactions										
Electronic Tolls	77.0%	75.2%	73.2%	72.0%	70.6%	69.4%	68.8%	68.6%	66.3%	64.6%
Cash	23.0%	24.8%	26.8%	28.0%	29.4%	30.6%	31.2%	31.4%	33.7%	35.4%
Turner Turnpike										
2-axle vehicles	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879	\$ 27,126	\$ 27,833	\$ 25,586
3-axle vehicles	1,826	1,755	1,390	1,395	1,335	1,265	824	792	808	707
4-axle vehicles	1,786	1,733	1,544	1,521	1,481	1,451	1,536	1,512	1,595	1,507
5-axle vehicles	33,755	31,480	27,368	27,000	27,064	25,601	26,136	25,447	24,817	21,914
6-axle vehicles	1,468	1,263	918	1,020	918	893	826	801	751	731
Total	76,931	73,068	64,196	61,920	60,263	57,302	57,201	55,678	55,804	50,445
Will Rogers Turnpike										
2-axle vehicles	23,756	23,005	20,443	19,340	18,432	17,638	17,589	17,638	18,294	16,848
3-axle vehicles	1,179	1,137	935	1,000	918	875	799	685	707	655
4-axle vehicles	1,908	1,865	1,685	1,585	1,515	1,455	1,443	1,497	1,579	1,485
5-axle vehicles	37,998	34,976	31,540	30,998	30,543	29,073	30,019	29,450	28,842	25,256
6-axle vehicles	1,280	1,127	752	852	834	847	899	752	702	701
Total	66,121	62,110	55,355	53,775	52,242	49,888	50,749	50,022	50,124	44,945
H.E. Bailey Turnpike										
2-axle vehicles	23,844	22,948	20,335	19,270	18,607	17,910	17,788	17,357	17,759	15,929
3-axle vehicles	794	719	622	573	578	356	358	346	446	424
4-axle vehicles	731	703	593	591	607	594	598	586	611	532
5-axle vehicles	6,934	6,004	4,944	5,013	5,196	4,739	4,623	4,341	4,125	3,681
6-axle vehicles	301	215	156	157	169	144	152	131	115	107
Total	32,604	30,589	26,650	25,604	25,157	23,743	23,519	22,761	23,056	20,673
Indian Nation Turnpike										
2-axle vehicles	9,945	9,309	8,307	8,366	7,880	7,642	7,623	7,448	7,791	7,042
3-axle vehicles	437	364	292	245	216	215	247	228	239	240
4-axle vehicles	620	576	537	578	580	571	577	573	592	550
5-axle vehicles	6,653	6,277	5,324	5,459	5,479	5,425	5,474	5,039	5,094	4,407
6-axle vehicles	171	140	92	94	105	111	126	119	122	132
Total	17,826	16,666	14,552	14,742	14,260	13,964	14,047	13,407	13,838	12,371

(Continued)

STATISTICAL SECTION

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Muskogee Turnpike										
2-axle vehicles	\$ 15,212	\$ 14,389	\$ 13,172	\$ 12,840	\$ 12,086	\$ 12,047	\$ 12,015	\$ 11,415	\$ 12,040	\$ 10,924
3-axle vehicles	1,051	1,084	1,038	1,024	936	281	221	232	263	228
4-axle vehicles	355	368	339	321	330	337	347	345	371	345
5-axle vehicles	4,318	4,188	3,726	3,674	3,661	3,574	3,705	3,632	3,668	3,159
6-axle vehicles	129	127	114	110	116	84	84	94	100	94
Total	21,065	20,156	18,389	17,969	17,129	16,323	16,372	15,718	16,442	14,750
Cimarron Turnpike										
2-axle vehicles	7,855	7,908	6,877	6,735	6,481	6,212	6,032	5,770	5,891	5,336
3-axle vehicles	253	243	219	243	196	198	195	164	165	155
4-axle vehicles	443	446	394	406	391	371	351	318	331	321
5-axle vehicles	4,880	4,763	4,162	4,163	4,390	4,364	4,218	3,749	3,505	3,310
6-axle vehicles	141	110	91	102	123	106	121	83	74	67
Total	13,572	13,470	11,743	11,649	11,581	11,251	10,917	10,084	9,966	9,189
John Kilpatrick Turnpike										
2-axle vehicles	39,562	37,316	33,208	31,100	28,387	25,607	25,445	24,902	23,805	21,262
3-axle vehicles	402	368	379	412	335	278	264	230	221	220
4-axle vehicles	365	339	315	323	292	259	280	291	286	266
5-axle vehicles	3,443	2,966	2,323	2,264	2,056	1,776	1,915	1,820	1,574	1,385
6-axle vehicles	211	128	87	107	105	103	131	139	119	145
Total	43,983	41,117	36,312	34,206	31,175	28,023	28,035	27,382	26,005	23,278
Cherokee Turnpike										
2-axle vehicles	6,778	6,628	5,764	5,436	5,041	4,891	4,840	4,720	4,906	4,628
3-axle vehicles	204	178	163	155	137	111	119	130	134	128
4-axle vehicles	251	244	217	210	196	192	193	192	194	187
5-axle vehicles	2,705	2,635	2,442	2,367	2,340	2,309	2,299	2,244	2,227	2,040
6-axle vehicles	37	45	36	39	76	39	39	38	33	31
Total	9,975	9,730	8,622	8,207	7,790	7,542	7,490	7,324	7,494	7,014
Chickasaw Turnpike										
2-axle vehicles	697	660	517	492	461	436	424	428	424	398
3-axle vehicles	43	52	104	93	100	95	89	88	80	54
4-axle vehicles	21	21	21	22	23	20	18	20	21	19
5-axle vehicles	217	188	153	144	171	154	144	144	142	124
6-axle vehicles	10	12	15	19	20	5	5	6	4	3
Total	988	933	810	770	775	710	680	686	671	598
Creek Turnpike										
2-axle vehicles	31,726	30,324	26,189	24,992	23,414	21,827	22,241	22,084	22,561	19,613
3-axle vehicles	455	441	312	302	279	268	256	275	302	265
4-axle vehicles	335	322	289	264	263	246	225	240	240	219
5-axle vehicles	2,020	2,007	1,554	1,597	1,684	1,599	1,689	1,866	1,866	1,333
6-axle vehicles	115	146	91	54	58	60	76	97	100	65
Total	34,651	33,240	28,435	27,209	25,698	24,000	24,487	24,562	25,069	21,495
All Turnpikes										
2-axle vehicles	197,471	189,324	167,788	159,555	150,254	142,302	141,876	138,888	141,304	127,566
3-axle vehicles	6,644	6,341	5,454	5,442	5,030	3,942	3,372	3,170	3,365	3,076
4-axle vehicles	6,815	6,617	5,934	5,821	5,678	5,496	5,568	5,574	5,820	5,431
5-axle vehicles	102,923	95,484	83,536	82,679	82,584	78,614	80,222	77,732	75,860	66,609
6-axle vehicles	3,863	3,313	2,352	2,554	2,524	2,392	2,459	2,260	2,120	2,076
Total	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469	\$ 204,758

STATISTICAL SECTION

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS**

TURNER TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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	1.00	1.10	1.25	1.40	1.50	2.20	2.50	2.80	3.00	0.80	1.00	1.10	1.25	1.35	1.50	2.15	2.25	2.70	3.00
	SH 66-Wellston	1.25	1.50	1.80	2.25	2.45	2.75	4.35	4.75	5.40	5.75	1.20	1.50	1.75	2.00	2.40	2.75	4.20	4.50	5.30	5.75
	SH 18-Chandler	1.65	1.75	2.45	2.75	3.95	4.50	7.05	7.50	8.50	9.00	1.60	1.75	2.40	2.75	3.85	4.25	6.85	7.50	8.30	8.75
	SH 99-Stroud	2.20	2.50	3.65	4.25	5.40	6.25	9.55	10.25	11.40	12.25	2.15	2.25	3.55	4.00	5.30	6.00	9.30	10.00	11.10	12.00
	US 66-Bristow	2.80	3.00	5.15	5.75	7.20	8.25	12.65	13.25	15.20	16.25	2.70	3.00	5.00	5.75	7.00	8.00	12.35	13.00	14.80	15.75
	Kellyville	3.80	4.75	5.75	7.75	8.40	11.25	14.90	19.00	18.05	23.00	3.70	4.50	5.60	7.75	8.20	11.00	14.55	18.50	17.60	22.50
	SH 97-Sapulpa	4.15	4.50	6.35	7.00	9.60	10.75	16.50	17.25	20.30	21.25	4.05	4.25	6.20	6.75	9.40	10.50	16.10	17.00	19.80	20.75
	Creek West	4.15	4.75	6.40	7.75	9.60	11.25	16.50	19.00	20.30	23.00	4.05	4.50	6.25	7.75	9.40	11.00	16.10	18.50	19.80	22.50
Tulsa	4.50	4.75	6.95	7.75	10.20	11.25	18.05	19.00	21.85	23.00	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50	
Luther	SH 66-Wellston	0.45	1.50	0.70	2.25	1.05	2.75	2.15	4.75	2.65	5.75	0.40	1.50	0.70	2.00	1.05	2.75	2.10	4.50	2.60	5.75
	SH 18-Chandler	0.85	1.75	1.35	2.75	2.55	4.50	4.85	7.50	5.75	9.00	0.80	1.75	1.30	2.75	2.50	4.25	4.75	7.50	5.60	8.75
	SH 99-Stroud	1.40	2.50	2.55	4.25	4.05	6.25	7.35	10.25	8.65	12.25	1.35	2.25	2.50	4.00	3.95	6.00	7.20	10.00	8.40	12.00
	US 66-Bristow	2.00	3.00	4.05	5.75	5.80	8.25	10.45	13.25	12.40	16.25	1.95	3.00	3.95	5.75	5.70	8.00	10.20	13.00	12.10	15.75
	Kellyville	3.00	4.75	4.65	7.75	7.05	11.25	12.70	19.00	15.30	23.00	2.95	4.50	4.55	7.75	6.85	11.00	12.40	18.50	14.90	22.50
	SH 97-Sapulpa	3.35	4.50	5.25	7.00	8.25	10.75	14.30	17.25	17.55	21.25	3.25	4.25	5.10	6.75	8.05	10.50	13.95	17.00	17.10	20.75
	Creek West	3.35	4.75	5.25	7.75	8.25	11.25	14.30	19.00	17.55	23.00	3.25	4.50	5.10	7.75	8.05	11.00	13.95	18.50	17.10	22.50
Tulsa	3.70	4.75	5.90	7.75	8.80	11.25	15.85	19.00	19.10	23.00	3.60	4.50	5.75	7.75	8.60	11.00	15.50	18.50	18.60	22.50	
SH 66-Wellston	SH 18-Chandler	0.50	1.75	0.75	2.75	1.10	4.50	1.85	7.50	2.25	9.00	0.45	1.75	0.75	2.75	1.10	4.25	1.80	7.50	2.20	8.75
	SH 99-Stroud	1.05	2.50	1.55	4.25	2.25	6.25	4.05	10.25	5.20	12.25	1.05	2.25	1.55	4.00	2.20	6.00	3.95	10.00	5.05	12.00
	US 66-Bristow	2.05	3.00	3.20	5.75	4.60	8.25	8.25	13.25	10.35	16.25	2.00	3.00	3.10	5.75	4.50	8.00	8.05	13.00	10.10	15.75
	Kellyville	2.90	4.75	4.50	7.75	6.55	11.25	11.55	19.00	14.05	23.00	2.80	4.50	4.40	7.75	6.40	11.00	11.30	18.50	13.70	22.50
	SH 97-Sapulpa	3.05	4.50	4.75	7.00	7.05	10.75	12.40	17.25	15.00	21.25	3.00	4.25	4.60	6.75	6.85	10.50	12.10	17.00	14.65	20.75
	Creek West	3.00	4.75	4.75	7.75	7.05	11.25	12.40	19.00	15.00	23.00	2.95	4.50	4.60	7.75	6.85	11.00	12.10	18.50	14.65	22.50
	Tulsa	3.35	4.75	5.30	7.75	7.60	11.25	13.35	19.00	16.25	23.00	3.25	4.50	5.20	7.75	7.40	11.00	13.00	18.50	15.85	22.50
SH 18-Chandler	SH 99-Stroud	0.55	0.75	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50
	US 66-Bristow	1.65	1.75	2.15	2.50	3.35	3.75	6.35	6.75	7.25	7.75	1.60	1.75	2.10	2.25	3.25	3.75	6.20	6.50	7.10	7.75
	Kellyville	2.00	2.75	3.00	5.00	4.85	7.00	8.30	12.00	9.85	14.25	1.95	2.75	2.95	5.00	4.75	6.75	8.10	11.50	9.60	13.75
	SH 97-Sapulpa	2.20	2.50	3.65	4.25	5.75	6.50	9.85	10.50	12.10	12.75	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.80	12.50
	Creek West	2.20	2.75	4.20	5.00	5.75	7.00	9.50	12.00	11.35	14.25	2.15	2.75	4.10	5.00	5.60	6.75	9.25	11.50	11.05	13.75
	Tulsa	2.55	2.75	4.55	5.00	6.35	7.00	11.10	12.00	13.35	14.25	2.50	2.75	4.45	5.00	6.20	6.75	10.85	11.50	13.00	13.75
SH 99-Stroud	US 66-Bristow	1.30	1.50	1.55	1.75	1.80	2.25	3.25	3.50	3.80	4.25	1.25	1.50	1.55	1.75	1.75	2.00	3.15	3.50	3.70	4.00
	Kellyville	1.65	2.25	2.15	3.50	3.00	5.75	5.40	9.00	6.70	10.75	1.60	2.00	2.10	3.50	2.95	5.75	5.30	8.75	6.50	10.50
	SH 97-Sapulpa	2.00	2.25	2.80	3.00	3.95	4.50	7.25	7.75	8.85	9.25	1.95	2.00	2.70	3.00	3.85	4.25	7.10	7.75	8.65	9.00
	Creek West	1.65	2.25	2.60	3.50	4.50	5.75	6.95	9.00	8.25	10.75	1.60	2.00	2.55	3.50	4.40	5.75	6.80	8.75	8.05	10.50
	Tulsa	2.00	2.25	3.00	3.50	5.15	5.75	8.50	9.00	10.15	10.75	1.95	2.00	2.95	3.50	5.00	5.75	8.30	8.75	9.90	10.50
US 66-Bristow	Kellyville	0.55	1.50	0.85	2.25	1.35	3.50	2.20	5.50	2.90	7.00	0.55	1.50	0.80	2.00	1.30	3.50	2.15	5.50	2.80	6.75
	SH 97-Sapulpa	1.30	1.50	1.55	1.75	2.15	2.50	3.80	4.25	4.50	4.75	1.25	1.50	1.55	1.75	2.10	2.25	3.70	4.00	4.40	4.50
	Creek West	0.95	1.50	1.35	2.25	2.15	3.50	3.40	5.50	4.50	7.00	0.90	1.50	1.30	2.00	2.10	3.50	3.35	5.50	4.40	6.75
	Tulsa	1.30	1.50	1.80	2.25	3.00	3.50	5.10	5.50	6.70	7.00	1.25	1.50	1.75	2.00	2.95	3.50	4.95	5.50	6.50	6.75
Kellyville	Oklahoma City	3.80	4.75	5.75	7.75	8.40	11.25	14.90	19.00	18.05	23.00	3.70	4.50	5.60	7.75	8.20	11.00	14.55	18.50	17.60	22.50
	Luther	3.00	4.75	4.65	7.75	7.05	11.25	12.70	19.00	15.30	23.00	2.95	4.50	4.55	7.75	6.85	11.00	12.40	18.50	14.90	22.50
	SH 66-Wellston	2.90	4.75	4.50	7.75	6.55	11.25	11.55	19.00	14.05	23.00	2.80	4.50	4.40	7.75	6.40	11.00	11.30	18.50	13.70	22.50
	SH 18-Chandler	2.00	2.75	3.00	5.00	4.85	7.00	8.30	12.00	9.85	14.25	1.95	2.75	2.95	5.00	4.75	6.75	8.10	11.50	9.60	13.75
	SH 99-Stroud	1.65	2.25	2.15	3.50	3.00	5.75	5.40	9.00	6.70	10.75	1.60	2.00	2.10	3.50	2.95	5.75	5.30	8.75	6.50	10.50
	US 66-Bristow	0.55	1.50	0.85	2.25	1.35	3.50	2.20	5.50	2.90	7.00	0.55	1.50	0.80	2.00	1.30	3.50	2.15	5.50	2.80	6.75
	SH 97-Sapulpa	0.35	0.75	0.60	0.75	0.90	1.00	1.65	1.75	2.00	2.25	0.35	0.75	0.60	0.75	0.85	1.00	1.60	1.75	1.95	2.00
	Creek West	0.30	0.75	0.60	1.50	0.95	2.25	1.25	3.00	1.85	4.25	0.30	0.75	0.60	1.50	0.90	2.00	1.20	3.00	1.80	4.00
	Tulsa	0.55	0.75	1.15	1.50	1.80	2.25	2.90	3.00	3.80	4.25	0.55	0.75	1.15	1.50	1.75	2.00	2.80	3.00	3.70	4.00
SH 97-Sapulpa	Tulsa	0.30	0.50	0.60	0.75	0.85	1.00	1.30	1.50	1.65	1.75	0.30	0.50	0.60	0.75	0.80	1.00	1.25	1.50	1.60	1.75

STATISTICAL SECTION

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS**

TURNER TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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	0.70	0.75	0.95	1.00	1.20	1.25	1.90	2.00	2.40	2.50	LOCATION NOT OPEN TO TRAFFIC									
	SH 66-Wellston	1.05	1.25	1.55	1.75	2.10	2.25	3.75	4.00	4.70	5.00	0.95	1.00	1.35	1.50	1.80	2.00	3.25	3.50	4.05	4.25
	SH 18-Chandler	1.40	1.50	2.10	2.25	3.40	3.75	6.10	6.50	7.40	7.75	1.20	1.25	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
	SH 99-Stroud	1.90	2.00	3.15	3.50	4.70	5.25	8.30	8.75	9.90	10.50	1.65	1.75	2.70	3.00	4.05	4.50	7.15	7.50	8.55	9.00
	US 66-Bristow	2.40	2.50	4.45	5.00	6.25	7.00	11.00	11.50	13.20	14.00	2.15	2.25	3.85	4.25	5.40	6.00	9.50	10.00	11.40	12.00
	Kellyville	3.30	4.00	5.00	6.75	7.30	9.75	12.95	16.50	15.70	20.00	2.85	3.00	4.30	4.75	6.30	7.00	11.15	11.75	13.55	14.25
	SH 97-Sapulpa	3.60	3.75	5.50	6.00	8.35	9.25	14.35	15.00	17.65	18.50	3.10	3.25	4.75	5.25	7.20	8.00	12.35	13.00	15.20	16.00
	Creek West	3.60	4.00	5.55	6.75	8.35	9.75	14.35	16.50	17.65	20.00	3.10	3.50	4.75	5.75	7.20	8.50	12.35	14.25	15.20	17.25
Tulsa	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25	
Luther	SH 66-Wellston	0.35	1.25	0.60	1.75	0.90	2.25	1.85	4.00	2.30	5.00	LOCATION NOT OPEN TO TRAFFIC									
	SH 18-Chandler	0.70	1.50	1.15	2.25	2.20	3.75	4.20	6.50	5.00	7.75										
	SH 99-Stroud	1.20	2.00	2.20	3.50	3.50	5.25	6.40	8.75	7.50	10.50										
	US 66-Bristow	1.70	2.50	3.50	5.00	5.05	7.00	9.10	11.50	10.80	14.00										
	Kellyville	2.60	4.00	4.05	6.75	6.10	9.75	11.05	16.50	13.30	20.00										
	SH 97-Sapulpa	2.90	3.75	4.55	6.00	7.15	9.25	12.45	15.00	15.25	18.50										
	Creek West	3.60	4.00	5.55	6.75	8.35	9.75	14.35	16.50	17.65	20.00										
Tulsa	3.20	4.00	5.10	6.75	7.65	9.75	13.80	16.50	16.60	20.00											
SH 66-Wellston	SH 18-Chandler	0.40	1.50	0.65	2.25	0.95	3.75	1.60	6.50	1.95	7.75	0.75	1.75	1.15	3.00	1.70	4.50	3.00	7.50	3.65	9.00
	SH 99-Stroud	0.90	2.00	1.35	3.50	1.95	5.25	3.50	8.75	4.50	10.50	1.50	2.25	2.35	4.25	3.45	6.00	6.15	10.00	7.75	12.00
	US 66-Bristow	1.75	2.50	2.75	5.00	4.00	7.00	7.15	11.50	9.00	14.00	2.15	3.00	3.35	4.75	4.90	7.00	8.65	11.75	10.50	14.25
	Kellyville	2.50	4.00	3.90	6.75	5.70	9.75	10.05	16.50	12.20	20.00	2.30	3.25	3.55	5.25	5.25	8.00	9.30	13.00	11.25	16.00
	SH 97-Sapulpa	2.65	3.75	4.10	6.00	6.10	9.25	10.80	15.00	13.05	18.50	2.30	3.25	3.55	5.25	5.25	8.00	9.30	13.00	11.25	16.00
	Creek West	2.60	4.00	4.10	6.75	6.10	9.75	10.80	16.50	13.05	20.00	2.30	3.50	3.55	5.75	5.25	8.50	9.30	14.25	11.25	17.25
	Tulsa	2.90	4.00	4.60	6.75	6.60	9.75	11.60	16.50	14.15	20.00	2.50	3.50	3.85	5.75	5.70	8.50	10.00	14.25	12.20	17.25
SH 18-Chandler	SH 99-Stroud	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
	US 66-Bristow	1.40	1.50	1.85	2.00	2.90	3.25	5.50	5.75	6.30	6.75	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
	Kellyville	1.70	2.25	2.60	4.25	4.20	6.00	7.20	10.25	8.55	12.25	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
	SH 97-Sapulpa	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	10.50	11.00	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
	Creek West	1.90	2.25	3.65	4.25	5.00	6.00	8.25	10.25	9.85	12.25	1.65	2.00	3.15	3.75	4.30	5.25	7.10	8.75	8.50	10.50
	Tulsa	2.20	2.25	3.95	4.25	5.50	6.00	9.65	10.25	11.60	12.25	1.90	2.00	3.40	3.75	4.75	5.25	8.30	8.75	10.00	10.50
SH 99-Stroud	US 66-Bristow	1.10	1.25	1.35	1.50	1.55	1.75	2.80	3.00	3.30	3.50	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
	Kellyville	1.40	1.75	1.85	3.00	2.60	5.00	4.70	7.75	5.80	9.25	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.00	5.25
	SH 97-Sapulpa	1.70	1.75	2.40	2.50	3.40	3.75	6.30	6.75	7.70	8.00	1.45	1.50	2.05	2.25	2.95	3.25	5.45	5.75	6.65	7.00
	Creek West	1.40	1.75	2.25	3.00	3.90	5.00	6.05	7.75	7.15	9.25	1.15	1.50	1.95	2.50	3.35	4.25	5.20	6.75	6.15	8.00
	Tulsa	1.70	1.75	2.60	3.00	4.45	5.00	7.40	7.75	8.80	9.25	1.45	1.50	2.25	2.50	3.85	4.25	6.40	6.75	7.60	8.00
US 66-Bristow	Kellyville	0.45	1.25	0.70	1.75	1.15	3.00	1.90	4.75	2.50	6.00	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 97-Sapulpa	1.10	1.25	1.35	1.50	1.85	2.00	3.30	3.50	3.90	4.00	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
	Creek West	0.80	1.25	1.15	1.75	1.85	3.00	2.95	4.75	3.90	6.00	0.70	1.00	1.00	1.50	1.60	2.50	2.55	4.00	3.35	5.25
	Tulsa	1.10	1.25	1.55	1.75	2.60	3.00	4.40	4.75	5.80	6.00	0.95	1.00	1.35	1.50	2.25	2.50	3.80	4.00	5.00	5.25
Kellyville	Oklahoma City	3.30	3.50	5.00	5.50	7.30	8.00	12.95	13.75	15.70	16.50	2.85	3.00	4.30	4.75	6.30	7.00	11.15	11.75	13.55	14.25
	Luther	2.60	3.50	4.05	5.50	6.10	8.00	11.05	13.75	13.30	16.50	LOCATION NOT OPEN TO TRAFFIC									
	SH 66-Wellston	2.50	3.50	3.90	5.50	5.70	8.00	10.05	13.75	12.20	16.50	2.15	3.00	3.35	4.75	4.90	7.00	8.65	11.75	10.50	14.25
	SH 18-Chandler	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
	SH 99-Stroud	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.80	6.00	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.00	5.25
	US 66-Bristow	0.45	0.50	0.70	0.75	1.15	1.50	1.90	2.25	2.50	2.50	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 97-Sapulpa	0.30	0.50	0.50	0.50	0.75	0.75	1.40	1.50	1.70	1.75	0.25	0.50	0.45	0.50	0.75	0.75	1.20	1.25	1.45	1.50
	Creek West	0.25	0.50	0.50	1.25	0.80	1.75	1.05	2.50	1.60	3.50	0.20	0.50	0.45	1.00	0.80	1.50	0.90	2.25	1.40	3.00
	Tulsa	0.45	0.50	1.00	1.25	1.55	1.75	2.50	2.50	3.30	3.50	0.45	0.50	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
SH 97-Sapulpa	Tulsa	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.40	1.50	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	1.20	1.25

STATISTICAL SECTION

WILL ROGERS TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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	0.85	1.00	1.30	1.50	1.65	1.75	2.00	2.25	0.55	0.75	0.80	1.00	1.25	1.50	1.60	1.75	1.95	2.00
	SH 20-Claremore	0.55	0.75	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50
	SH 28-Adair	1.65	1.75	2.15	2.50	3.35	3.75	6.35	6.75	7.25	7.75	1.60	1.75	2.10	2.25	3.25	3.75	6.20	6.50	7.10	7.75
	US 69-Big Cabin	2.00	2.25	3.00	3.50	4.85	5.50	8.75	9.25	10.15	10.75	1.95	2.00	2.95	3.50	4.75	5.50	8.55	9.00	9.90	10.50
	Vinita	2.20	2.50	3.65	4.25	5.75	6.50	10.00	10.75	12.10	12.75	2.15	2.25	3.55	4.00	5.60	6.25	9.75	10.50	11.80	12.50
	Afton	2.90	3.00	4.85	5.50	7.20	8.25	12.35	13.00	14.90	16.00	2.80	3.00	4.75	5.50	7.00	8.00	12.05	12.75	14.55	15.50
	SH 10-Miami	3.60	3.75	5.75	6.50	8.40	9.25	14.25	16.00	18.05	19.00	3.50	3.75	5.60	6.25	8.20	9.00	13.90	15.50	17.60	18.50
State Line	4.50	4.75	6.95	7.75	10.20	11.25	18.05	19.00	21.85	23.00	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50	
State Hwy 266	SH 20-Claremore	0.55	0.75	0.60	1.50	0.95	1.75	0.95	3.00	1.30	3.50	0.55	0.75	0.60	1.50	0.90	1.75	0.90	3.00	1.25	3.50
	SH 28-Adair	0.95	1.75	2.00	2.50	3.20	3.75	3.80	6.75	4.75	7.75	0.90	1.75	1.95	2.25	3.10	3.75	3.70	6.50	4.60	7.75
	US 69-Big Cabin	1.65	2.25	2.55	3.50	4.50	5.50	6.90	9.25	8.35	10.75	1.60	2.00	2.50	3.50	4.40	5.50	6.75	9.00	8.15	10.50
	Vinita	2.00	2.50	3.45	4.25	5.40	6.50	8.25	10.75	9.85	12.75	1.95	2.25	3.40	4.00	5.30	6.25	8.05	10.50	9.60	12.50
	Afton	2.55	3.00	4.75	5.50	6.70	8.25	10.60	13.00	12.65	16.00	2.50	3.00	4.60	5.50	6.50	8.00	10.35	12.75	12.35	15.50
	SH 10-Miami	3.30	3.75	5.70	6.50	7.60	9.25	13.00	16.00	16.55	19.00	3.20	3.75	5.55	6.25	7.40	9.00	12.70	15.50	16.15	18.50
State Line	4.10	4.75	6.70	7.75	9.85	11.25	16.50	19.00	20.00	23.00	4.00	4.50	6.50	7.75	9.60	11.00	16.10	18.50	19.50	22.50	
SH 20-Claremore	SH 28-Adair	0.85	1.00	1.25	1.50	1.80	2.25	2.85	3.00	3.80	4.25	0.80	1.00	1.20	1.50	1.75	2.00	2.75	3.00	3.70	4.00
	US 69-Big Cabin	1.65	1.75	2.15	2.50	3.00	3.50	5.40	5.75	7.05	7.50	1.60	1.75	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50
	Vinita	1.65	1.75	2.80	3.00	3.95	4.50	7.25	7.75	8.50	9.00	1.60	1.75	2.70	3.00	3.85	4.25	7.10	7.75	8.30	8.75
	Afton	2.20	2.50	3.65	4.25	5.75	6.50	9.85	10.50	11.40	12.25	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.10	12.00
	SH 10-Miami	2.65	3.00	4.85	5.50	6.95	7.75	12.10	12.75	14.25	15.00	2.60	3.00	4.75	5.50	6.80	7.75	11.80	12.50	13.90	14.75
State Line	3.80	4.25	6.00	6.75	8.75	10.00	15.20	16.25	18.40	19.25	3.70	4.00	5.85	6.50	8.55	9.75	14.80	15.75	17.95	19.00	
US 69-Big Cabin	Vinita	0.30	0.50	0.55	0.75	0.85	1.00	1.40	1.50	2.00	2.25	0.30	0.50	0.55	0.75	0.80	1.00	1.35	1.50	1.95	2.00
	Afton	1.30	1.50	1.55	1.75	2.15	2.50	3.45	3.75	4.50	4.75	1.25	1.50	1.55	1.75	2.10	2.25	3.40	3.75	4.40	4.50
	SH 10-Miami	1.40	1.50	2.45	2.75	3.65	4.25	6.20	6.75	7.95	8.50	1.35	1.50	2.40	2.75	3.55	4.00	6.05	6.50	7.75	8.25
	State Line	2.20	2.50	3.65	4.25	5.75	6.50	9.20	10.00	11.40	12.00	2.15	2.25	3.55	4.00	5.60	6.25	9.00	9.75	11.10	12.00
Vinita	Afton	0.55	0.75	0.85	1.00	1.55	1.75	2.55	2.75	2.90	3.00	0.55	0.75	0.80	1.00	1.55	1.75	2.50	2.75	2.80	3.00
	SH 10-Miami	1.10	1.25	1.80	2.25	2.80	3.00	4.50	4.75	6.35	6.75	1.10	1.25	1.75	2.00	2.70	3.00	4.40	4.50	6.20	6.50
	State Line	2.00	2.25	3.00	3.50	4.85	5.50	8.30	8.75	9.85	10.50	1.95	2.00	2.95	3.50	4.75	5.50	8.10	8.50	9.60	10.25
Afton	SH 10-Miami	0.55	0.75	0.85	1.00	1.25	1.50	2.00	2.25	2.90	3.00	0.55	0.75	0.80	1.00	1.20	1.50	1.95	2.00	2.80	3.00
	State Line	1.40	1.50	2.15	2.50	3.00	3.50	5.40	5.75	7.05	7.50	1.35	1.50	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50
SH 10-Miami	State Line	0.85	1.00	1.25	1.50	1.80	2.25	3.25	3.50	3.80	4.25	0.80	1.00	1.20	1.50	1.75	2.00	3.15	3.50	3.70	4.00

H.E. BAILEY TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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	Wichita Falls	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
	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
Chickasha	State Hwy 62	0.30	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	0.30	0.55	0.60
	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
Elgin	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
Lawton	Wichita Falls	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
	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
Walters	Wichita Falls	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
H. E. Bailey Spur	State Hwy 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
	State Hwy 9	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
	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
	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
State Hwy 9	Chickasha	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
	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
	Sh-76-Spur	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
State Hwy 76	Chickasha	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
	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

STATISTICAL SECTION

WILL ROGERS TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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	0.45	0.50	0.70	0.75	1.10	1.25	1.40	1.50	1.70	1.75	0.45	0.50	0.70	0.75	0.95	1.00	1.20	1.25	1.45	1.50
	SH 20-Claremore	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
	SH 28-Adair	1.40	1.50	1.85	2.00	2.90	3.25	5.50	5.75	6.30	6.75	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
	US 69-Big Cabin	1.70	1.75	2.60	3.00	4.20	4.75	7.60	8.00	8.80	9.25	1.45	1.50	2.25	2.50	3.60	4.00	6.40	6.75	7.60	8.00
	Vinita	1.90	2.00	3.15	3.50	5.00	5.50	8.70	9.25	10.50	11.00	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
	Afton	2.50	2.50	4.20	4.75	6.25	7.00	10.75	11.25	12.95	13.75	2.15	2.25	3.60	4.00	5.40	6.00	9.25	9.75	11.15	11.75
	SH 10-Miami	3.10	3.25	5.00	5.50	7.30	8.00	12.40	13.75	15.70	16.50	2.85	3.00	4.30	4.75	6.30	7.00	10.70	11.75	13.55	14.25
	State Line	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25
State Hwy 266	SH 20-Claremore	0.45	0.50	0.50	1.25	0.80	1.50	0.80	2.50	1.10	3.00	0.45	0.50	0.45	1.00	0.70	1.25	0.70	2.25	0.95	2.50
	SH 28-Adair	0.80	1.50	1.70	2.00	2.75	3.25	3.30	5.75	4.10	6.75	0.70	1.25	1.45	1.75	2.35	2.75	2.85	5.00	3.55	5.75
	US 69-Big Cabin	1.40	1.75	2.20	3.00	3.90	4.75	6.00	8.00	7.25	9.25	1.20	1.50	1.90	2.50	3.35	4.00	5.00	6.75	6.25	8.00
	Vinita	1.70	2.00	3.00	3.50	4.70	5.50	7.15	9.25	8.55	11.00	1.45	1.75	2.60	3.00	4.05	4.75	6.15	7.75	7.35	9.50
	Afton	2.20	2.50	4.10	4.75	5.80	7.00	9.20	11.25	11.00	13.75	1.90	2.25	3.55	4.00	5.00	6.00	7.95	9.75	9.50	11.75
	SH 10-Miami	2.85	3.25	4.95	5.50	6.60	8.00	11.30	13.75	14.40	16.50	2.45	3.00	4.25	4.75	5.70	7.00	9.75	11.75	13.75	14.25
	State Line	3.55	4.00	5.80	6.75	8.55	9.75	14.35	16.50	17.40	20.00	3.05	3.50	5.00	5.75	7.35	8.50	12.35	14.25	15.00	17.25
SH 20-Claremore	SH 28-Adair	0.70	0.75	1.05	1.25	1.55	1.75	2.45	2.50	3.30	3.50	0.70	0.75	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
	US 69-Big Cabin	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
	Vinita	1.40	1.50	2.40	2.50	3.40	3.75	6.30	6.75	7.40	7.75	1.20	1.25	2.05	2.25	2.95	3.25	5.45	5.75	6.40	6.75
	Afton	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	9.90	10.50	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	8.55	9.00
	SH 10-Miami	2.30	2.50	4.20	4.75	6.05	6.75	10.50	11.00	12.40	13.00	1.90	2.00	3.60	4.00	5.20	5.75	9.05	9.50	10.70	11.25
	State Line	3.30	3.50	5.20	5.75	7.60	8.50	13.20	14.00	16.00	16.75	2.85	3.00	4.50	5.00	6.55	7.25	11.40	12.00	13.80	14.50
US 69-Big Cabin	Vinita	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.70	1.75	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Afton	1.10	1.25	1.35	1.50	1.85	2.00	3.00	3.25	3.90	4.00	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
	SH 10-Miami	1.20	1.25	2.10	2.25	3.15	3.50	5.40	5.75	6.90	7.25	1.20	1.25	1.80	2.00	2.70	3.00	5.00	5.25	5.95	6.25
	State Line	1.90	2.00	3.15	3.50	5.00	5.50	8.00	8.50	9.90	10.50	1.65	1.75	2.70	3.00	4.30	4.75	7.15	7.50	8.55	9.00
Vinita	Afton	0.45	0.50	0.70	0.75	1.35	1.50	2.20	2.25	2.50	2.50	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 10-Miami	0.95	1.00	1.55	1.75	2.40	2.50	3.90	4.00	5.50	5.75	0.95	1.00	1.35	1.50	2.05	2.25	3.35	3.50	4.75	5.00
	State Line	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
Afton	SH 10-Miami	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.50	2.50	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	2.15	2.25
	State Line	1.20	1.25	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
SH 10-Miami	State Line	0.70	0.75	1.05	1.25	1.55	1.75	2.80	3.00	3.30	3.50	0.45	0.50	0.90	1.00	1.35	1.50	2.40	2.50	2.85	3.00

H.E. BAILEY TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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	Wichita Falls	4.45	4.75	5.85	6.25	8.10	9.25	13.30	14.25	15.80	18.00	3.80	4.00	4.95	5.50	7.00	7.75	11.90	12.50	14.75	15.50
	Chickasha	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
Chickasha	State Hwy 62	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
	Lawton	1.70	1.75	1.90	2.00	2.90	3.25	5.20	5.50	6.40	6.75	1.45	1.50	1.60	1.75	2.50	2.75	4.50	4.75	5.50	5.75
Elgin	Lawton	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.10	1.25	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	0.95	1.00
Lawton	Wichita Falls	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.20	6.50	1.20	1.25	1.60	1.75	2.25	2.50	4.45	4.50	4.75	5.75
	Walters	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
Walters	Wichita Falls	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
H.E. Bailey Spur	State Hwy 76	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	State Hwy 9	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	Chickasha	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
	Oklahoma City	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
State Hwy 9	Chickasha	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60	5.95
	Oklahoma City	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	SH-76-Spur	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
State Hwy 76	Chickasha	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60	5.95
	Oklahoma City	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95

STATISTICAL SECTION

INDIAN NATION TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
Henryetta	Hugo	6.20	7.00	7.00	8.00	11.55	13.00	19.95	21.25	24.75	26.25	6.05	6.25	6.85	7.75	11.25	12.25	19.40	20.75	24.15	25.50
	State Hwy 9	0.85	1.00	1.05	1.25	1.25	1.50	2.00	2.25	2.65	3.00	0.80	1.00	1.05	1.25	1.20	1.50	1.95	2.00	2.60	3.00
	McAlester	2.20	2.50	2.45	2.75	3.95	4.50	7.05	7.50	8.50	9.00	2.15	2.25	2.40	2.75	3.85	4.25	6.85	7.50	8.30	8.75
State Hwy 9	McAlester	1.30	1.50	1.35	1.50	2.15	2.50	3.80	4.25	4.50	4.75	1.25	1.50	1.30	1.50	2.10	2.25	3.70	4.00	4.40	4.50
US 270-Ulan	McAlester	0.30	0.50	0.55	0.75	0.90	1.00	1.40	1.50	2.00	2.25	0.30	0.50	0.55	0.75	0.85	1.00	1.35	1.50	1.95	2.00
McAlester	Daisy	2.30	2.75	2.65	3.25	4.85	5.25	7.60	8.25	9.95	10.75	1.95	2.00	2.05	2.25	3.85	4.00	6.05	6.50	7.75	8.25
Daisy	Antlers	1.30	1.50	1.55	1.75	1.80	2.25	3.25	3.50	3.80	4.25	1.25	1.50	1.55	1.75	1.75	2.00	3.15	3.50	3.70	4.00
	Hugo	2.00	2.25	2.45	2.75	3.65	4.25	6.70	7.00	8.30	8.75	1.95	2.00	2.40	2.75	3.55	4.00	6.50	6.75	8.10	8.50
Antlers	Hugo	0.85	1.00	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50	0.80	1.00	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50

MUSKOGEE TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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	3.50	4.45	4.75	6.15	6.75	10.25	11.00	11.45	12.25	3.20	3.50	4.30	4.75	5.95	6.75	10.00	10.50	11.15	12.00
	SH-51 Coweta	1.10	1.25	1.55	1.75	1.80	2.25	2.90	3.00	3.25	3.50	1.10	1.25	1.55	1.75	1.75	2.00	2.80	3.00	3.15	3.50
	Muskogee	1.65	1.75	2.80	3.00	3.35	3.75	5.75	6.25	6.35	6.75	1.60	1.75	2.70	3.00	3.25	3.75	5.60	6.00	6.20	6.50
SH-51 Coweta	Muskogee	0.55	0.75	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50	0.55	0.75	1.20	1.50	1.55	1.75	2.80	3.00	3.15	3.50
US 69-Wagoner	Muskogee	0.55	0.75	0.55	0.75	1.05	1.25	1.65	1.75	2.00	2.25	0.55	0.75	0.55	0.75	1.05	1.25	1.60	1.75	1.95	2.00
Muskogee	Webber Falls	1.65	1.75	1.65	1.75	2.80	3.00	4.50	4.75	5.10	5.50	1.60	1.75	1.60	1.75	2.70	3.00	4.40	4.50	4.95	5.50

CIMARRON TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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	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
	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
	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
	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
	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
	Sh 99-Hallet	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
SH 99-Hallet	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
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
	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
	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
	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
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

STATISTICAL SECTION

INDIAN NATION TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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
Henryetta	Hugo	5.30	5.50	6.00	6.50	9.95	10.75	17.30	18.25	21.50	22.50	4.55	4.75	5.40	6.00	8.60	9.50	15.25	16.00	18.55	19.50
	State Hwy 9	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.30	2.50	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
	McAlester	1.90	2.00	2.10	2.25	3.40	3.75	6.10	6.50	7.40	7.75	1.65	1.75	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
State Hwy 9	McAlester	1.10	1.25	1.15	1.25	1.85	2.00	3.30	3.50	3.90	4.00	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
US-270-Ulan	McAlester	0.25	0.25	0.45	0.50	0.75	0.75	1.20	1.25	1.70	1.75	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
McAlester	Daisy	1.70	1.75	1.80	2.00	3.40	3.50	5.40	5.75	6.90	7.25	1.45	1.50	1.80	2.00	2.95	3.25	5.00	5.25	5.95	6.25
Daisy	Antlers	1.10	1.25	1.35	1.50	1.55	1.75	2.80	3.00	3.30	3.50	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
	Hugo	1.70	1.75	2.10	2.25	3.15	3.50	5.80	6.00	7.20	7.50	1.45	1.50	1.80	2.00	2.70	3.00	5.00	5.25	6.20	6.50
Antlers	Hugo	0.70	0.75	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50

MUSKOGEE TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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	2.80	3.00	3.80	4.00	5.30	5.75	8.90	9.25	9.90	10.50	2.40	2.50	3.15	3.50	4.50	5.00	7.60	8.00	8.60	9.00
	SH 51-Coweta	0.95	1.00	1.35	1.50	1.55	1.75	2.50	2.50	2.80	3.00	0.95	1.00	1.35	1.50	1.35	1.50	2.15	2.25	2.40	2.50
	Muskogee	1.40	1.50	2.40	2.50	2.90	3.25	5.00	5.25	5.50	5.75	1.20	1.25	2.05	2.25	2.50	2.75	4.30	4.50	4.75	5.00
SH 51-Coweta	Muskogee	0.45	0.50	1.05	1.25	1.35	1.50	2.50	2.50	2.80	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 69-Wagoner	Muskogee	0.45	0.50	0.45	0.50	0.90	1.00	1.40	1.50	1.70	1.75	0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Muskogee	Webbers Falls	1.40	1.50	1.40	1.50	2.40	2.50	3.90	4.00	4.40	4.75	1.20	1.25	1.20	1.25	2.05	2.25	3.35	3.50	3.80	4.00

CIMARRON TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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	I-35	2.85	3.00	3.75	4.00	5.90	6.50	10.80	11.50	12.90	13.50	2.35	2.50	3.15	3.50	5.40	6.00	9.55	10.00	11.45	12.00
	US 177	2.05	2.25	2.70	3.00	4.40	4.75	8.20	8.75	9.30	9.75	1.65	1.75	2.25	2.50	4.05	4.50	7.15	7.50	8.10	8.50
	Morrison	1.65	1.75	2.05	2.25	3.45	3.75	6.15	6.50	7.60	8.00	1.15	1.25	1.60	1.75	3.15	3.50	5.45	5.75	6.65	7.00
	Stillwater	1.40	1.50	2.25	2.50	3.65	4.00	6.85	7.25	8.10	8.50	1.15	1.25	2.05	2.25	3.60	4.00	6.40	6.75	7.60	8.00
	State Hwy 18	0.95	1.00	1.35	1.50	2.50	2.75	4.70	5.00	5.70	6.00	0.70	0.75	1.15	1.25	2.50	2.75	4.30	4.50	5.25	5.50
	SH 99-Hallett	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
SH 99-Hallett	State Hwy 18	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
State Hwy 18	I-35	1.90	2.00	2.40	2.50	3.40	3.75	6.10	6.50	7.20	7.50	1.65	1.75	2.05	2.25	2.95	3.25	5.25	5.50	6.20	6.50
	US 177	1.10	1.25	1.35	1.50	1.90	2.00	3.50	3.75	3.60	3.75	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.10	3.25
	Morrison	0.70	0.75	0.70	0.75	0.95	1.00	1.45	1.50	1.90	2.00	0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Stillwater	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 177	I-35	0.90	1.00	0.90	1.00	1.35	1.50	2.60	2.75	3.30	3.50	0.95	1.00	0.90	1.00	1.35	1.50	2.40	2.50	3.10	3.25

STATISTICAL SECTION

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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-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
	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
	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
	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
	May Ave	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
	Hefner Pkwy	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
	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
	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
	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
	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
	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
	SH 66-39th 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
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	
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	
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
	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
	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
	May Ave	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
	Hefner Pkwy	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
	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
	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
	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
	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
	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
	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
	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
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	
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
	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
	May Ave	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
	Hefner Pkwy	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
	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
	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
	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
	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
	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
	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
	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
	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
Western	Pennsylvania	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	May Ave	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
	Hefner Pkwy	0.35	0.45	0.60	0.70	0.85	1.00	1.55	1.75	1.65	2.15	0.35	0.40	0.60	0.70	0.80	1.00	1.55	1.70	1.60	2.10
	Meridian	0.35	0.45	0.60	0.70	0.85	1.00	1.70	1.75	1.70	2.15	0.35	0.40	0.60	0.70	0.80	1.00	1.65	1.70	1.65	2.10
	MacArthur	0.35	0.45	0.60	0.70	0.85	1.00	1.70	1.75	1.75	2.15	0.35	0.40	0.60	0.70	0.80	1.00	1.65	1.70	1.70	2.10
	Rockwell	0.70	0.90	1.15	1.55	1.55	2.25	2.65	3.50	3.25	4.30	0.70	0.80	1.15	1.50	1.55	2.20	2.60	3.40	3.15	4.20
	SH 3-NW Exp	0.90	1.15	1.50	1.70	2.00	2.35	3.75	3.90	4.50	4.75	0.85	1.10	1.50	1.70	1.95	2.30	3.65	3.80	4.40	4.65
	Wilshire	1.25	1.80	1.75	2.45	2.40	3.65	4.55	6.30	5.10	7.65	1.20	1.70	1.70	2.40	2.30	3.60	4.45	6.15	4.95	7.45
	SH 66-39th Exp	1.55	1.80	2.05	2.45	2.85	3.65	5.30	6.30	6.35	7.65	1.55	1.70	2.00	2.40	2.75	3.60	5.20	6.15	6.20	7.45
	NW 10th	1.65	1.80	2.10	2.45	3.00	3.65	5.95	6.30	7.20	7.65	1.60	1.70	2.05	2.40	2.95	3.60	5.80	6.15	7.00	7.45
I-40	1.70	1.80	2.15	2.45	3.05	3.65	6.00	6.30	7.25	7.65	1.65	1.70	2.10	2.40	3.00	3.60	5.85	6.15	7.10	7.45	

STATISTICAL SECTION

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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-35	Eastern	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	US 77-Brdwy Ext	0.45	0.60	0.65	0.85	0.95	1.15	1.60	1.85	1.95	2.25	0.40	0.50	0.55	0.75	0.80	1.00	1.40	1.60	1.70	1.95
	Western	0.60	1.15	0.85	1.70	1.20	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.75	1.45	1.05	2.00	1.70	3.40	2.05	4.10
	Pennsylvania	0.70	1.15	1.00	1.70	1.40	2.30	2.30	3.95	2.80	4.75	0.60	1.00	0.85	1.45	1.20	2.00	2.00	3.40	2.40	4.10
	May	0.75	1.15	1.20	1.70	1.70	2.30	2.60	3.95	3.20	4.75	0.65	1.00	1.05	1.45	1.45	2.00	2.25	3.40	2.75	4.10
	LHP-Portland	0.95	1.15	1.40	1.70	1.85	2.30	3.25	3.95	3.95	4.75	0.80	1.00	1.20	1.45	1.60	2.00	2.80	3.40	3.40	4.10
	Meridian	1.05	1.15	1.45	1.70	2.05	2.30	3.60	3.95	4.35	4.75	0.90	1.00	1.25	1.45	1.75	2.00	3.10	3.40	3.75	4.10
	MacArthur	1.10	1.15	1.55	1.70	2.20	2.30	3.85	3.95	4.50	4.75	0.95	1.00	1.35	1.45	1.90	2.00	3.30	3.40	3.90	4.10
	Rockwell	1.20	1.50	2.05	2.40	2.85	3.35	3.90	5.45	5.15	6.60	1.05	1.30	1.75	2.05	2.45	2.90	3.35	4.70	4.45	5.70
	SH 3-NW Exp	1.55	1.75	2.30	2.55	3.20	3.45	5.20	5.80	6.30	7.00	1.35	1.50	2.00	2.20	2.75	3.00	4.50	5.00	5.45	6.05
	Wilshire	1.75	2.30	2.45	3.20	3.30	4.60	5.85	7.90	7.20	9.50	1.50	2.00	2.10	2.75	2.85	4.00	5.05	6.80	6.20	8.20
	SH 66-39 Exp	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50	1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20
NW 10th	2.10	2.30	2.75	3.20	3.85	4.60	7.20	7.90	8.65	9.50	1.80	2.00	2.35	2.75	3.30	4.00	6.20	6.80	7.45	8.20	
I-40	2.20	2.30	2.85	3.20	4.00	4.60	7.50	7.90	9.05	9.50	1.90	2.00	2.45	2.75	3.45	4.00	6.45	6.80	7.80	8.20	
Eastern	US 77-Brdwy Ext	0.30	0.60	0.45	0.85	0.65	1.15	0.85	1.85	1.05	2.25	0.25	0.50	0.40	0.75	0.55	1.00	0.75	1.60	0.90	1.95
	Western	0.30	1.15	0.45	1.70	0.65	2.30	1.00	3.95	1.05	4.75	0.25	1.00	0.40	1.45	0.55	2.00	0.85	3.40	0.90	4.10
	Pennsylvania	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75	0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
	May	0.60	1.15	0.80	1.70	1.10	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.70	1.45	0.95	2.00	1.70	3.40	2.05	4.10
	LHP-Portland	0.70	1.15	0.95	1.70	1.30	2.30	2.30	3.95	2.80	4.75	0.60	1.00	0.80	1.45	1.10	2.00	2.00	3.40	2.40	4.10
	Meridian	0.75	1.15	1.05	1.70	1.45	2.30	2.60	3.95	3.15	4.75	0.65	1.00	0.90	1.45	1.25	2.00	2.25	3.40	2.70	4.10
	MacArthur	0.85	1.15	1.15	1.70	1.60	2.30	2.90	3.95	3.55	4.75	0.75	1.00	1.00	1.45	1.40	2.00	2.50	3.40	3.05	4.10
	Rockwell	1.00	1.50	1.60	2.40	2.25	3.35	3.25	5.45	3.95	6.60	0.85	1.30	1.40	2.05	1.95	2.90	2.80	4.70	3.40	5.70
	SH 3-NW Exp	1.20	1.75	1.90	2.55	2.60	3.45	4.25	5.80	5.10	7.00	1.05	1.50	1.65	2.20	2.25	3.00	3.65	5.00	4.40	6.05
	Wilshire	1.40	2.30	2.05	3.20	2.80	4.60	4.85	7.90	5.90	9.50	1.20	2.00	1.75	2.75	2.40	4.00	4.20	6.80	5.10	8.20
	SH 66-39th Exp	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.75	9.50	1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.80	8.20
	NW 10th	1.85	2.30	2.40	3.20	3.30	4.60	6.20	7.90	7.50	9.50	1.60	2.00	2.05	2.75	2.85	4.00	5.35	6.80	6.45	8.20
I-40	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50	1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20	
US 77-Brdwy Ext	Western	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75	0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
	Pennsylvania	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75	0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
	May	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75	0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
	LHP-Portland	0.45	1.15	0.70	1.70	1.00	2.30	1.60	3.95	1.95	4.75	0.40	1.00	0.60	1.45	0.85	2.00	1.40	3.40	1.70	4.10
	Meridian	0.60	1.15	0.80	1.70	1.15	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.70	1.45	1.00	2.00	1.70	3.40	2.05	4.10
	MacArthur	0.70	1.15	0.95	1.70	1.35	2.30	2.30	3.95	2.80	4.75	0.60	1.00	0.80	1.45	1.15	2.00	2.00	3.40	2.40	4.10
	Rockwell	0.85	1.50	1.40	2.40	1.95	3.35	2.75	5.45	3.20	6.60	0.75	1.30	1.20	2.05	1.70	2.90	2.35	4.70	2.75	5.70
	SH 3-NW Exp	1.05	1.75	1.70	2.55	2.30	3.45	3.55	5.80	4.35	7.00	0.90	1.50	1.45	2.20	2.00	3.00	3.05	5.00	3.75	6.05
	Wilshire	1.10	2.30	1.80	3.20	2.50	4.60	4.40	7.90	4.60	9.50	0.95	2.00	1.55	2.75	2.15	4.00	3.80	6.80	3.95	8.20
	SH 66-39th Exp	1.45	2.30	1.85	3.20	2.60	4.60	5.10	7.90	5.90	9.50	1.25	2.00	1.60	2.75	2.25	4.00	4.40	6.80	5.10	8.20
	NW 10th	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.65	9.50	1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.75	8.20
	I-40	1.75	2.30	2.25	3.20	3.15	4.60	5.85	7.90	7.10	9.50	1.50	2.00	1.95	2.75	2.70	4.00	5.05	6.80	6.10	8.20
Western	Pennsylvania	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	May	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	LHP-Portland	0.30	0.35	0.50	0.60	0.70	0.85	1.35	1.50	1.40	1.85	0.25	0.30	0.45	0.50	0.60	0.75	1.15	1.30	1.20	1.60
	Meridian	0.30	0.35	0.50	0.60	0.70	0.85	1.45	1.50	1.45	1.85	0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
	MacArthur	0.30	0.35	0.50	0.60	0.70	0.85	1.45	1.50	1.50	1.85	0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
	Rockwell	0.60	0.70	1.00	1.30	1.35	1.90	2.30	3.00	2.80	3.70	0.50	0.60	0.85	1.10	1.15	1.65	2.00	2.60	2.40	3.20
	SH 3-NW Exp	0.75	0.95	1.30	1.45	1.70	2.00	3.25	3.35	3.90	4.10	0.65	0.80	1.10	1.25	1.45	1.75	2.80	2.90	3.35	3.55
	Wilshire	1.05	1.50	1.50	2.10	2.05	3.15	3.95	5.45	4.40	6.60	0.90	1.30	1.30	1.80	1.75	2.75	3.40	4.70	3.80	5.70
	SH 66-39th Exp	1.35	1.50	1.75	2.10	2.45	3.15	4.60	5.45	5.50	6.60	1.15	1.30	1.50	1.80	2.10	2.75	3.95	4.70	4.75	5.70
	NW 10th	1.40	1.50	1.80	2.10	2.60	3.15	5.15	5.45	6.25	6.60	1.20	1.30	1.55	1.80	2.25	2.75	4.45	4.70	5.40	5.70
	I-40	1.45	1.50	1.85	2.10	2.65	3.15	5.20	5.45	6.30	6.60	1.25	1.30	1.60	1.80	2.30	2.75	4.50	4.70	5.45	5.70

STATISTICAL SECTION

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
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
	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
	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
	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
	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
	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
	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
	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
	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
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	
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
	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
	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
	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
	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
	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
	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
	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
	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
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
	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
	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
	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
	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
	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
	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
	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
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
	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
	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
	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
	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
	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
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
	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
	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
	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
	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
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
	Wilshire	0.60	1.35	0.75	1.75	1.00	2.65	1.65	4.55	2.00	5.50	0.60	1.35	0.75	1.75	1.00	2.65	1.65	4.55	2.00	5.50
	SH 66-39th Exp	0.90	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50	0.90	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50
	NW 10th	0.95	1.35	1.15	1.75	1.65	2.65	3.00	4.55	3.70	5.50	0.95	1.35	1.15	1.75	1.65	2.65	3.00	4.55	3.70	5.50
SH 3-NW Exp	I-40	1.00	1.35	1.35	1.75	1.80	2.65	3.35	4.55	4.10	5.50	1.00	1.35	1.35	1.75	1.80	2.65	3.35	4.55	4.10	5.50
	Wilshire	0.35	1.35	0.50	1.75	0.70	2.65	1.35	4.55	1.35	5.50	0.35	1.35	0.50	1.75	0.70	2.65	1.35	4.55	1.35	5.50
	SH 66-39th Exp	0.50	1.35	0.60	1.75	0.85	2.65	1.55	4.55	1.85	5.50	0.50	1.35	0.60	1.75	0.85	2.65	1.55	4.55	1.85	5.50
	NW 10th	0.70	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50	0.70	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50
I-40	I-40	0.75	1.35	1.00	1.75	1.40	2.65	2.60	4.55	3.25	5.50	0.75	1.35	1.00	1.75	1.40	2.65	2.60	4.55	3.25	5.50
	SH 66-39th Exp	0.35	0.70	0.45	1.15	0.55	1.70	1.00	2.95	1.25	3.65	0.35	0.70	0.45	1.15	0.55	1.70	1.00	2.95	1.25	3.65
	NW 10th	0.55	0.70	0.70	1.15	0.95	1.70	1.75	2.95	2.15	3.65	0.55	0.70	0.70	1.15	0.95	1.70	1.75	2.95	2.15	3.65
I-40	I-40	0.60	0.70	0.90	1.15	1.15	1.70	2.15	2.95	2.60	3.65	0.60	0.70	0.90	1.15	1.15	1.70	2.15	2.95	2.60	3.65
	SH 66-39th Exp	0.35	0.45	0.60	0.70	0.75	1.00	0.85	1.75	0.95	2.15	0.35	0.45	0.60	0.70	0.75	1.00	0.85	1.75	0.95	2.15
I-40	I-40	0.35	0.45	0.60	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.35	0.45	0.60	0.70	0.75	1.00	1.15	1.75	1.40	2.15
	I-40	0.35	0.45	0.60	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.35	0.45	0.60	0.70	0.75	1.00	1.15	1.75	1.40	2.15

STATISTICAL SECTION

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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
Pennsylvania	May	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	LHP-Portland	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	Meridian	0.30	0.35	0.45	0.60	0.65	0.85	1.35	1.50	1.45	1.85	0.25	0.30	0.40	0.50	0.55	0.75	1.15	1.30	1.35	1.60
	MacArthur	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.45	1.85	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.50	1.60
	Rockwell	0.60	0.70	0.95	1.30	1.30	1.90	1.95	3.00	2.40	3.70	0.50	0.60	0.80	1.10	1.10	1.65	1.70	2.60	2.05	3.20
	SH 3-NW Exp	0.75	0.95	1.20	1.45	1.60	2.00	2.90	3.35	3.55	4.10	0.65	0.80	1.05	1.25	1.40	1.75	2.50	2.90	3.05	3.55
	Wilshire	1.05	1.50	1.45	2.10	1.85	3.15	3.60	5.45	4.30	6.60	0.90	1.30	1.25	1.80	1.60	2.75	3.10	4.70	3.70	5.70
	SH 66-39th Exp	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.10	6.60	1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.40	5.70
	NW 10th	1.40	1.50	1.85	2.10	2.60	3.15	4.85	5.45	5.90	6.60	1.20	1.30	1.60	1.80	2.25	2.75	4.20	4.70	5.10	5.70
I-40	1.45	1.50	1.85	2.10	2.65	3.15	5.15	5.45	6.30	6.60	1.25	1.30	1.65	1.80	2.30	2.75	4.45	4.70	5.45	5.70	
May	LHP-Portland	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85	LOCATION NOT OPEN TO TRAFFIC									
	Meridian	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85										
	MacArthur	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85										
	Rockwell	0.60	0.70	0.90	1.30	1.30	1.90	1.85	3.00	2.25	3.70										
	SH 3-NW Exp	0.75	0.95	1.20	1.45	1.60	2.00	2.55	3.35	3.05	4.10										
	Wilshire	1.00	1.50	1.40	2.10	1.80	3.15	3.25	5.45	3.80	6.60										
	SH 66-39th Exp	1.10	1.50	1.50	2.10	2.00	3.15	3.75	5.45	4.55	6.60										
	NW 10th	1.30	1.50	1.70	2.10	2.35	3.15	4.40	5.45	5.35	6.60										
	I-40	1.35	1.50	1.75	2.10	2.45	3.15	4.70	5.45	5.75	6.60										
LHP-Portland	Meridian	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	MacArthur	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	Rockwell	0.60	0.70	0.95	1.30	1.30	1.90	1.75	3.00	2.10	3.70	0.50	0.60	0.80	1.10	1.10	1.65	1.50	2.60	1.80	3.20
	SH 3-NW Exp	0.75	0.95	1.20	1.45	1.60	2.00	2.15	3.35	2.55	4.10	0.65	0.80	1.05	1.25	1.40	1.75	1.85	2.90	2.20	3.55
	Wilshire	0.95	1.50	1.30	2.10	1.70	3.15	2.90	5.45	3.25	6.60	0.80	1.30	1.10	1.80	1.45	2.75	2.50	4.70	2.80	5.70
	SH 66-39th Exp	1.00	1.50	1.35	2.10	1.75	3.15	3.25	5.45	3.95	6.60	0.85	1.30	1.15	1.80	1.50	2.75	2.80	4.70	3.40	5.70
	NW 10th	1.15	1.50	1.50	2.10	2.10	3.15	3.95	5.45	4.75	6.60	1.00	1.30	1.30	1.80	1.80	2.75	3.40	4.70	4.10	5.70
	I-40	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.15	6.60	1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.45	5.70
MacArthur	Rockwell	0.30	0.35	0.45	0.70	0.65	1.05	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.60	0.55	0.90	0.75	1.30	0.90	1.60
	SH 3-NW Exp	0.45	0.60	0.75	0.85	1.00	1.15	1.75	1.85	2.15	2.25	0.40	0.50	0.65	0.75	0.85	1.00	1.50	1.60	1.85	1.95
	Wilshire	0.80	1.15	1.00	1.50	1.45	2.30	2.65	3.95	3.00	4.75	0.70	1.00	0.85	1.30	1.25	2.00	2.30	3.40	2.60	4.10
	SH 66-39th Exp	1.00	1.15	1.30	1.50	1.75	2.30	3.25	3.95	3.95	4.75	0.85	1.00	1.10	1.30	1.50	2.00	2.75	3.40	3.40	4.10
	NW 10th	1.05	1.15	1.40	1.50	1.95	2.30	3.75	3.95	4.50	4.75	0.90	1.00	1.20	1.30	1.70	2.00	3.25	3.40	3.90	4.10
	I-40	1.10	1.15	1.45	1.50	2.05	2.30	3.85	3.95	4.50	4.75	0.95	1.00	1.25	1.30	1.75	2.00	3.30	3.40	3.90	4.10
Rockwell	SH 3-NW Exp	0.45	0.60	0.60	0.85	0.80	1.15	1.60	1.85	1.95	2.25	0.40	0.50	0.50	0.75	0.70	1.00	1.40	1.60	1.70	1.95
	Wilshire	0.75	1.15	0.85	1.50	1.30	2.30	2.50	3.95	2.65	4.75	0.65	1.00	0.75	1.30	1.10	2.00	2.15	3.40	2.30	4.10
	SH 66-39th Exp	0.85	1.15	1.10	1.50	1.55	2.30	2.95	3.95	3.55	4.75	0.75	1.00	0.95	1.30	1.35	2.00	2.55	3.40	3.05	4.10
	NW 10th	1.05	1.15	1.40	1.50	1.90	2.30	3.60	3.95	4.35	4.75	0.90	1.00	1.20	1.30	1.65z	2.00	3.10	3.40	3.75	4.10
	I-40	1.10	1.15	1.45	1.50	2.05	2.30	3.75	3.95	4.50	4.75	0.95	1.00	1.25	1.30	1.75	2.00	3.25	3.40	3.90	4.10
Council	SH 3-NW Exp	0.30	0.60	0.45	0.85	0.65	1.15	0.75	1.85	0.95	2.25	0.25	0.50	0.40	0.75	0.55	1.00	0.65	1.60	0.80	1.95
	Wilshire	0.50	1.15	0.65	1.50	0.85	2.30	1.40	3.95	1.70	4.75	0.45	1.00	0.55	1.30	0.75	2.00	1.20	3.40	1.45	4.10
	SH 66-39th Exp	0.75	1.15	0.75	1.50	1.05	2.30	1.95	3.95	2.40	4.75	0.65	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
	NW 10th	0.80	1.15	1.00	1.50	1.40	2.30	2.60	3.95	3.20	4.75	0.70	1.00	0.85	1.30	1.20	2.00	2.25	3.40	2.75	4.10
	I-40	0.85	1.15	1.15	1.50	1.55	2.30	2.90	3.95	3.55	4.75	0.75	1.00	1.00	1.30	1.35	2.00	2.50	3.40	3.05	4.10
SH 3-NW Exp	Wilshire	0.30	1.15	0.40	1.50	0.60	2.30	1.15	3.95	1.15	4.75	0.25	1.00	0.35	1.30	0.50	2.00	1.00	3.40	1.00	4.10
	SH 66-39th Exp	0.40	1.15	0.50	1.50	0.70	2.30	1.35	3.95	1.60	4.75	0.35	1.00	0.45	1.30	0.60	2.00	1.15	3.40	1.40	4.10
	NW 10th	0.60	1.15	0.75	1.50	1.05	2.30	1.95	3.95	2.40	4.75	0.50	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
	I-40	0.65	1.15	0.85	1.50	1.20	2.30	2.25	3.95	2.80	4.75	0.55	1.00	0.75	1.30	1.05	2.00	1.95	3.40	2.40	4.10
Wilshire	SH 66-39th Exp	0.30	0.60	0.35	1.00	0.45	1.45	0.85	2.55	1.05	3.15	0.25	0.50	0.30	0.85	0.40	1.25	0.75	2.20	0.90	2.70
	NW 10th	0.45	0.60	0.60	1.00	0.80	1.45	1.50	2.55	1.85	3.15	0.40	0.50	0.50	0.85	0.70	1.25	1.30	2.20	1.60	2.70
	I-40	0.50	0.60	0.75	1.00	1.00	1.45	1.85	2.55	2.25	3.15	0.45	0.50	0.65	0.85	0.85	1.25	1.60	2.20	1.95	2.70
SH 66-39th Exp	NW 10th	0.30	0.35	0.50	0.60	0.65	0.85	0.70	1.50	0.80	1.85	0.25	0.30	0.45	0.50	0.55	0.75	0.60	1.30	0.70	1.60
	I-40	0.30	0.35	0.50	0.60	0.65	0.85	1.00	1.50	1.20	1.85	0.25	0.30	0.45	0.50	0.55	0.75	0.85	1.30	1.05	1.60

STATISTICAL SECTION

CHEROKEE TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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 Creek	SH 10-Kansas	0.30	0.50	0.55	0.75	0.85	1.50	1.50	2.25	1.75	2.75	0.30	0.50	0.55	0.75	0.80	1.50	1.50	2.00	1.70	2.75
	Alt 412-Leach	1.40	3.00	2.05	4.50	2.80	6.25	4.60	10.25	5.55	12.25	1.35	3.00	2.00	4.25	2.70	6.00	4.50	10.00	5.40	12.00
	State Hwy 82	2.45	3.00	3.35	4.50	4.60	6.25	8.05	10.25	9.65	12.25	2.40	3.00	3.25	4.25	4.50	6.00	7.85	10.00	9.45	12.00
	US 69	2.80	3.00	3.95	4.50	5.40	6.25	9.55	10.25	11.40	12.25	2.70	3.00	3.85	4.25	5.30	6.00	9.30	10.00	11.10	12.00
SH 10-Kansas	Alt 412-Leach	1.00	3.00	1.40	4.50	2.00	6.25	3.45	10.25	4.15	12.25	1.00	3.00	1.35	4.25	1.95	6.00	3.40	10.00	4.05	12.00
	State Hwy 82	2.05	3.00	2.05	4.50	3.75	6.25	6.65	10.25	7.95	12.25	2.00	3.00	2.00	4.25	3.65	6.00	6.45	10.00	7.75	12.00
	US 69	2.45	3.00	3.35	4.50	4.60	6.25	8.05	10.25	9.65	12.25	2.40	3.00	3.25	4.25	4.55	6.00	7.85	10.00	9.45	12.00
Alt 412-Leach	State Hwy 82	0.95	1.75	1.35	2.50	1.85	3.00	3.25	4.75	3.80	5.75	0.90	1.75	1.30	2.25	1.80	3.00	3.15	4.50	3.70	5.75
	US 69	1.50	1.75	2.05	2.50	2.80	3.00	4.50	4.75	5.40	5.75	1.50	1.75	2.00	2.25	2.70	3.00	4.40	4.50	5.30	5.75
State Hwy 82	US 69	0.30	0.50	0.55	0.75	0.95	1.50	1.50	1.75	1.75	2.25	0.30	0.50	0.55	0.75	0.90	1.50	1.50	1.75	1.70	2.00

CHICKASAW TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
	SH-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

STATISTICAL SECTION

CHEROKEE TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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 Creek	SH 10-Kansas	0.25	0.25	0.45	0.50	0.70	1.25	1.30	1.75	1.50	2.25	0.25	0.25	0.45	0.50	0.60	1.00	1.10	1.50	1.30	2.00
	Alt 412-Leach	1.20	2.50	1.75	3.75	2.40	5.25	4.00	8.75	4.80	10.50	1.05	2.25	1.50	3.25	2.05	4.50	3.45	7.50	4.15	9.00
	State Hwy 82	2.10	2.50	2.90	3.75	4.00	5.25	7.00	8.75	8.40	10.50	1.80	2.25	2.50	3.25	3.45	4.50	6.05	7.50	7.25	9.00
	US 69	2.40	2.50	3.40	3.75	4.70	5.25	8.30	8.75	9.90	10.50	2.15	2.25	2.95	3.25	4.05	4.50	7.15	7.50	8.55	9.00
SH 10-Kansas	Alt 412-Leach	0.85	2.50	1.20	3.75	1.70	5.25	3.00	8.75	3.60	10.50	0.75	2.25	1.05	3.25	1.45	4.50	2.60	7.50	3.10	9.00
	State Hwy 82	1.75	2.50	1.75	3.75	3.25	5.25	5.75	8.75	6.90	10.50	1.50	2.25	1.50	3.25	2.80	4.50	4.95	7.50	5.95	9.00
	US 69	2.10	2.50	2.90	3.75	4.05	5.25	7.00	8.75	8.40	10.50	1.80	2.25	2.50	3.25	3.50	4.50	6.05	7.50	7.25	9.00
ALT 412-Leach	State Hwy 82	0.80	1.50	1.15	2.00	1.60	2.50	2.80	4.00	3.30	5.00	0.70	1.25	1.00	1.75	1.40	2.25	2.40	3.50	2.85	4.25
	US 69	1.30	1.50	1.75	2.00	2.40	2.50	3.90	4.00	4.70	5.00	1.10	1.25	1.50	1.75	2.05	2.25	3.35	3.50	4.05	4.25
State Hwy 82	US 69	0.25	0.25	0.45	0.50	0.80	1.25	1.30	1.50	1.50	1.75	0.25	0.25	0.45	0.50	0.70	1.00	1.10	1.25	1.30	1.50

CHICKASAW TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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	0.55	0.65	0.70	0.75	1.15	1.50	1.90	2.50	2.05	2.50	0.45	0.55	0.65	0.75	1.00	1.25	1.65	2.25	1.75	2.25
	State Hwy 7	0.55	0.65	0.70	0.75	1.15	1.50	1.90	2.50	2.05	2.50	0.50	0.55	0.70	0.75	1.15	1.25	2.15	2.25	2.15	2.25

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
412-Admiral	11th Street	0.35	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10
	31st Street	0.35	0.45	0.60	0.70	0.85	1.00	1.25	1.75	1.70	2.15	0.35	0.40	0.60	0.70	0.80	1.00	1.20	1.70	1.65	2.10
	51st-Omaha	0.75	1.00	0.90	1.40	1.25	1.75	1.85	3.00	2.55	4.05	0.75	1.00	0.85	1.35	1.20	1.70	1.80	2.95	2.50	3.95
	Kenosha-71st	0.90	1.00	1.15	1.40	1.50	1.75	2.55	3.00	3.40	4.05	0.85	1.00	1.15	1.35	1.50	1.70	2.50	2.95	3.35	3.95
	Muskogee Tpk.	0.95	1.00	1.35	1.40	1.70	1.75	2.90	3.00	3.80	4.05	0.90	1.00	1.30	1.35	1.65	1.70	2.80	2.95	3.70	3.95
	BA Expwy-SH 51	1.30	1.45	1.70	2.10	2.05	2.75	3.40	4.75	4.45	6.20	1.25	1.40	1.65	2.05	2.00	2.70	3.35	4.65	4.35	6.05
	101-New Orleans	1.30	1.45	2.00	2.10	2.60	2.75	4.55	4.75	5.80	6.20	1.25	1.40	1.95	2.05	2.55	2.70	4.45	4.65	5.70	6.05
	193-County Line	1.40	1.55	2.15	2.30	2.85	3.00	4.85	5.10	6.30	6.65	1.35	1.55	2.10	2.20	2.75	2.90	4.75	5.00	6.15	6.50
	161st-Elm Pl	1.55	1.70	2.40	2.50	2.95	3.10	5.20	5.50	6.75	7.10	1.55	1.70	2.30	2.45	2.90	3.00	5.05	5.40	6.60	6.95
	145th-Aspen	1.65	1.75	2.45	2.55	3.00	3.25	5.35	5.70	6.90	7.35	1.60	1.75	2.40	2.50	2.95	3.15	5.25	5.60	6.75	7.15
	129th-Olive	1.70	1.85	2.55	2.70	3.05	3.30	5.55	5.85	7.15	7.60	1.65	1.80	2.50	2.50	3.00	3.20	5.40	5.70	6.95	7.40
	Broken Arrow ML	1.85	2.00	2.65	2.80	3.35	3.50	5.75	6.00	7.60	8.10	1.80	2.00	2.60	2.70	3.25	3.40	5.60	5.90	7.40	7.90
	Yale	2.20	2.45	3.20	3.50	4.10	4.50	7.45	7.75	9.70	10.25	2.15	2.40	3.15	3.40	4.00	4.40	7.25	7.60	9.45	10.00
	Riverside Pkwy	2.20	2.45	3.25	3.50	4.10	4.50	7.45	7.75	9.70	10.25	2.15	2.40	3.20	3.40	4.00	4.40	7.25	7.60	9.45	10.00
	Peoria-Elm	2.60	3.60	3.55	5.40	4.45	6.80	8.25	11.10	10.50	14.00	2.55	3.60	3.45	5.30	4.35	6.70	8.05	11.00	10.20	13.80
	US 75-Glenpool	2.70	2.90	3.95	4.20	4.90	5.25	8.30	8.65	10.55	11.15	2.60	2.85	3.85	4.05	4.80	5.10	8.10	8.50	10.30	10.90
S 49th West Ave	3.00	3.35	4.50	4.90	5.90	6.25	9.85	10.40	12.25	13.30	2.95	3.25	4.40	4.75	5.75	6.10	9.60	10.20	11.95	13.00	
SH 66-Sapulpa	3.00	3.35	4.50	4.90	5.90	6.25	9.85	10.40	12.25	13.30	2.95	3.25	4.40	4.75	5.75	6.10	9.60	10.20	11.95	13.00	
11th St Ramps	31st St Ramps	0.35	0.45	0.55	0.70	0.70	1.00	1.00	1.75	1.10	2.15	0.35	0.40	0.55	0.70	0.70	1.00	1.00	1.70	1.10	2.10
	51st-Omaha	0.70	1.00	0.95	1.40	1.00	1.75	1.55	3.00	2.15	4.05	0.70	1.00	0.90	1.35	1.00	1.70	1.55	2.95	2.10	3.95
	71st-Kenosha	0.75	1.00	1.10	1.40	1.30	1.75	2.20	3.00	3.00	4.05	0.75	1.00	1.10	1.35	1.25	1.70	2.15	2.95	2.95	3.95
	Muskogee Tpk	0.85	1.00	1.25	1.40	1.50	1.75	2.55	3.00	3.40	4.05	0.80	1.00	1.20	1.35	1.50	1.70	2.50	2.95	3.35	3.95
	SH 51 Ramps	1.15	1.45	1.55	2.10	1.80	2.75	3.05	4.75	4.05	6.20	1.15	1.40	1.55	2.05	1.75	2.70	3.00	4.65	3.95	6.05
	101-New Orleans	1.15	1.45	1.80	2.10	2.45	2.75	4.20	4.75	5.40	6.20	1.15	1.40	1.75	2.05	2.40	2.70	4.10	4.65	5.30	6.05
	193-CntyLine Rd	1.30	1.55	2.05	2.30	2.60	3.00	4.50	5.10	5.90	6.65	1.25	1.55	2.00	2.20	2.55	2.90	4.40	5.00	5.75	6.50
	161st-Elm	1.40	1.70	2.20	2.50	2.80	3.10	4.90	5.50	6.35	7.10	1.35	1.70	2.15	2.45	2.70	3.00	4.80	5.40	6.20	6.95
	145th-Aspen	1.45	1.75	2.30	2.55	2.85	3.25	4.95	5.70	6.50	7.35	1.40	1.75	2.25	2.50	2.75	3.15	4.85	5.60	6.35	7.15
	129th-Olive	1.55	1.85	2.45	2.70	2.90	3.30	5.20	5.85	6.75	7.60	1.55	1.80	2.40	2.50	2.80	3.20	5.05	5.70	6.60	7.40
	Broken Arrow ML	1.75	2.00	2.55	2.80	3.20	3.50	5.40	6.00	7.20	8.10	1.70	2.00	2.50	2.70	3.10	3.40	5.30	5.90	7.00	7.90
	Yale	2.10	2.45	3.10	3.50	3.95	4.50	7.10	7.75	9.30	10.25	2.05	2.40	3.05	3.40	3.85	4.40	6.95	7.60	9.05	10.00
	Riverside Pkwy	2.10	2.45	3.15	3.50	3.95	4.50	7.10	7.75	9.30	10.25	2.05	2.40	3.10	3.40	3.85	4.40	6.95	7.60	9.05	10.00
	Peoria-Elm	2.50	3.60	3.45	5.40	4.30	6.80	7.90	11.10	10.10	14.00	2.45	3.60	3.35	5.30	4.20	6.70	7.75	11.00	9.80	13.80
	US 75-Glenpool	2.60	2.90	3.85	4.20	4.75	5.25	7.95	8.65	10.15	11.15	2.50	2.85	3.75	4.05	4.65	5.10	7.80	8.50	9.90	10.90
	S 49th West Ave	2.90	3.35	4.40	4.90	5.75	6.25	9.50	10.40	11.85	13.30	2.85	3.25	4.30	4.75	5.60	6.10	9.30	10.20	11.55	13.00
SH 66-Sapulpa	2.90	3.35	4.40	4.90	5.75	6.25	9.50	10.40	11.85	13.30	2.85	3.25	4.30	4.75	5.60	6.10	9.30	10.20	11.55	13.00	
31st St Ramps	51st-Omaha	0.35	1.00	0.55	1.40	0.60	1.75	1.00	3.00	1.10	4.05	0.35	1.00	0.55	1.35	0.60	1.70	1.00	2.95	1.10	3.95
	71st-Kenosha	0.60	1.00	0.85	1.40	0.95	1.75	1.55	3.00	2.15	4.05	0.60	1.00	0.80	1.35	0.90	1.70	1.55	2.95	2.10	3.95
	Muskogee Tpk	0.70	1.00	1.10	1.40	1.35	1.75	1.85	3.00	2.95	4.05	0.70	1.00	1.10	1.35	1.30	1.70	1.80	2.95	2.90	3.95
	SH 51 Ramps	1.00	1.45	1.40	2.10	1.70	2.75	2.45	4.75	3.55	6.20	1.00	1.40	1.35	2.05	1.65	2.70	2.40	4.65	3.45	6.05
	101-New Orleans	1.00	1.45	1.70	2.10	2.25	2.75	3.55	4.75	4.95	6.20	1.00	1.40	1.65	2.05	2.20	2.70	3.45	4.65	4.85	6.05
	193-CntyLine Rd	1.15	1.55	1.85	2.30	2.45	3.00	3.80	5.10	5.40	6.65	1.15	1.55	1.80	2.20	2.40	2.90	3.70	5.00	5.30	6.50
	161st-Elm	1.30	1.70	2.10	2.50	2.60	3.10	4.20	5.50	5.90	7.10	1.25	1.70	2.05	2.45	2.55	3.00	4.10	5.40	5.75	6.95
	145th-Aspen	1.35	1.75	2.15	2.55	2.65	3.25	4.40	5.70	6.10	7.35	1.30	1.75	2.10	2.50	2.60	3.15	4.30	5.60	5.95	7.15
	129th-Olive	1.40	1.85	2.25	2.70	2.80	3.30	4.55	5.85	6.30	7.60	1.35	1.80	2.20	2.50	2.70	3.20	4.45	5.70	6.15	7.40
	Broken Arrow ML	1.65	2.00	2.45	2.80	3.00	3.50	4.75	6.00	6.75	8.10	1.60	2.00	2.40	2.70	2.95	3.40	4.60	5.90	6.60	7.90
	Yale	2.00	2.45	3.00	3.50	3.75	4.50	6.45	7.75	8.85	10.25	1.95	2.40	2.95	3.40	3.70	4.40	6.25	7.60	8.65	10.00
	Riverside Pkwy	2.00	2.45	3.05	3.50	3.75	4.50	6.45	7.75	8.85	10.25	1.95	2.40	3.00	3.40	3.70	4.40	6.25	7.60	8.65	10.00
	Peoria-Elm	2.40	3.60	3.35	5.40	4.10	6.80	7.25	11.10	9.65	14.00	2.35	3.60	3.25	5.30	4.05	6.70	7.05	11.00	9.40	13.80
	US 75-Glenpool	2.50	2.90	3.75	4.20	4.55	5.25	7.30	8.65	9.70	11.15	2.40	2.85	3.65	4.05	4.50	5.10	7.10	8.50	9.50	10.90
	S 49th West Ave	2.80	3.35	4.30	4.90	5.55	6.25	8.85	10.40	11.40	13.30	2.75	3.25	4.20	4.75	5.45	6.10	8.60	10.20	11.15	13.00
	SH 66-Sapulpa	2.80	3.35	4.30	4.90	5.55	6.25	8.85	10.40	11.40	13.30	2.75	3.25	4.20	4.75	5.45	6.10	8.60	10.20	11.15	13.00

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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
412-Admiral	11th Street	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
	31st Street	0.30	0.35	0.50	0.60	0.70	0.85	1.05	1.50	1.45	1.85	0.25	0.30	0.45	0.50	0.60	0.75	0.90	1.30	1.25	1.60
	51st-Omaha	0.65	0.85	0.75	1.20	1.05	1.50	1.60	2.60	2.20	3.50	0.55	0.75	0.65	1.05	0.90	1.30	1.40	2.25	1.90	3.00
	Kenosha-71st	0.75	0.85	1.00	1.20	1.30	1.50	2.20	2.60	2.95	3.50	0.65	0.75	0.85	1.05	1.10	1.30	1.90	2.25	2.55	3.00
	Muskogee Tpk.	0.80	0.85	1.15	1.20	1.45	1.50	2.50	2.60	3.30	3.50	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00
	BA Expwy-SH 51	1.10	1.20	1.45	1.80	1.75	2.35	2.95	4.10	3.85	5.35	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60
	101-New Orleans	1.10	1.20	1.70	1.80	2.25	2.35	3.95	4.10	5.05	5.35	0.95	1.05	1.45	1.55	1.95	2.05	3.40	3.55	4.35	4.60
	193-County Line	1.20	1.30	1.85	1.95	2.45	2.55	4.20	4.40	5.45	5.75	1.05	1.15	1.60	1.70	2.10	2.20	3.60	3.80	4.70	4.95
	161st-Elm Pl	1.35	1.45	2.05	2.15	2.55	2.65	4.50	4.75	5.85	6.15	1.15	1.25	1.75	1.85	2.20	2.30	3.90	4.10	5.05	5.30
	145th-Aspen	1.40	1.50	2.10	2.25	2.60	2.75	4.65	4.90	6.00	6.35	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	1.45	1.55	2.20	2.30	2.65	2.85	4.80	5.05	6.20	6.55	1.25	1.35	1.90	2.00	2.30	2.45	4.15	4.35	5.35	5.65
	Broken Arrow ML	1.60	1.70	2.30	2.40	2.90	3.00	5.00	5.20	6.60	7.00	1.40	1.50	2.00	2.10	2.50	2.60	4.30	4.50	5.70	6.00
	Yale	1.90	2.05	2.75	3.00	3.55	3.85	6.45	6.70	8.40	8.85	1.65	1.80	2.40	2.60	3.05	3.35	5.55	5.80	7.25	7.60
	Riverside Pkwy	1.90	2.05	2.80	3.00	3.55	3.85	6.45	6.70	8.40	8.85	1.65	1.80	2.45	2.60	3.05	3.35	5.55	5.80	7.25	7.60
	Peoria-Elm	2.25	2.40	3.05	3.55	3.85	4.45	7.15	7.45	9.10	9.60	1.95	2.10	2.65	3.10	3.30	3.85	6.15	6.45	7.85	8.25
	US 75-Glenpool	2.30	2.45	3.40	3.60	4.25	4.50	7.20	7.50	9.15	9.65	2.00	2.15	2.95	3.15	3.65	3.90	6.20	6.50	7.90	8.30
	S 49th West Ave	2.60	2.80	3.90	4.20	5.10	5.35	8.55	9.00	10.65	11.50	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90
SH 66-Sapulpa	2.60	2.80	3.90	4.20	5.10	5.35	8.55	9.00	10.65	11.50	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90	
11th Street	31st St Ramps	0.30	0.35	0.45	0.60	0.60	0.85	0.85	1.50	0.95	1.85	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60
	51st-Omaha	0.60	0.85	0.80	1.20	0.85	1.50	1.35	2.60	1.85	3.50	0.50	0.75	0.70	1.05	0.75	1.30	1.15	2.25	1.60	3.00
	71st-Kenosha	0.65	0.85	0.95	1.20	1.10	1.50	1.90	2.60	2.60	3.50	0.55	0.75	0.80	1.05	0.95	1.30	1.65	2.25	2.25	3.00
	Muskogee Tpk	0.70	0.85	1.05	1.20	1.30	1.50	2.20	2.60	2.95	3.50	0.60	0.75	0.90	1.05	1.10	1.30	1.90	2.25	2.55	3.00
	SH 51 Ramps	1.00	1.20	1.35	1.80	1.55	2.35	2.65	4.10	3.50	5.35	0.85	1.05	1.15	1.55	1.35	2.05	2.30	3.55	3.00	4.60
	101-New Orleans	1.00	1.20	1.55	1.80	2.10	2.35	3.65	4.10	4.70	5.35	0.85	1.05	1.35	1.55	1.80	2.05	3.15	3.55	4.05	4.60
	193-CntyLine Rd	1.10	1.30	1.75	1.95	2.25	2.55	3.90	4.40	5.10	5.75	0.95	1.15	1.50	1.70	1.95	2.20	3.35	3.80	4.40	4.95
	161st-Elm	1.20	1.45	1.90	2.15	2.40	2.65	4.25	4.75	5.50	6.15	1.05	1.25	1.65	1.85	2.05	2.30	3.65	4.10	4.75	5.30
	145th-Aspen	1.25	1.50	2.00	2.25	2.45	2.75	4.30	4.90	5.65	6.35	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	1.35	1.55	2.10	2.30	2.50	2.85	4.50	5.05	5.85	6.55	1.15	1.35	1.80	2.00	2.15	2.45	3.90	4.35	5.05	5.65
	Broken Arrow ML	1.50	1.70	2.20	2.40	2.75	3.00	4.70	5.20	6.25	7.00	1.30	1.50	1.90	2.10	2.35	2.60	4.05	4.50	5.40	6.00
	Yale	1.80	2.05	2.65	3.00	3.40	3.85	6.15	6.70	8.05	8.85	1.55	1.80	2.30	2.60	2.90	3.35	5.30	5.80	6.95	7.60
	Riverside Pkwy	1.80	2.05	2.70	3.00	3.40	3.85	6.15	6.70	8.05	8.85	1.55	1.80	2.35	2.60	2.90	3.35	5.30	5.80	6.95	7.60
	Peoria-Elm	2.15	2.40	2.95	3.55	3.70	4.45	6.85	7.45	8.75	9.60	1.85	2.10	2.55	3.10	3.15	3.85	5.90	6.45	7.55	8.25
	US 75-Glenpool	2.20	2.45	3.30	3.60	4.10	4.50	6.90	7.50	8.80	9.65	1.90	2.15	2.85	3.15	3.50	3.90	5.95	6.50	7.60	8.30
	S 49th West Ave	2.50	2.80	3.80	4.20	4.95	5.35	8.25	9.00	10.30	11.50	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90
	SH 66-Sapulpa	2.50	2.80	3.80	4.20	4.95	5.35	8.25	9.00	10.30	11.50	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90
31st Street	51st-Omaha	0.30	0.85	0.45	1.20	0.50	1.50	0.85	2.60	0.95	3.50	0.25	0.75	0.40	1.05	0.45	1.30	0.75	2.25	0.80	3.00
	71st-Kenosha	0.50	0.85	0.70	1.20	0.80	1.50	1.35	2.60	1.85	3.50	0.45	0.75	0.60	1.05	0.70	1.30	1.15	2.25	1.60	3.00
	Muskogee Tpk	0.60	0.85	0.95	1.20	1.15	1.50	1.60	2.60	2.55	3.50	0.50	0.75	0.80	1.05	1.00	1.30	1.40	2.25	2.20	3.00
	SH 51 Ramps	0.85	1.20	1.20	1.80	1.45	2.35	2.10	4.10	3.05	5.35	0.75	1.05	1.05	1.55	1.25	2.05	1.80	3.55	2.65	4.60
	101-New Orleans	0.85	1.20	1.45	1.80	1.95	2.35	3.05	4.10	4.30	5.35	0.75	1.05	1.25	1.55	1.70	2.05	2.65	3.55	3.70	4.60
	193-CntyLine Rd	1.00	1.30	1.60	1.95	2.10	2.55	3.30	4.40	4.70	5.75	0.85	1.15	1.40	1.70	1.85	2.20	2.85	3.80	4.05	4.95
	161st-Elm	1.10	1.45	1.80	2.15	2.25	2.65	3.65	4.75	5.10	6.15	0.95	1.25	1.55	1.85	1.95	2.30	3.15	4.10	4.40	5.30
	145th-Aspen	1.15	1.50	1.85	2.25	2.30	2.75	3.80	4.90	5.30	6.35	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	1.20	1.55	1.95	2.30	2.40	2.85	3.95	5.05	5.45	6.55	1.05	1.35	1.70	2.00	2.05	2.45	3.40	4.35	4.70	5.65
	Broken Arrow ML	1.40	1.70	2.10	2.40	2.60	3.00	4.10	5.20	5.85	7.00	1.20	1.50	1.80	2.10	2.25	2.60	3.55	4.50	5.05	6.00
	Yale	1.70	2.05	2.55	3.00	3.25	3.85	5.55	6.70	7.65	8.85	1.45	1.80	2.20	2.60	2.80	3.35	4.80	5.80	6.60	7.60
	Riverside Pkwy	1.70	2.05	2.60	3.00	3.25	3.85	5.55	6.70	7.65	8.85	1.45	1.80	2.25	2.60	2.80	3.35	4.80	5.80	6.60	7.60
	Peoria-Elm	2.05	2.40	2.85	3.55	3.55	4.45	6.25	7.45	8.35	9.60	1.75	2.10	2.45	3.10	3.05	3.85	5.40	6.45	7.20	8.25
	US 75-Glenpool	2.10	2.45	3.20	3.60	3.95	4.50	6.30	7.50	8.40	9.65	1.80	2.15	2.75	3.15	3.40	3.90	5.45	6.50	7.25	8.30
	S 49th West Ave	2.40	2.80	3.70	4.20	4.80	5.35	7.65	9.00	9.90	11.50	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90
	SH 66-Sapulpa	2.40	2.80	3.70	4.20	4.80	5.35	7.65	9.00	9.90	11.50	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
51st-Omaha	71st-Kenosha	0.35	0.45	0.55	0.70	0.70	1.00	1.00	1.75	1.10	2.15	0.35	0.40	0.55	0.70	0.70	1.00	1.00	1.70	1.10	2.10
	Muskogee Tpk	0.35	0.45	0.60	0.70	0.95	1.00	1.35	1.75	1.75	2.15	0.35	0.40	0.60	0.70	0.90	1.00	1.30	1.70	1.70	2.10
	SH 51 Ramps	0.70	0.90	0.95	1.40	1.30	2.00	1.85	3.50	2.40	4.30	0.70	0.80	0.90	1.40	1.25	2.00	1.80	3.40	2.30	4.20
	101-New Orleans	0.70	0.90	1.25	1.40	1.85	2.00	3.00	3.50	3.75	4.30	0.70	0.80	1.20	1.40	1.80	2.00	2.95	3.40	3.65	4.20
	193-CntyLine Rd	0.85	1.00	1.40	1.60	2.10	2.25	3.30	3.85	4.20	4.75	0.80	0.95	1.35	1.55	2.05	2.20	3.20	3.75	4.10	4.65
	161st-Elm	0.95	1.15	1.65	1.80	2.20	2.35	3.70	4.25	4.65	5.20	0.90	1.10	1.60	1.80	2.15	2.30	3.60	4.15	4.55	5.10
	145th-Aspen	1.05	1.20	1.70	1.85	2.25	2.50	3.80	4.45	4.90	5.45	1.05	1.15	1.65	1.85	2.20	2.45	3.70	4.35	4.80	5.30
	129th-Olive	1.10	1.30	1.80	2.00	2.40	2.55	4.05	4.60	5.10	5.70	1.10	1.20	1.75	1.85	2.30	2.50	3.95	4.45	4.95	5.55
	Broken Arrow ML	1.30	1.45	2.00	2.10	2.60	2.75	4.20	4.75	5.55	6.20	1.25	1.40	1.95	2.05	2.55	2.70	4.10	4.65	5.40	6.05
	Yale	1.65	1.90	2.55	2.80	3.35	3.75	5.90	6.50	7.65	8.35	1.60	1.80	2.50	2.75	3.30	3.70	5.75	6.35	7.45	8.15
	Riverside Pkwy	1.65	1.90	2.60	2.80	3.35	3.75	5.90	6.50	7.65	8.35	1.60	1.80	2.55	2.75	3.30	3.70	5.75	6.35	7.45	8.15
	Peoria-Elm	2.05	3.05	2.90	4.70	3.70	6.05	6.70	9.85	8.45	12.10	2.00	3.00	2.80	4.65	3.65	6.00	6.55	9.75	8.20	11.95
	US 75-Glenpool	2.15	2.35	3.30	3.50	4.15	4.50	6.75	7.40	8.50	9.25	2.05	2.25	3.20	3.40	4.10	4.40	6.60	7.25	8.30	9.05
	S 49th West Ave	2.45	2.80	3.85	4.20	5.15	5.50	8.30	9.15	10.20	11.40	2.40	2.65	3.75	4.10	5.05	5.40	8.10	8.95	9.95	11.15
SH 66-Sapulpa	2.45	2.80	3.85	4.20	5.15	5.50	8.30	9.15	10.20	11.40	2.40	2.65	3.75	4.10	5.05	5.40	8.10	8.95	9.95	11.15	
71st-Kenosha	Muskogee Tpk	0.35	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10
	SH 51 Ramps	0.70	0.90	0.70	1.40	0.70	2.00	1.10	3.50	1.25	4.30	0.70	0.80	0.70	1.40	0.70	2.00	1.10	3.40	1.20	4.20
	101-New Orleans	0.70	0.90	0.95	1.40	1.30	2.00	2.20	3.50	2.60	4.30	0.70	0.80	0.90	1.40	1.25	2.00	2.15	3.40	2.55	4.20
	193-CntyLine Rd	0.85	1.00	1.15	1.60	1.50	2.25	2.50	3.85	3.05	4.75	0.80	0.95	1.15	1.55	1.50	2.20	2.45	3.75	3.00	4.65
	161st-Elm	0.95	1.15	1.35	1.80	1.65	2.35	2.90	4.25	3.55	5.20	0.90	1.10	1.30	1.80	1.60	2.30	2.80	4.15	3.45	5.10
	145th-Aspen	1.05	1.20	1.45	1.85	1.70	2.50	3.05	4.45	3.75	5.45	1.05	1.15	1.40	1.80	1.65	2.40	3.00	4.30	3.65	5.30
	129th-Olive	1.10	1.30	1.55	2.00	1.75	2.55	3.25	4.60	3.95	5.70	1.10	1.20	1.55	1.85	1.70	2.50	3.15	4.45	3.85	5.55
	Broken Arrow ML	1.30	1.45	1.70	2.10	2.05	2.75	3.40	4.75	4.45	6.20	1.25	1.40	1.65	2.05	2.00	2.70	3.35	4.65	4.35	6.05
	Yale	1.65	1.90	2.25	2.80	2.80	3.75	5.10	6.50	6.55	8.35	1.60	1.80	2.20	2.75	2.75	3.70	5.00	6.35	6.40	8.15
	Riverside Pkwy	1.65	1.90	2.30	2.80	2.80	3.75	5.10	6.50	6.55	8.35	1.60	1.80	2.25	2.75	2.75	3.70	5.00	6.35	6.40	8.15
	Peoria-Elm	2.05	3.05	2.60	4.70	3.15	6.05	5.90	9.85	7.35	12.10	2.00	3.00	2.50	4.65	3.10	6.00	5.80	9.75	7.15	11.95
	US 75-Glenpool	2.15	2.35	3.00	3.50	3.60	4.50	5.95	7.40	7.40	9.25	2.05	2.25	2.90	3.40	3.55	4.40	5.85	7.25	7.25	9.05
	S 49th West Ave	2.45	2.80	3.55	4.20	4.60	5.50	7.50	9.15	9.10	11.40	2.40	2.65	3.45	4.10	4.50	5.40	7.35	8.95	8.90	11.15
	SH 66-Sapulpa	2.45	2.80	3.55	4.20	4.60	5.50	7.50	9.15	9.10	11.40	2.40	2.65	3.45	4.10	4.50	5.40	7.35	8.95	8.90	11.15
Muskogee Tpk	BA Expwy-SH 51	0.35	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15	0.35	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10
	101-New Orleans	0.35	0.45	0.55	0.70	0.90	1.00	1.65	1.75	2.00	2.15	0.35	0.40	0.55	0.70	0.90	1.00	1.65	1.70	2.00	2.10
	193-County Line	0.45	0.55	0.80	0.90	1.10	1.25	1.90	2.10	2.40	2.60	0.45	0.55	0.80	0.85	1.10	1.20	1.90	2.05	2.40	2.55
	161st-Elm Pl	0.55	0.70	0.95	1.10	1.25	1.35	2.30	2.50	2.85	3.05	0.55	0.70	0.95	1.10	1.25	1.30	2.30	2.45	2.85	3.00
	145th-Aspen	0.70	0.75	1.10	1.15	1.35	1.50	2.50	2.70	3.20	3.30	0.70	0.75	1.10	1.15	1.30	1.45	2.45	2.65	3.10	3.20
	129th-Olive	0.75	0.85	1.15	1.30	1.35	1.55	2.55	2.85	3.25	3.55	0.75	0.80	1.15	1.15	1.35	1.50	2.55	2.75	3.25	3.45
	Broken Arrow ML	0.90	1.00	1.30	1.40	1.65	1.75	2.80	3.00	3.80	4.05	0.90	1.00	1.30	1.35	1.65	1.70	2.80	2.95	3.70	3.95
	Yale	1.25	1.45	1.85	2.10	2.40	2.75	4.50	4.75	5.90	6.20	1.25	1.40	1.85	2.05	2.40	2.70	4.45	4.65	5.75	6.05
	Riverside Pkwy	1.25	1.45	1.90	2.10	2.40	2.75	4.50	4.75	5.90	6.20	1.25	1.40	1.90	2.05	2.40	2.70	4.45	4.65	5.75	6.05
	Peoria-Elm	1.65	2.60	2.20	4.00	2.75	5.05	5.30	8.10	6.70	9.95	1.65	2.60	2.15	3.95	2.75	5.00	5.25	8.05	6.50	9.85
	US 75-Glenpool	1.75	1.90	2.60	2.80	3.20	3.50	5.35	5.65	6.75	7.10	1.70	1.85	2.55	2.70	3.20	3.40	5.30	5.55	6.60	6.95
	S 49th West Ave	2.05	2.35	3.15	3.50	4.20	4.50	6.90	7.40	8.45	9.25	2.05	2.25	3.10	3.40	4.15	4.40	6.80	7.25	8.25	9.05
	SH 66-Sapulpa	2.05	2.35	3.15	3.50	4.20	4.50	6.90	7.40	8.45	9.25	2.05	2.25	3.10	3.40	4.15	4.40	6.80	7.25	8.25	9.05
	101-New Orleans	193-CntyLine Rd	0.45	0.55	0.70	0.90	1.00	1.25	1.75	2.10	2.20	2.60	0.40	0.55	0.70	0.85	1.00	1.20	1.70	2.05	2.15
161st-Elm		0.55	0.70	0.90	1.10	1.15	1.35	2.15	2.50	2.60	3.05	0.55	0.70	0.85	1.10	1.15	1.30	2.10	2.45	2.55	3.00
145th-Aspen		0.65	0.75	1.00	1.15	1.25	1.50	2.30	2.70	2.85	3.30	0.65	0.75	1.00	1.15	1.20	1.45	2.25	2.65	2.75	3.20
129th-Olive		0.70	0.85	1.10	1.30	1.30	1.55	2.50	2.85	3.00	3.55	0.70	0.80	1.10	1.15	1.25	1.50	2.45	2.75	2.95	3.45
Broken Arrow ML		0.90	1.00	1.30	1.40	1.55	1.75	2.80	3.00	3.35	4.05	0.85	1.00	1.25	1.35	1.55	1.70	2.70	2.95	3.25	3.95
Yale		1.25	1.45	1.85	2.10	2.30	2.75	4.50	4.75	5.45	6.20	1.20	1.40	1.80	2.05	2.30	2.70	4.35	4.65	5.30	6.05
Riverside Pkwy		1.25	1.45	1.90	2.10	2.30	2.75	4.50	4.75	5.45	6.20	1.20	1.40	1.85	2.05	2.30	2.70	4.35	4.65	5.30	6.05
Peoria-Elm		1.65	2.60	2.20	4.00	2.65	5.05	5.30	8.10	6.25	9.95	1.60	2.60	2.10	3.95	2.65	5.00	5.15	8.05	6.05	9.85
US 75-Glenpool	1.75	1.90	2.60	2.80	3.10	3.50	5.35	5.65	6.30	7.10	1.65	1.85	2.50	2.70	3.10	3.40	5.20	5.55	6.15	6.95	

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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
51st-Omaha	71st-Kenosha	0.30	0.35	0.45	0.60	0.60	0.85	0.85	1.50	0.95	1.85	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60
	Muskogee Tpk	0.30	0.35	0.50	0.60	0.80	0.85	1.15	1.50	1.50	1.85	0.25	0.30	0.45	0.50	0.70	0.75	1.00	1.30	1.30	1.60
	SH 51 Ramps	0.60	0.70	0.80	1.20	1.10	1.70	1.60	3.00	2.05	3.70	0.50	0.60	0.70	1.00	0.95	1.50	1.40	2.60	1.75	3.20
	101-New Orleans	0.60	0.70	1.05	1.20	1.60	1.70	2.60	3.00	3.25	3.70	0.50	0.60	0.90	1.00	1.40	1.50	2.25	2.60	2.80	3.20
	193-CntyLine Rd	0.70	0.80	1.20	1.35	1.80	1.90	2.85	3.30	3.65	4.10	0.60	0.70	1.05	1.15	1.55	1.65	2.45	2.85	3.15	3.55
	161st-Elm	0.80	0.95	1.40	1.55	1.90	2.00	3.20	3.65	4.05	4.50	0.70	0.80	1.20	1.30	1.65	1.75	2.75	3.15	3.50	3.90
	145th-Aspen	0.90	1.00	1.45	1.60	1.95	2.10	3.30	3.80	4.25	4.70	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	0.95	1.05	1.55	1.70	2.05	2.20	3.50	3.95	4.40	4.90	0.80	0.90	1.35	1.45	1.75	1.90	3.00	3.40	3.80	4.25
	Broken Arrow ML	1.10	1.20	1.70	1.80	2.25	2.35	3.65	4.10	4.80	5.35	0.95	1.05	1.45	1.55	1.95	2.05	3.15	3.55	4.15	4.60
	Yale	1.40	1.55	2.15	2.40	2.90	3.20	5.10	5.60	6.60	7.20	1.20	1.35	1.85	2.05	2.50	2.80	4.40	4.85	5.70	6.20
	Riverside Pkwy	1.40	1.55	2.20	2.40	2.90	3.20	5.10	5.60	6.60	7.20	1.20	1.35	1.90	2.05	2.50	2.80	4.40	4.85	5.70	6.20
	Peoria-Elm	1.75	1.90	2.45	2.95	3.20	3.80	5.80	6.35	7.30	7.95	1.50	1.65	2.10	2.55	2.75	3.30	5.00	5.50	6.30	6.85
	US 75-Glenpool	1.80	1.95	2.80	3.00	3.60	3.85	5.85	6.40	7.35	8.00	1.55	1.70	2.40	2.60	3.10	3.35	5.05	5.55	6.35	6.90
	S 49th West Ave	2.10	2.30	3.30	3.60	4.45	4.70	7.20	7.90	8.85	9.85	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50
SH 66-Sapulpa	2.10	2.30	3.30	3.60	4.45	4.70	7.20	7.90	8.85	9.85	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50	
71st-Kenosha	Muskogee Tpk	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
	SH 51 Ramps	0.60	0.70	0.60	1.20	0.60	1.70	0.95	3.00	1.05	3.70	0.50	0.60	0.50	1.00	0.50	1.50	0.80	2.60	0.90	3.20
	101-New Orleans	0.60	0.70	0.80	1.20	1.10	1.70	1.90	3.00	2.25	3.70	0.50	0.60	0.70	1.00	0.95	1.50	1.65	2.60	1.95	3.20
	193-CntyLine Rd	0.70	0.80	1.00	1.35	1.30	1.90	2.15	3.30	2.65	4.10	0.60	0.70	0.85	1.15	1.10	1.65	1.85	2.85	2.30	3.55
	161st-Elm	0.80	0.95	1.15	1.55	1.40	2.00	2.50	3.65	3.05	4.50	0.70	0.80	1.00	1.30	1.20	1.75	2.15	3.15	2.65	3.90
	145th-Aspen	0.90	1.00	1.25	1.60	1.45	2.10	2.65	3.80	3.25	4.70	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	0.95	1.05	1.35	1.70	1.50	2.20	2.80	3.95	3.40	4.90	0.80	0.90	1.15	1.45	1.30	1.90	2.40	3.40	2.95	4.25
	Broken Arrow ML	1.10	1.20	1.45	1.80	1.75	2.35	2.95	4.10	3.85	5.35	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60
	Yale	1.40	1.55	1.90	2.40	2.40	3.20	4.40	5.60	5.65	7.20	1.20	1.35	1.65	2.05	2.05	2.80	3.80	4.85	4.85	6.20
	Riverside Pkwy	1.40	1.55	1.95	2.40	2.40	3.20	4.40	5.60	5.65	7.20	1.20	1.35	1.70	2.05	2.05	2.80	3.80	4.85	4.85	6.20
	Peoria-Elm	1.75	1.90	2.20	2.95	2.70	3.80	5.10	6.35	6.35	7.95	1.50	1.65	1.90	2.55	2.30	3.30	4.40	5.50	5.45	6.85
	US 75-Glenpool	1.80	1.95	2.55	3.00	3.10	3.85	5.15	6.40	6.40	8.00	1.55	1.70	2.20	2.60	2.65	3.35	4.45	5.55	5.50	6.90
	S 49th West Ave	2.10	2.30	3.05	3.60	3.95	4.70	6.50	7.90	7.90	9.85	1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50
	SH 66-Sapulpa	2.10	2.30	3.05	3.60	3.95	4.70	6.50	7.90	7.90	9.85	1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50
Muskogee Tpk	BA Expwy-SH 51	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
	101-New Orleans	0.30	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
	193-County Line	0.30	0.35	0.50	0.60	0.80	0.85	1.45	1.50	1.75	1.85	0.35	0.40	0.60	0.65	0.85	0.90	1.45	1.55	1.85	1.95
	161st-Elm PI	0.40	0.45	0.70	0.75	1.00	1.05	1.70	1.80	2.15	2.25	0.45	0.50	0.75	0.80	0.95	1.00	1.75	1.85	2.20	2.30
	145th-Aspen	0.60	0.65	0.95	1.00	1.15	1.30	2.15	2.35	2.75	2.85	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	0.50	0.60	0.85	0.95	1.10	1.15	2.05	2.15	2.55	2.65	0.55	0.60	0.90	0.95	1.05	1.15	2.00	2.10	2.50	2.65
	Broken Arrow ML	0.65	0.70	1.05	1.10	1.20	1.35	2.30	2.45	2.90	3.05	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00
	Yale	0.95	1.05	1.50	1.70	1.85	2.20	3.75	3.95	4.70	4.90	0.95	1.05	1.40	1.55	1.80	2.05	3.40	3.55	4.40	4.60
	Riverside Pkwy	0.95	1.05	1.55	1.70	1.85	2.20	3.75	3.95	4.70	4.90	0.95	1.05	1.45	1.55	1.80	2.05	3.40	3.55	4.40	4.60
	Peoria-Elm	1.30	1.40	1.80	2.25	2.15	2.80	4.45	4.70	5.40	5.65	1.25	1.35	1.65	2.05	2.05	2.55	4.00	4.20	5.00	5.25
	US 75-Glenpool	1.35	1.45	2.15	2.30	2.55	2.85	4.50	4.75	5.45	5.70	1.30	1.40	1.95	2.10	2.40	2.60	4.05	4.25	5.05	5.30
	S 49th West Ave	1.65	1.80	2.65	2.90	3.40	3.70	5.85	6.25	6.95	7.55	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90
	SH 66-Sapulpa	1.65	1.80	2.65	2.90	3.40	3.70	5.85	6.25	6.95	7.55	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90
	101-New Orleans	193rd-County Line	0.35	0.45	0.60	0.75	0.85	1.05	1.50	1.80	1.90	2.25	0.30	0.40	0.50	0.65	0.75	0.90	1.30	1.55	1.65
161st-Elm		0.45	0.60	0.75	0.95	1.00	1.15	1.85	2.15	2.25	2.65	0.40	0.50	0.65	0.80	0.85	1.00	1.60	1.85	1.95	2.30
145th-Aspen		0.55	0.65	0.85	1.00	1.05	1.30	2.00	2.35	2.45	2.85	LOCATION NOT OPEN TO TRAFFIC									
129th-Olive		0.60	0.70	0.95	1.10	1.10	1.35	2.15	2.45	2.60	3.05	0.50	0.60	0.80	0.95	0.95	1.15	1.85	2.10	2.25	2.65
Broken Arrow ML		0.75	0.85	1.10	1.20	1.35	1.50	2.40	2.60	2.90	3.50	0.65	0.75	0.95	1.05	1.15	1.30	2.05	2.25	2.50	3.00
Yale		1.05	1.20	1.55	1.80	2.00	2.35	3.85	4.10	4.70	5.35	0.90	1.05	1.35	1.55	1.70	2.05	3.30	3.55	4.05	4.60
Riverside Pkwy		1.05	1.20	1.60	1.80	2.00	2.35	3.85	4.10	4.70	5.35	1.15	1.35	1.80	2.05	2.25	2.80	4.55	4.85	5.60	6.20
Peoria-Elm		1.40	1.55	1.85	2.35	2.30	2.95	4.55	4.85	5.40	6.10	1.20	1.35	1.60	2.05	1.95	2.55	3.90	4.20	4.65	5.25
US 75-Glenpool	1.45	1.60	2.20	2.40	2.70	3.00	4.60	4.90	5.45	6.15	1.25	1.40	1.90	2.10	2.30	2.60	3.95	4.25	4.70	5.30	

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
101-New Orleans	S 49th West Ave	2.05	2.35	3.15	3.50	4.10	4.50	6.90	7.40	8.00	9.25	2.00	2.25	3.05	3.40	4.05	4.40	6.70	7.25	7.80	9.05
	SH 66-Sapulpa	2.05	2.35	3.15	3.50	4.10	4.50	6.90	7.40	8.00	9.25	2.00	2.25	3.05	3.40	4.05	4.40	6.70	7.25	7.80	9.05
193-CntyLine Rd	161st-Elm	0.45	0.70	0.70	1.10	0.95	1.35	2.00	2.50	2.45	3.05	0.40	0.70	0.70	1.10	0.90	1.30	1.95	2.45	2.40	3.00
	145th-Aspen	0.50	0.75	0.75	1.15	1.05	1.50	2.15	2.70	2.55	3.30	0.45	0.75	0.75	1.15	1.05	1.45	2.10	2.65	2.50	3.20
	129th-Olive	0.55	0.85	0.90	1.30	1.10	1.55	2.25	2.85	2.65	3.55	0.55	0.80	0.85	1.15	1.10	1.50	2.20	2.75	2.60	3.45
	Broken Arrow ML	0.85	1.00	1.25	1.40	1.40	1.75	2.60	3.00	2.85	4.05	0.80	1.00	1.20	1.35	1.35	1.70	2.55	2.95	2.75	3.95
	Yale	1.20	1.45	1.80	2.10	2.15	2.75	4.30	4.75	4.95	6.20	1.15	1.40	1.75	2.05	2.10	2.70	4.20	4.65	4.80	6.05
	Riverside Pkwy	1.20	1.45	1.85	2.10	2.15	2.75	4.30	4.75	4.95	6.20	1.15	1.40	1.80	2.05	2.10	2.70	4.20	4.65	4.80	6.05
	Peoria-Elm	1.60	2.60	2.15	4.00	2.50	5.05	5.10	8.10	5.75	9.95	1.55	2.60	2.05	3.95	2.45	5.00	5.00	8.05	5.55	9.85
	US 75-Glenpool	1.70	1.90	2.55	2.80	2.95	3.50	5.15	5.65	5.80	7.10	1.60	1.85	2.45	2.70	2.90	3.40	5.05	5.55	5.65	6.95
	S 49th West Ave	2.00	2.35	3.10	3.50	3.95	4.50	6.70	7.40	7.50	9.25	1.95	2.25	3.00	3.40	3.85	4.40	6.55	7.25	7.30	9.05
SH 66-Sapulpa	2.00	2.35	3.10	3.50	3.95	4.50	6.70	7.40	7.50	9.25	1.95	2.25	3.00	3.40	3.85	4.40	6.55	7.25	7.30	9.05	
161st-Elm	145th-Aspen	0.35	0.75	0.70	1.15	1.00	1.50	2.00	2.70	2.20	3.30	0.35	0.75	0.70	1.15	1.00	1.45	1.95	2.65	2.15	3.20
	129th-Olive	0.35	0.85	0.70	1.30	1.00	1.55	2.00	2.85	2.20	3.55	0.35	0.80	0.70	1.15	1.00	1.50	1.95	2.75	2.15	3.45
	Broken Arrow ML	0.70	1.00	1.00	1.40	1.25	1.75	2.10	3.00	2.25	4.05	0.70	1.00	1.00	1.35	1.20	1.70	2.05	2.95	2.20	3.95
	Yale	1.05	1.45	1.55	2.10	2.00	2.75	3.80	4.75	4.35	6.20	1.05	1.40	1.55	2.05	1.95	2.70	3.70	4.65	4.25	6.05
	Riverside Pkwy	1.05	1.45	1.60	2.10	2.00	2.75	3.80	4.75	4.35	6.20	1.05	1.40	1.60	2.05	1.95	2.70	3.70	4.65	4.25	6.05
	Peoria-Elm	1.45	2.60	1.90	4.00	2.35	5.05	4.60	8.10	5.15	9.95	1.45	2.60	1.85	3.95	2.30	5.00	4.50	8.05	5.00	9.85
	US 75-Glenpool	1.55	1.90	2.30	2.80	2.80	3.50	4.65	5.65	5.20	7.10	1.50	1.85	2.25	2.70	2.75	3.40	4.55	5.55	5.10	6.95
	S 49th West Ave	1.85	2.35	2.85	3.50	3.80	4.50	6.20	7.40	6.90	9.25	1.85	2.25	2.80	3.40	3.70	4.40	6.05	7.25	6.75	9.05
	SH 66-Sapulpa	1.85	2.35	2.85	3.50	3.80	4.50	6.20	7.40	6.90	9.25	1.85	2.25	2.80	3.40	3.70	4.40	6.05	7.25	6.75	9.05
145th-Aspen	129th-Olive	0.30	0.85	0.70	1.30	1.00	1.55	1.80	2.85	2.05	3.55	0.30	0.80	0.70	1.15	1.00	1.50	1.75	2.75	2.00	3.45
	Broken Arrow ML	0.65	1.00	0.90	1.40	1.10	1.75	1.85	3.00	2.05	4.05	0.65	1.00	0.85	1.35	1.10	1.70	1.80	2.95	2.00	3.95
	Yale	1.00	1.45	1.45	2.10	1.85	2.75	3.55	4.75	4.15	6.20	1.00	1.40	1.40	2.05	1.85	2.70	3.45	4.65	4.05	6.05
	Riverside Pkwy	1.00	1.45	1.50	2.10	1.85	2.75	3.55	4.75	4.15	6.20	1.00	1.40	1.45	2.05	1.85	2.70	3.45	4.65	4.05	6.05
	Peoria-Elm	1.40	2.60	1.80	4.00	2.20	5.05	4.35	8.10	4.95	9.95	1.40	2.60	1.70	3.95	2.20	5.00	4.25	8.05	4.80	9.85
	US 75-Glenpool	1.50	1.90	2.20	2.80	2.65	3.50	4.40	5.65	5.00	7.10	1.45	1.85	2.10	2.70	2.65	3.40	4.30	5.55	4.90	6.95
	S 49th West Ave	1.80	2.35	2.75	3.50	3.65	4.50	5.95	7.40	6.70	9.25	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05
	SH 66-Sapulpa	1.80	2.35	2.75	3.50	3.65	4.50	5.95	7.40	6.70	9.25	1.80	2.25	2.65	3.40	3.60	4.40	5.80	7.25	6.55	9.05
129th-Olive	Broken Arrow ML	0.55	1.00	0.85	1.40	1.00	1.75	1.55	3.00	1.75	4.05	0.55	1.00	0.80	1.35	1.00	1.70	1.55	2.95	1.70	3.95
	Yale	0.90	1.45	1.40	2.10	1.75	2.75	3.25	4.75	3.85	6.20	0.90	1.40	1.35	2.05	1.75	2.70	3.20	4.65	3.75	6.05
	Riverside Pkwy	0.90	1.45	1.45	2.10	1.75	2.75	3.25	4.75	3.85	6.20	0.90	1.40	1.40	2.05	1.75	2.70	3.20	4.65	3.75	6.05
	Peoria-Elm	1.30	2.60	1.75	4.00	2.10	5.05	4.05	8.10	4.65	9.95	1.30	2.60	1.65	3.95	2.10	5.00	4.00	8.05	4.50	9.85
	US 75-Glenpool	1.40	1.90	2.15	2.80	2.55	3.50	4.10	5.65	4.70	7.10	1.35	1.85	2.05	2.70	2.55	3.40	4.05	5.55	4.60	6.95
	S 49th West Ave	1.70	2.35	2.70	3.50	3.55	4.50	5.65	7.40	6.40	9.25	1.70	2.25	2.60	3.40	3.50	4.40	5.55	7.25	6.25	9.05
SH 66-Sapulpa	1.70	2.35	2.70	3.50	3.55	4.50	5.65	7.40	6.40	9.25	1.70	2.25	2.60	3.40	3.50	4.40	5.55	7.25	6.25	9.05	
Mingo-US 64	Yale	0.35	0.45	0.55	0.70	0.75	1.00	1.70	1.75	2.10	2.15	0.35	0.40	0.55	0.70	0.75	1.00	1.65	1.70	2.05	2.10
	Riverside Pkwy	0.35	0.45	0.60	0.70	0.75	1.00	1.70	1.75	2.10	2.15	0.35	0.40	0.60	0.70	0.75	1.00	1.65	1.70	2.05	2.10
	Peoria-Elm	0.75	1.60	0.90	2.60	1.10	3.30	2.50	5.10	2.90	5.90	0.75	1.60	0.85	2.60	1.10	3.30	2.45	5.10	2.80	5.90
	US 75-Glenpool	0.85	0.90	1.30	1.40	1.55	1.75	2.55	2.65	2.95	3.05	0.80	0.85	1.25	1.35	1.55	1.70	2.50	2.60	2.90	3.00
	S 49th West Ave	1.15	1.35	1.85	2.10	2.55	2.75	4.10	4.40	4.65	5.20	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10
	SH 66-Sapulpa	1.15	1.35	1.85	2.10	2.55	2.75	4.10	4.40	4.65	5.20	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10
Yale	Riverside Pkwy	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	Peoria-Elm	0.50	1.60	0.55	2.60	0.75	3.30	1.55	5.10	1.75	5.90	0.45	1.60	0.55	2.60	0.75	3.30	1.55	5.10	1.70	5.90
	US 75-Glenpool	0.85	0.90	0.95	1.40	1.15	1.75	2.55	2.65	2.95	3.05	0.80	0.85	0.90	1.35	1.15	1.70	2.50	2.60	2.90	3.00
	S 49th West Ave	1.15	1.35	1.85	2.10	2.40	2.75	3.55	4.40	4.10	5.20	1.15	1.25	1.80	2.05	2.30	2.70	3.45	4.30	4.00	5.10
	SH 66-Sapulpa	1.15	1.35	1.85	2.10	2.55	2.75	4.10	4.40	4.65	5.20	1.15	1.25	1.80	2.05	2.50	2.70	4.00	4.30	4.55	5.10
Riverside Pkwy	Peoria-Elm	0.35	1.60	0.55	2.60	0.75	3.30	1.00	5.10	1.25	5.90	0.35	1.60	0.55	2.60	0.75	3.30	1.00	5.10	1.20	5.90
	US 75-Glenpool	0.50	0.90	0.60	1.40	0.75	1.75	1.55	2.65	1.75	3.05	0.45	0.85	0.60	1.35	0.75	1.70	1.55	2.60	1.70	3.00
	S 49th West Ave	0.90	1.35	1.35	2.10	1.70	2.75	2.55	4.40	2.95	5.20	0.85	1.25	1.30	2.05	1.65	2.70	2.50	4.30	2.90	5.10
	SH 66-Sapulpa	1.15	1.35	1.85	2.10	2.40	2.75	3.55	4.40	4.10	5.20	1.15	1								

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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
101-New Orleans	S 49th West Ave	1.75	1.95	2.70	3.00	3.55	3.85	5.95	6.40	6.95	8.00	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
	SH 66-Sapulpa	1.75	1.95	2.70	3.00	3.55	3.85	5.95	6.40	6.95	8.00	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
193rd-County Line	161st-Elm	0.35	0.60	0.60	0.95	0.80	1.15	1.70	2.15	2.10	2.65	0.30	0.50	0.50	0.80	0.70	1.00	1.45	1.85	1.80	2.30
	145th-Aspen	0.40	0.65	0.65	1.00	0.90	1.30	1.85	2.35	2.20	2.85	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	0.45	0.70	0.75	1.10	0.95	1.35	1.95	2.45	2.30	3.05	0.40	0.60	0.65	0.95	0.80	1.15	1.70	2.10	2.00	2.65
	Broken Arrow ML	0.70	0.85	1.05	1.20	1.20	1.50	2.25	2.60	2.45	3.50	0.60	0.75	0.90	1.05	1.05	1.30	1.95	2.25	2.10	3.00
	Yale	1.00	1.20	1.50	1.80	1.85	2.35	3.70	4.10	4.25	5.35	0.85	1.05	1.30	1.55	1.60	2.05	3.20	3.55	3.65	4.60
	Riverside Pkwy	1.00	1.20	1.55	1.80	1.85	2.35	3.70	4.10	4.25	5.35	0.85	1.05	1.35	1.55	1.60	2.05	3.20	3.55	3.65	4.60
	Peoria-Elm	1.35	1.55	1.80	2.35	2.15	2.95	4.40	4.85	4.95	6.10	1.15	1.35	1.55	2.05	1.85	2.55	3.80	4.20	4.25	5.25
	US 75-Glenpool	1.40	1.60	2.15	2.40	2.55	3.00	4.45	4.90	5.00	6.15	1.20	1.40	1.85	2.10	2.20	2.60	3.85	4.25	4.30	5.30
	S 49th West Ave	1.70	1.95	2.65	3.00	3.40	3.85	5.80	6.40	6.50	8.00	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
	SH 66-Sapulpa	1.70	1.95	2.65	3.00	3.40	3.85	5.80	6.40	6.50	8.00	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
161st-Elm	145th-Aspen	0.30	0.65	0.60	1.00	0.85	1.30	1.70	2.35	1.90	2.85	LOCATION NOT OPEN TO TRAFFIC									
	129th-Olive	0.30	0.70	0.60	1.10	0.85	1.35	1.70	2.45	1.90	3.05	0.25	0.60	0.50	0.95	0.75	1.15	1.45	2.10	1.65	2.65
	Broken Arrow ML	0.60	0.85	0.85	1.20	1.05	1.50	1.80	2.60	1.95	3.50	0.50	0.75	0.75	1.05	0.90	1.30	1.55	2.25	1.70	3.00
	Yale	0.90	1.20	1.30	1.80	1.70	2.35	3.25	4.10	3.75	5.35	0.75	1.05	1.45	1.55	1.95	2.05	3.35	3.55	4.35	4.60
	Riverside Pkwy	0.90	1.20	1.35	1.80	1.70	2.35	3.25	4.10	3.75	5.35	0.75	1.05	1.20	1.55	1.45	2.05	2.80	3.55	3.25	4.60
	Peoria-Elm	1.25	1.55	1.60	2.35	2.00	2.95	3.95	4.85	4.45	6.10	1.05	1.35	1.40	2.05	1.70	2.55	3.40	4.20	3.85	5.25
	US 75-Glenpool	1.30	1.60	1.95	2.40	2.40	3.00	4.00	4.90	4.50	6.15	1.10	1.40	1.70	2.10	2.05	2.60	3.45	4.25	3.90	5.30
	S 49th West Ave	1.60	1.95	2.45	3.00	3.25	3.85	5.35	6.40	6.00	8.00	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
SH 66-Sapulpa	1.60	1.95	2.45	3.00	3.25	3.85	5.35	6.40	6.00	8.00	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90	
145th-Aspen	129th-Olive	0.25	0.70	0.60	1.00	0.85	1.30	1.55	2.45	1.75	3.05	LOCATION NOT OPEN TO TRAFFIC									
	Broken Arrow ML	0.55	0.85	0.75	1.20	0.95	1.50	1.60	2.60	1.75	3.50	LOCATION NOT OPEN TO TRAFFIC									
	Yale	0.85	1.20	1.20	1.80	1.60	2.35	2.35	4.10	3.55	5.35	LOCATION NOT OPEN TO TRAFFIC									
	Riverside Pkwy	0.85	1.20	1.25	1.80	1.60	2.35	3.05	4.10	3.55	5.35	LOCATION NOT OPEN TO TRAFFIC									
	Peoria-Elm	1.20	1.55	1.50	2.35	1.90	2.95	3.75	4.85	4.25	6.10	LOCATION NOT OPEN TO TRAFFIC									
	US 75-Glenpool	1.25	1.60	1.85	2.40	2.30	3.00	3.80	4.90	4.30	6.15	LOCATION NOT OPEN TO TRAFFIC									
	S 49th West Ave	1.55	1.95	2.35	3.00	3.15	3.85	5.15	6.40	5.80	8.00	LOCATION NOT OPEN TO TRAFFIC									
SH 66-Sapulpa	1.55	1.95	2.35	3.00	3.15	3.85	5.15	6.40	5.80	8.00	LOCATION NOT OPEN TO TRAFFIC										
129th-Olive	Broken Arrow ML	0.45	0.85	0.70	1.20	0.85	1.50	1.35	2.60	1.50	3.50	0.40	0.75	0.60	1.05	0.75	1.30	1.15	2.25	1.30	3.00
	Yale	0.75	1.20	1.15	1.80	1.50	2.35	2.80	4.10	3.30	5.35	0.65	1.05	1.00	1.55	1.30	2.05	2.40	3.55	2.85	4.60
	Riverside Pkwy	0.75	1.20	1.20	1.80	1.50	2.35	2.80	4.10	3.30	5.35	0.65	1.05	1.05	1.55	1.30	2.05	2.40	3.55	2.85	4.60
	Peoria-Elm	1.10	1.55	1.45	2.35	1.80	2.95	3.50	4.85	4.00	6.10	0.95	1.35	1.25	2.05	1.55	2.55	3.00	4.20	3.45	5.25
	US 75-Glenpool	1.15	1.60	1.80	2.40	2.20	3.00	3.55	4.90	4.05	6.15	1.00	1.40	1.55	2.10	1.90	2.60	3.05	4.25	3.50	5.30
	S 49th West Ave	1.45	1.95	2.30	3.00	3.05	3.85	4.90	6.40	5.55	8.00	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90
SH 66-Sapulpa	1.45	1.95	2.30	3.00	3.05	3.85	4.90	6.40	5.55	8.00	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90	
Mingo-US-64	Yale	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.80	1.85	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.55	1.60
	Riverside Pkwy	0.30	0.35	0.50	0.60	0.65	0.85	1.45	1.50	1.80	1.85	0.25	0.30	0.45	0.50	0.55	0.75	1.25	1.30	1.55	1.60
	Peoria-Elm	0.65	0.70	0.75	1.15	0.95	1.45	2.15	2.25	2.50	2.60	0.55	0.60	0.65	1.00	0.80	1.25	1.85	1.95	2.15	2.25
	US 75-Glenpool	0.70	0.75	1.10	1.20	1.35	1.50	2.20	2.30	2.55	2.65	0.60	0.65	0.95	1.05	1.15	1.30	1.90	2.00	2.20	2.30
	S 49th West Ave	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
SH 66-Sapulpa	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90	
Yale	Riverside Pkwy	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	Peoria-Elm	0.40	0.70	0.45	1.15	0.65	1.45	1.35	2.25	1.50	2.60	0.35	0.60	0.40	1.00	0.55	1.25	1.15	1.95	1.30	2.25
	US 75-Glenpool	0.70	0.75	0.80	1.20	1.00	1.50	2.20	2.30	2.55	2.65	0.60	0.65	0.70	1.05	0.85	1.30	1.90	2.00	2.20	2.30
	S 49th West Ave	1.00	1.10	1.60	1.80	2.05	2.35	3.05	3.80	3.55	4.50	0.90	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90
	SH 66-Sapulpa	1.00	1.10	1.60	1.80	2.20	2.35	3.55	3.80	4.05	4.50	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Riverside Pkwy	Peoria-Elm	0.30	0.70	0.45	1.15	0.65	1.45	0.85	2.25	1.05	2.60	0.25	0.60	0.40	1.00	0.55	1.25	0.75	1.95	0.90	2.25
	US 75-Glenpool	0.40	0.75	0.50	1.20	0.65	1.50	1.35	2.30	1.50	2.65	0.35	0.65	0.45	1.05	0.55	1.30	1.15	2.00	1.30	2.30
	S 49th West Ave	0.75	1.10	1.15	1.80	1.45	2.35	2.20	3.80	2.55	4.50	0.65	0.95	1.00	1.55	1.25	2.05	1.90	3.30	2.20	3.90
	SH 66-Sapulpa	1.00	1.10	1.60	1.80	2.05	2.35	3.05	3.80	3.55	4.50	0.85	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		January 1, 2018										March 1, 2017									
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
Peoria-Elm	US 75-Glenpool	0.35	0.90	0.55	1.40	0.75	1.75	1.00	2.65	1.25	3.05	0.35	0.85	0.55	1.35	0.75	1.70	1.00	2.60	1.20	3.00
	S 49th West Ave	0.70	1.35	1.10	2.10	1.35	2.75	2.10	4.40	2.40	5.20	0.70	1.25	1.10	2.05	1.30	2.70	2.05	4.30	2.30	5.10
	SH 66-Sapulpa	1.00	1.35	1.65	2.10	2.05	2.75	3.05	4.40	3.55	5.20	1.00	1.25	1.60	2.05	2.00	2.70	3.00	4.30	3.45	5.10
US 75-Glenpool	S 49th West Ave	0.30	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10
	SH 66-Sapulpa	0.30	0.45	0.60	0.70	0.90	1.00	1.45	1.75	1.75	2.15	0.30	0.40	0.60	0.70	0.85	1.00	1.40	1.70	1.70	2.10
Hickory Hill	SH 66-Sapulpa	0.30	0.45	0.35	0.70	0.35	1.00	0.55	1.75	0.60	2.15	0.30	0.40	0.35	0.70	0.35	1.00	0.55	1.70	0.60	2.10

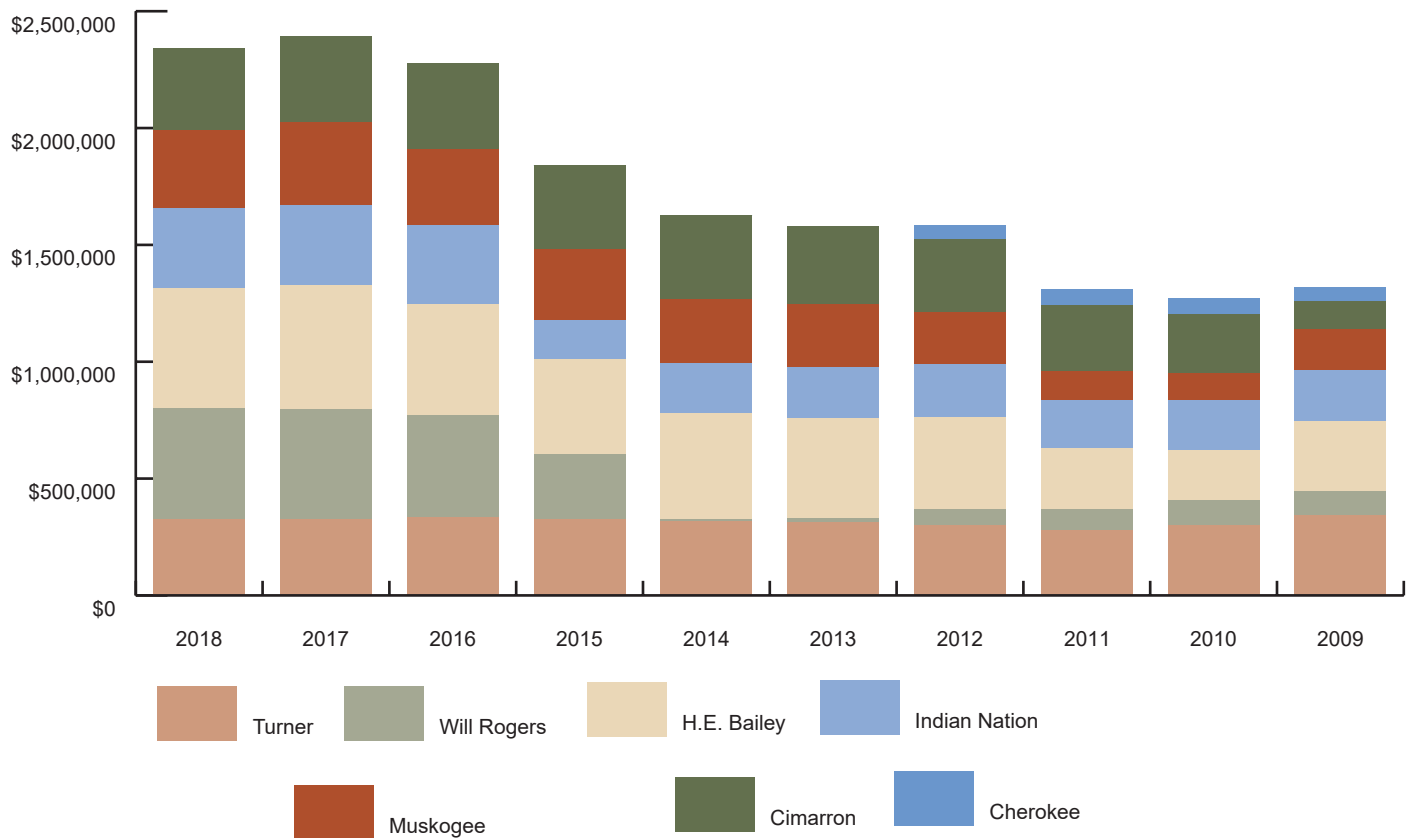
SCHEDULE 7: CONCESSION REVENUE BY TURNPIKE TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Turnpike:										
Turner Turnpike	\$ 327,430	\$ 328,076	\$ 334,564	\$ 325,259	\$ 317,829	\$ 313,543	\$ 301,894	\$ 279,587	\$ 300,753	\$ 345,616
Will Rogers Turnpike	473,059	470,439	438,204	281,784	7,527	16,398	68,255	89,149	104,416	102,628
H.E. Bailey Turnpike	515,055	526,806	474,055	404,983	455,436	430,030	390,315	259,136	215,340	298,561
Indian Nation Turnpike	338,467	345,773	335,821	166,616	213,086	216,207	227,381	207,842	214,997	216,963
Muskogee Turnpike	335,262	354,614	329,231	299,645	272,041	269,441	224,953	123,500	114,514	176,493
Cimarron Turnpike	352,334	364,342	364,977	360,078	361,087	333,686	309,305	284,658	254,421	117,937
Cherokee Turnpike	-	-	-	-	-	-	60,000	65,173	65,115	63,318
Totals	\$ 2,341,607	\$ 2,390,050	\$ 2,276,852	\$ 1,838,365	\$ 1,627,006	\$ 1,579,305	\$ 1,582,103	\$ 1,309,045	\$ 1,269,556	\$ 1,321,516

STATISTICAL SECTION

CREEK TURNPIKE																					
Toll Rates Effective:		August 4, 2009										January 1, 2001									
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
Peoria-Elm	US 75-Glenpool	0.30	0.75	0.45	1.20	0.65	1.50	0.85	2.30	1.05	2.65	0.25	0.65	0.40	1.05	0.55	1.30	0.75	2.00	0.90	2.30
	S 49th West Ave	0.60	1.10	0.95	1.80	1.15	2.35	1.80	3.80	2.05	4.50	0.50	0.95	0.80	1.55	1.00	2.05	1.55	3.30	1.75	3.90
	SH 66-Sapulpa	0.85	1.10	1.40	1.80	1.75	2.35	2.65	3.80	3.05	4.50	0.75	0.95	1.20	1.55	1.50	2.05	2.30	3.30	2.65	3.90
US 75-Glenpool	S 49th West Ave	0.25	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	SH 66-Sapulpa	0.25	0.35	0.50	0.60	0.75	0.85	1.25	1.50	1.50	1.85	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
Hickory Hill	SH 66-Sapulpa	0.25	0.35	0.30	0.60	0.30	0.85	0.45	1.50	0.50	1.85	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60

CONCESSION REVENUE BY TURNPIKE, LAST TEN FISCAL YEARS



STATISTICAL SECTION

SCHEDULE 8: RATIOS OF OUTSTANDING DEBT TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Net revenue bonds outstanding	\$2,040,338	\$1,755,771	\$935,259	\$994,144	\$1,050,759	\$1,105,368	\$1,159,527	\$1,215,331	\$1,043,943	\$1,089,905
Other long-term debt	15,000	15,000	69,700	15,000	15,000	18,000	19,490	27,490	33,490	35,000
Total outstanding debt	\$2,055,338	\$1,770,771	\$1,004,959	\$1,009,144	\$1,065,759	\$1,123,368	\$1,179,017	\$1,242,821	\$1,077,433	\$1,124,905
Electronic Tolls transactions	141,545	138,238	135,560	127,609	118,050	108,415	106,870	103,423	102,279	97,058
Cash transactions	42,387	45,648	49,670	49,666	49,146	47,756	48,414	47,261	52,009	53,160
Total toll transactions	183,932	183,886	185,230	177,275	167,196	156,171	155,284	150,684	154,288	150,218
Debt per Electronic Tolls transaction	\$ 14.52	\$ 12.81	\$ 7.41	\$ 7.91	\$ 9.03	\$ 10.36	\$ 11.03	\$ 12.02	\$ 10.53	\$ 11.59
Debt per cash transaction	48.49	38.79	20.23	20.32	21.69	23.52	24.35	26.30	20.72	21.16
Debt per total transaction	11.17	9.63	5.43	5.69	6.37	7.19	7.59	8.25	6.98	7.49

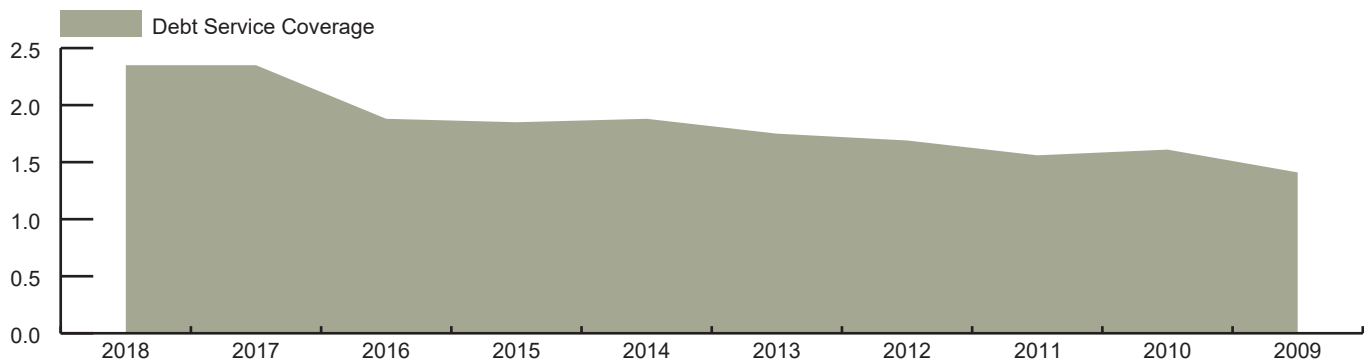
Note: For comparative purposes, the unamortized net debit has been excluded from the calculation of net revenue bonds outstanding, in accordance with GASB 63.

SCHEDULE 9: PLEDGED-REVENUE COVERAGE TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF DOLLARS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Gross revenues (1)	\$334,242	\$309,121	\$271,768	\$262,308	\$252,252	\$238,851	\$240,046	\$233,689	\$234,233	\$212,206
Operating expenses (2)	105,857	101,888	93,972	85,532	80,555	81,592	86,706	87,918	72,396	70,915
Net revenues available for debt service	\$228,385	\$207,233	\$177,796	\$176,776	\$171,697	\$157,259	\$153,340	\$145,771	\$161,837	\$141,291
Debt service for revenue bonds outstanding:										
Principal	\$56,645	\$54,590	\$56,505	\$54,050	\$51,780	\$49,775	\$49,310	\$50,955	\$48,645	\$45,095
Interest (3)	40,407	33,676	37,992	41,651	39,335	39,904	41,443	42,785	52,042	55,418
Total current debt service	\$97,052	\$88,266	\$94,497	\$95,701	\$91,115	\$89,679	\$90,753	\$93,740	\$100,687	\$100,513
Debt service coverage (4)	2.35	2.35	1.88	1.85	1.88	1.75	1.69	1.56	1.61	1.41

(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



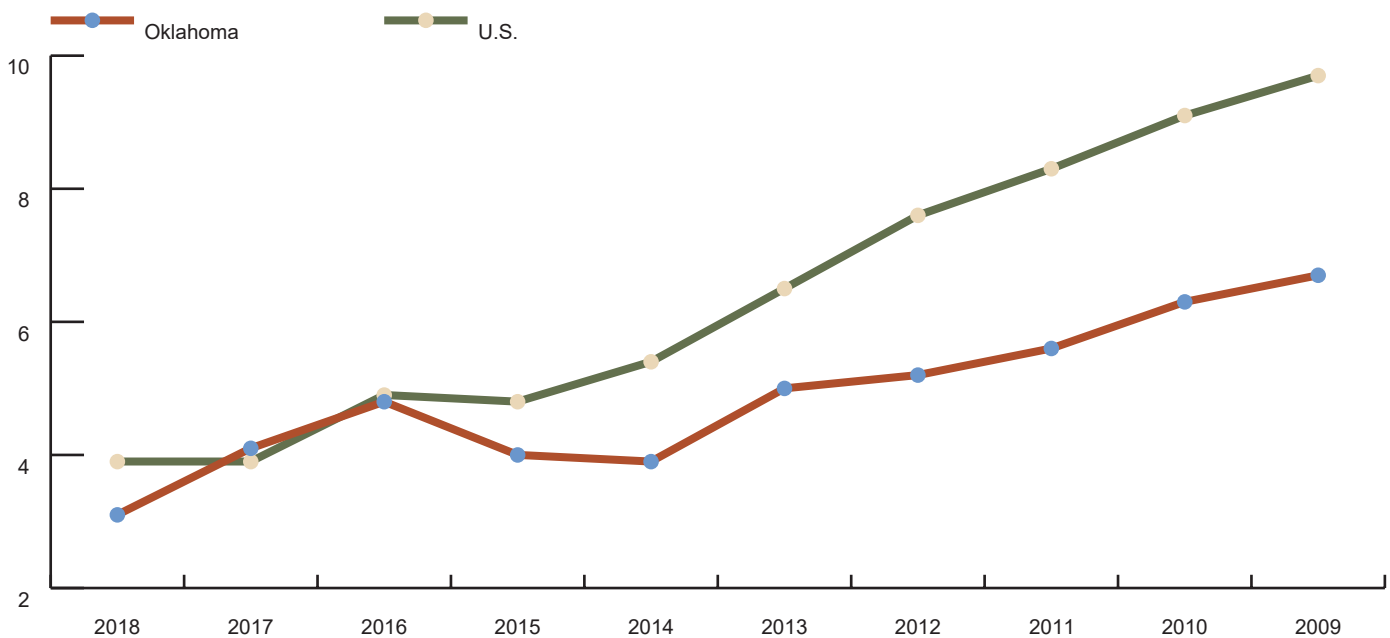
STATISTICAL SECTION

SCHEDULE 10: DEMOGRAPHIC AND ECONOMIC STATISTICS TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Population:										
Oklahoma (thousands)	3,943	3,931	3,924	3,911	3,878	3,851	3,815	3,792	3,760	3,686
U.S. (thousands)	327,167	325,719	323,128	321,419	318,857	316,129	313,914	311,592	309,330	306,656
Per capita income:										
Oklahoma	\$ *	\$ *	\$ 42,692	\$ 44,272	\$ 43,138	\$ 41,861	\$ 41,399	\$ 38,980	\$ 35,912	\$ 34,659
U.S.	53,694	50,395	49,495	47,690	46,030	44,408	44,247	42,459	40,274	39,366
Total personal income:										
Oklahoma (millions)	\$ 182	\$ 171	\$ 179	\$ 174	\$ 171	\$ 162	\$ 158	\$ 150	\$ 137	\$ 128
U.S.(billions)	18,017	16,719	16,290	15,612	15,014	14,268	14,623	13,472	12,816	12,184
Gross product:										
Oklahoma (millions)	\$ *	\$ *	\$ 183	\$ 186	\$ 184	\$ 176	\$ 169	\$ 162	\$ 152	\$ 144
U.S. (billions)	20,501	19,058	18,566	17,943	17,348	16,663	16,155	15,518	14,964	14,419
Total labor force:										
Oklahoma (thousands)	1,837	1,842	1,824	1,848	1,818	1,797	1,810	1,788	1,767	1,767
U.S. (thousands)	163,240	160,597	159,640	157,833	156,142	155,083	155,597	153,995	153,650	154,111
% rate of unemployment:										
Oklahoma	3.1%	4.1%	4.8%	4.0%	3.9%	5.0%	5.2%	5.6%	6.3%	6.7%
U.S.	3.9%	3.9%	4.9%	4.8%	5.4%	6.5%	7.6%	8.3%	9.1%	9.7%

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

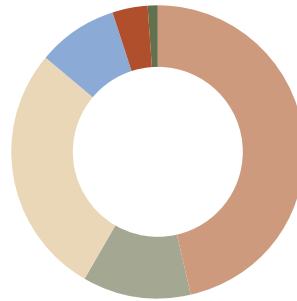
UNEMPLOYMENT RATE, LAST TEN FISCAL YEARS



STATISTICAL SECTION

SCHEDULE 11A: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM DECEMBER 31, 2018

	2018
OTA Employees	530
OHP (troopers assigned to OTA)	136
McDonald's Employees (concessionaire)	314
EZ Go Employees (concessionaire)	104
Kum & Go Employees (concessionaire)	40
Subway Employees (concessionaire)	14
Total	1,138



- OTA
- OHP
- MCDONALD'S
- EZ GO
- KUM & GO
- SUBWAY

SCHEDULE 11B: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS

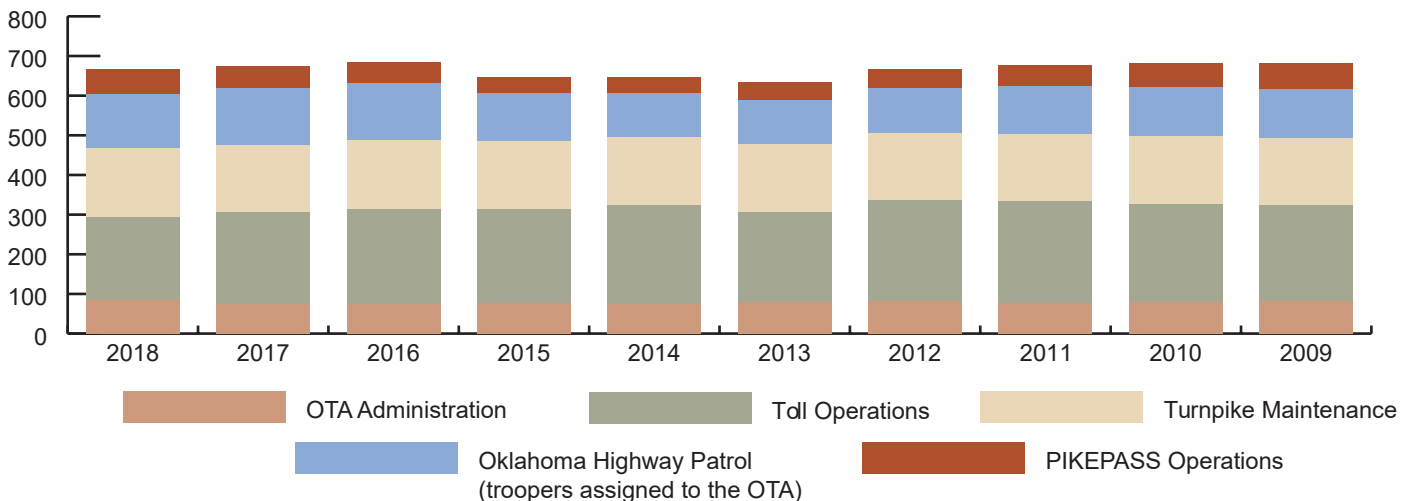
	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
OTA Office Employees	146	131	128	120	115	126	131	132	142	145
OTA Field Employees	384	400	411	408	421	398	423	426	418	411
OHP (troopers assigned to OTA)	136	143	146	119	111	110	113	120	122	125
McDonald's Employees (concessionaire)	314	312	313	329	374	316	341	*	*	*
EZ Go Employees (concessionaire)	104	106	106	101	90	86	99	*	*	*
Kum & Go Employees (concessionaire)	40	34	32	33	53	10	10	*	*	*
Subway Employees (concessionaire)	14	15	18	15	*	*	*	*	*	*
Total	1,138	1,141	1,154	1,125	1,164	1,046	1,117	678	682	681

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, 2018 AND PRIOR NINE YEARS

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Administration	84	75	75	78	75	80	82	78	80	81
Toll Operations	209	231	239	235	249	227	254	255	246	242
Turnpike Maintenance	175	169	172	173	172	171	169	171	172	169
Highway Patrol (troopers assigned to OTA)	136	143	146	119	111	110	113	120	122	125
PIKEPASS Operations	62	56	53	42	40	46	49	54	62	64
Total	666	674	685	647	647	634	667	678	682	681

FULL-TIME EMPLOYEES, LAST TEN FISCAL YEARS



STATISTICAL SECTION

SCHEDULE 13: CAPITAL ASSET STATISTICS TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Turnpikes under operation (total length in miles)	600.9	600.9	600.9	600.9	600.9	604.9	604.9	604.9	604.9	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	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3	25.3
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	17.3	17.3	17.3	17.3	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
Lane miles:	2,433.0	2,413.0	2,413.0	2,413.0	2,413.0	2,420.9	2,388.6	2,388.6	2,388.6	2,388.6
Right-of-Way area: (000's acres)	33	33	33	33	33	33	33	33	33	33
Facilities:	303	303	304	303	296	291	288	273	268	267
Interchanges	88	88	88	88	88	87	86	85	84	84
Service areas	16	16	17	18	18	16	19	11	11	11
Maintenance buildings	195	195	195	193	186	184	180	174	170	169
Administration building	1	1	1	1	1	1	1	1	1	1
PIKEPASS customer service centers/stores	3	3	3	3	3	3	2	2	2	2
Total number of crossings over/under turnpikes:	789	789	789	789	789	789	789	789	789	789
Other highways or interchange ramps	499	499	499	499	499	499	499	499	499	499
Railroads	29	29	29	29	29	29	29	29	29	29
Rivers and streams	261	261	261	261	261	261	261	261	261	261
<i>Notes:</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>										

STATISTICAL SECTION

SCHEDULE 14: INSURANCE IN FORCE, AS OF DECEMBER 31, 2018

Insurance	Policy	Coverage	Deductible	Annual or Last Premium	
Fire & extended coverage for buildings & contents, bridges and computers	08/01/18 - 07/31/19	State of Oklahoma Certificate #978	\$ 176,731,693 1,322,138,218	Buildings & Contents Bridges (100%)	\$ 120,884 395,848
	07/01/18 - 06/30/19	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	0 36,934
Comprehensive general liability, personal and injury liability	07/01/18 - 06/30/19	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	0 16,857
	10/30/18 - 10/30/19	State of Oklahoma Certificate #978	35,000,000 5,000,000	Aggregate Per occurrence	150,000 18,657
Directors & Officer's insurance	07/01/18 - 07/01/19	State of Oklahoma Certificate #978	50,000	Per employee (Provided by State)	5,000 N/A
Public Employee	08/01/18 - 08/01/19	State of Oklahoma Certificate #978	250,000	Bridge Machine	5,000 1,530
Special machinery	07/01/18 - 06/30/19	State Risk Management #00338640	100,000	Employee injuries	0 440,395
Workers compensation	01/01/18-12/31/18	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, & dental	Various 6,899,265
Health benefits	Travelers C&S Ins.				
	04/01/18 - 04/01/19	#105639546	25,000	Kenneth Adams	n/a 100
	04/01/17 - 04/01/20	#105639631	25,000	Guy Berry	n/a 100
	04/01/18 - 04/01/19	#105639658	100,000	G. Carl Gibson	n/a 350
	04/01/18 - 04/01/19	#105639643	25,000	Dana Weber	n/a 100
	04/01/18 - 04/01/19	#105639652	25,000	Gene Love	n/a 100
Surety bond	01/17/18 - 04/01/19	#105549509	25,000	David Burrage	n/a 100

STATISTICAL SECTION

SCHEDULE 15: OPERATING INDICATORS TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (CONCESSION INFORMATION PRESENTED IN 000'S OF DOLLARS/GALLONS)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Concessions:										
Concessionaire restaurant sales (\$)	20,321	23,742	22,867	18,971	17,345	18,087	19,669	18,237	16,830	18,590
Concessionaire service station sales (\$)	18,184	14,991	14,738	15,991	13,277	12,878	14,024	12,362	11,442	11,516
Concessionaire gasoline sales (gallons)	22,380	19,534	20,052	21,671	18,114	16,688	18,536	16,753	16,925	17,484
Concessionaire diesel sales (gallons)	15,864	14,493	15,089	18,729	14,203	13,756	15,576	14,211	12,724	11,692
Concessionaire rent paid to OTA (\$)	2,342	2,390	2,277	1,838	1,627	1,579	1,582	1,309	1,269	1,322
Highway Patrol:										
Total citations	23,838	26,968	29,180	26,042	27,774	28,775	24,615	24,296	26,506	26,522
Total warnings	96,115	112,493	100,959	87,193	90,924	106,748	108,922	107,090	110,502	102,240
Motorist assists	20,504	21,449	20,467	18,820	19,431	17,098	16,404	16,361	14,366	12,515
Accidents	1,594	1,434	1,513	1,480	1,209	1,111	1,065	1,082	1,035	1,099
Accidents per 100 million miles	44.86	39.99	42.21	42.98	36.65	35.41	33.95	35.35	31.93	34.37
Fatalities	28	25	33	20	29	31	26	28	16	30
Fatalities per 100 million miles	0.79	0.70	0.92	0.58	0.88	0.99	0.83	0.91	0.49	0.94
PIKEPASS:										
Total active PIKEPASS accounts	744,672	705,584	715,127	634,151	596,716	624,455	593,851	568,359	544,788	513,223
Total active PIKEPASS transponders	1,873,581	1,777,499	1,748,180	1,672,405	1,557,593	1,422,271	1,321,538	1,257,537	1,047,619	968,259
Total customer service calls received	709,974	703,857	677,614	644,520	604,331	577,287	812,758	790,967	576,611	694,274
Turnpike maintenance:										
Joint and crack sealing (linear feet)	1,615,582	2,433,341	1,778,351	1,813,870	2,283,299	1,668,171	3,110,357	2,225,974	2,227,385	2,287,794
Fence Repair/Replacement (linear feet)	188,447	101,156	182,750	40,363	110,336	143,098	109,069	135,830	64,920	319,253
Vegetation management (acres)	51,951	58,115	72,526	56,401	59,160	33,781	35,799	39,176	44,367	44,580
Snow removal operations (lane miles)	70,857	69,833	33,963	188,811	107,296	128,842	31,198	150,123	99,843	117,494
Turnpike operations:										
Average toll collected (\$):										
<i>(toll revenues / transactions)</i>										
Passenger	1.18	1.13	0.99	0.98	0.99	1.00	1.00	1.01	1.00	0.93
Commercial	7.48	7.07	6.36	6.35	6.42	6.64	6.82	6.85	6.71	6.19
Average trip length (miles):										
<i>(mileage / transactions)</i>										
Passenger	17.4	17.6	17.5	17.5	17.7	18.0	18.1	18.2	19.1	19.4
Commercial	40.3	40.2	40.3	40.2	40.6	41.9	42.3	42.5	42.4	42.6
Average toll/mile (¢)										
<i>(toll revenues / mileage)</i>										
Passenger	6.8	6.4	5.7	5.6	5.6	5.5	5.5	5.5	5.3	4.8
Commercial	18.6	17.6	15.8	15.8	15.8	15.9	16.1	16.1	15.9	14.5

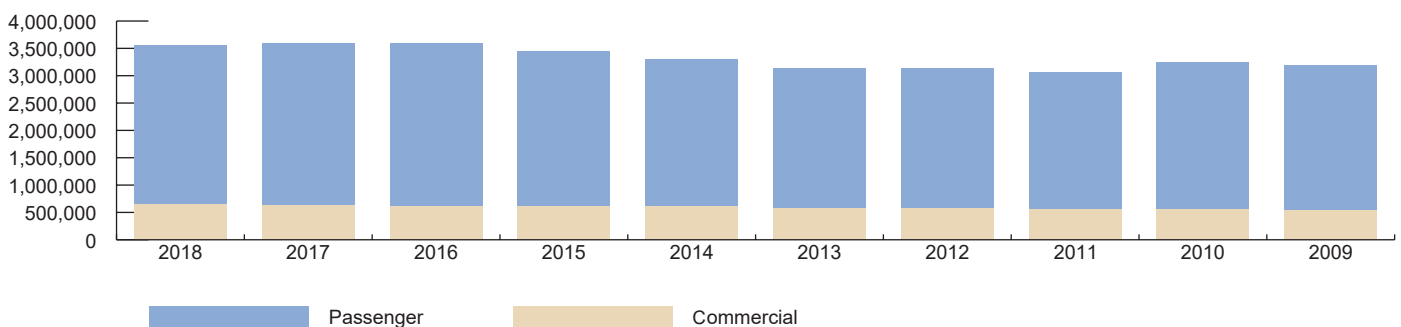
Source: Various OTA Divisions.

STATISTICAL SECTION

SCHEDULE 16: MILEAGE BY TYPE AND TURNPIKE TEN YEARS - DECEMBER 31, 2018 AND PRIOR NINE YEARS (PRESENTED IN THOUSANDS OF MILES)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Turner Turnpike										
Passenger	743,350	757,489	757,721	714,505	681,093	652,340	655,342	636,552	686,571	689,089
Commercial	203,490	199,541	190,940	187,862	187,426	178,292	175,053	170,080	169,781	165,211
Total	946,840	957,030	948,661	902,367	868,519	830,632	830,395	806,632	856,352	854,300
Will Rogers Turnpike										
Passenger	489,693	520,497	532,815	506,834	487,844	464,490	464,919	463,645	526,936	527,431
Commercial	228,131	225,626	223,236	222,240	218,596	209,567	212,378	207,935	206,842	199,499
Total	717,824	746,123	756,051	729,074	706,440	674,057	677,297	671,580	733,778	726,930
H. E. Bailey Turnpike										
Passenger	397,822	392,253	395,135	374,259	360,895	347,672	344,941	335,805	348,423	340,351
Commercial	56,917	51,524	47,591	47,219	48,631	42,728	41,650	39,571	40,337	38,694
Total	454,739	443,777	442,726	421,478	409,526	390,400	386,591	375,376	388,760	379,045
Indian Nation Turnpike										
Passenger	163,324	165,703	168,221	170,181	162,806	158,411	159,112	154,274	163,302	161,997
Commercial	47,929	46,387	43,814	44,470	44,070	43,532	44,282	41,501	42,161	40,640
Total	211,253	212,090	212,035	214,651	206,876	201,943	203,394	195,775	205,463	202,637
Muskogee Turnpike										
Passenger	257,302	255,785	267,656	260,353	245,281	242,865	240,361	228,228	243,141	238,473
Commercial	37,436	39,091	40,316	39,760	38,471	29,813	28,963	28,699	29,559	28,093
Total	294,738	294,876	307,972	300,113	283,752	272,678	269,324	256,927	272,700	266,566
Cimarron Turnpike										
Passenger	135,680	143,046	144,280	141,341	135,738	129,921	126,763	120,531	127,426	130,191
Commercial	30,685	31,021	30,369	30,835	31,425	31,163	30,240	26,342	25,070	25,633
Total	166,365	174,067	174,649	172,176	167,163	161,084	157,003	146,873	152,496	155,824
John Kilpatrick Turnpike										
Passenger	327,107	324,885	322,702	301,964	276,294	249,628	247,880	242,998	247,779	244,941
Commercial	15,026	13,610	12,660	12,723	11,425	9,778	10,448	9,968	9,137	9,309
Total	342,133	338,495	335,362	314,687	287,719	259,406	258,328	252,966	256,916	254,250
Cherokee Turnpike										
Passenger	80,661	82,105	83,678	79,127	73,447	70,971	70,306	68,269	74,677	75,486
Commercial	12,744	12,863	13,004	12,587	12,166	11,720	11,724	11,639	11,651	11,924
Total	93,405	94,968	96,682	91,714	85,613	82,691	82,030	79,908	86,328	87,410
Chickasaw Turnpike										
Passenger	17,588	17,052	15,448	14,592	13,641	12,967	12,506	12,293	12,762	12,955
Commercial	2,724	2,851	4,024	3,727	4,120	3,670	3,437	3,287	3,245	2,628
Total	20,312	19,903	19,472	18,319	17,761	16,637	15,943	15,580	16,007	15,583
Creek Turnpike										
Passenger	293,263	292,723	280,208	268,935	255,112	237,910	246,231	248,216	261,342	245,394
Commercial	12,078	11,990	10,220	10,083	10,307	10,089	10,116	11,211	11,831	9,825
Total	305,341	304,713	290,428	279,018	265,419	247,999	256,347	259,427	273,173	255,219
Totals										
Passenger	2,905,790	2,951,538	2,967,864	2,832,091	2,692,151	2,567,175	2,568,361	2,510,811	2,692,359	2,666,308
Commercial	647,161	634,504	616,174	611,506	606,637	570,352	568,291	550,233	549,614	531,456
Total Mileage	3,552,951	3,586,042	3,584,038	3,443,597	3,298,788	3,137,527	3,136,652	3,061,044	3,241,973	3,197,764

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





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