

CAFR 2019 COMPREHENSIVE ANNUAL FINANCIAL REPORT



OKLAHOMA
Turnpike Authority

FOR THE YEARS ENDED DECEMBER 31, 2019 AND 2018

OKLAHOMA TURNPIKE AUTHORITY



A COMPONENT UNIT OF THE STATE OF OKLAHOMA

About the OKLAHOMA TURNPIKE AUTHORITY

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

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

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





OKLAHOMA TURNPIKE AUTHORITY

A COMPONENT UNIT OF THE STATE OF OKLAHOMA



OKLAHOMA
Turnpike Authority

OKLAHOMA CITY, OKLAHOMA
PREPARED BY THE CONTROLLER DIVISION

TABLE OF



INTRODUCTORY SECTION

04

DESCRIPTION OF THE OKLAHOMA TURNPIKE SYSTEM

05

TRANSIMTTAL LETTER

12

ORGANIZATIONAL CHART

13

OKLAHOMA TURNPIKE AUTHORITY MEMBERS

14

GFOA CERTIFICATE OF ACHIEVEMENT

FINANCIAL SECTION

16

REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS

18

MANAGEMENT'S DISCUSSION AND ANALYSIS

BASIC FINANCIAL STATEMENTS

28

STATEMENTS OF NET POSITION

29

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

30

STATEMENTS OF CASH FLOWS

32

NOTES TO FINANCIAL STATEMENTS

SUPPLEMENTAL FINANCIAL SCHEDULES

60

REQUIRED SUPPLEMENTARY INFORMATION

62

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE

CONTENTS



STATISTICAL SECTION

64

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS

70

REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS REQUIRED BY GOVERNMENT AUDITING STANDARDS

72

NET POSITION BY COMPONENT

73

CHANGES IN NET POSITION

74

TOLL REVENUES BY TYPE AND TURNPIKE

75

TOLL TRANSACTIONS BY TYPE AND TURNPIKE

76

TOLL REVENUES BY PRINCIPAL REVENUE PAYERS - PAYMENT METHOD, CLASS AND TURNPIKE

78

TOLL RATES BY TURNPIKE, CLASS AND TYPE

96

CONCESSION REVENUE BY TURNPIKE

98

RATIOS OF OUTSTANDING DEBT PLEDGED-REVENUE COVERAGE

99

DEMOGRAPHIC AND ECONOMIC STATISTICS

100

PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM FULL-TIME EMPLOYEES

101

CAPITAL ASSET STATISTICS

102

INSURANCE IN FORCE

103

OPERATING INDICATORS

104

MILEAGE BY TYPE AND TURNPIKE

DESCRIPTION OF THE OKLAHOMA TURNPIKE SYSTEM

TURNER TURNPIKE

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

WILL ROGERS TURNPIKE

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

H.E. BAILEY TURNPIKE

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

MUSKOGEE TURNPIKE

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

JOHN KILPATRICK TURNPIKE

Authorized by the State Legislature in 1987, the original 9.5 miles opened in 1991, and the 15.8 mile extension opened in sections during 2000 and 2001. Four-lane, limited access, urban highway extending 31.4 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.

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.

CIMARRON TURNPIKE

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

CREEK TURNPIKE

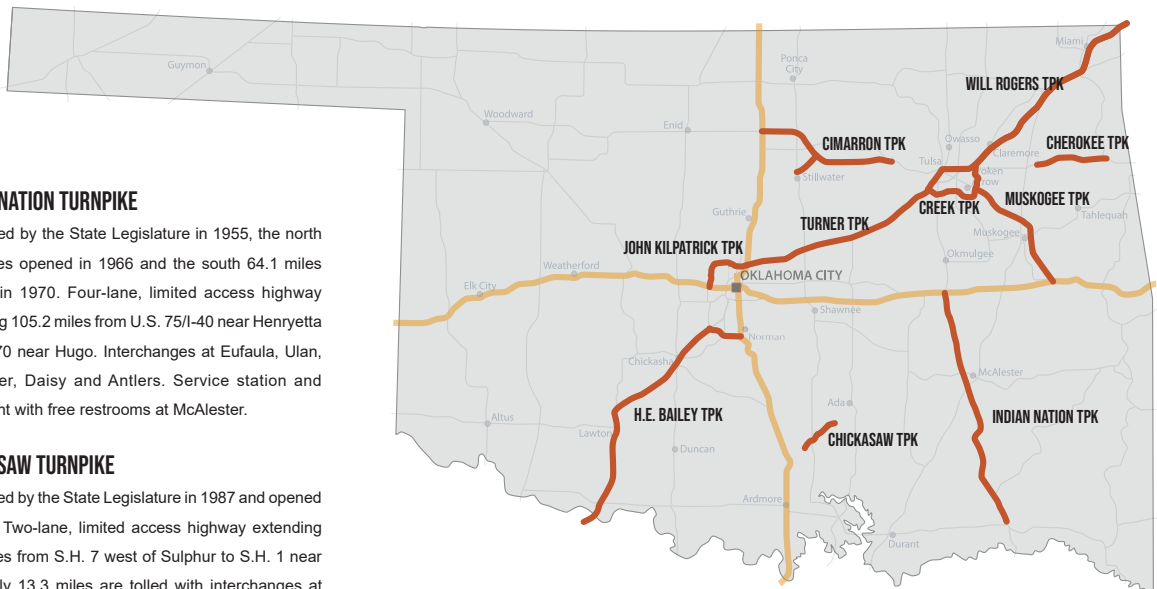
Authorized by the State Legislature in 1987, the original 7.4 miles opened in 1992, the 4.9 mile Creek West Extension opened in 2000, the 13.1 mile Broken Arrow South Loop opened in sections during 2001 and 2002 and the 9.0 mile Creek East Extension opened in 2002. Four-lane, limited access, urban highway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

INDIAN NATION TURNPIKE

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

CHICKASAW TURNPIKE

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









OKLAHOMA Turnpike Authority

April 30, 2020

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, 2019. 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, 2019, 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 607 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 an expenditure. Budgets are controlled at the division level, and the object of the budgetary controls is to ensure compliance with the provisions of the Trust Agreement. The Executive Director may approve changes within the budget at any level, but an increase in the total budget must be approved by the Authority.

ECONOMIC FACTORS

The 2020 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 the Oklahoma economy had a gradual slowdown during 2019 due to a contraction in the oil and natural gas industry. Nevertheless, they state that strong economic conditions at the national level helped the Oklahoma City (OKC) metro area experience a positive job growth for a consecutive third year. Also, the OKC and Tulsa metro areas have continued to benefit from the national urbanization trends. A significant portion of the State's economy and growth are attributable to these areas, representing 68% of Oklahoma's gross domestic product (GDP) and 61% of the population. Also, in his Oklahoma economic five-year forecast report, Evans cautions that economic activities are expected to slow down modestly, and the extent of this and its impact into the 2020 fiscal year are as yet unknown.

According to the January 2020 news release from the Bureau of Economic Analysis (BEA), U.S. GDP in the 4th quarter of 2019 increased at an annual rate of 2.1%. The January 2020 "Oklahoma Economic Indicators", prepared by senior economist Monty Evans, attributes the national increase in real GDP for the 3rd quarter of 2019 to nondurable goods manufacturing, retail trade, professional, scientific, and technical services. Locally, Oklahoma's real GDP for the 3rd quarter

2019 decreased to 1.9% from the previous quarter rate of 2.7%. Crude oil is an important commodity in the global market, and Oklahoma produces a substantial amount of oil. The City of Cushing is a major crude oil trading hub connecting Gulf Coast producers to Midwest refining markets and receiving supply from several major pipelines that originate in Texas; when compared to 2018, statewide crude production increased.

The Oklahoma unemployment rate for December 2019 was 3.4%, less than the national rate of 3.5%. The Oklahoma unemployment rate has remained relatively consistent throughout 2019. The Federal Reserve Bank of Philadelphia gave Oklahoma a leading index of 0.6% for December 2019. Oklahoma's index had been declining since June 2019, but its December 2019 leading index suggests expansion in the State's economy into mid-2020.

According to State Treasurer Randy McDaniel, gross receipts to the Treasury in January 2020 were approximately \$1.3 billion, marking a fourth year of growth and an increase of 1.4% over the prior year. While total revenue remained steady, collections of the use tax on out-of-state sales set a record high in January 2020 with an approximately 19% increase from January 2019. Gross income tax collections generated \$470.3 million, an increase of 2.4% from the previous January. Sales tax collections, including remittances on behalf of cities and counties, totaled \$415.3 million in January 2020, \$4.6 million and 1.1% less than January 2019. Although gross production taxes on oil and natural gas decreased by 11.8% from last January, compared to December reports, January collections represented an increase of \$14.1 million, or 18.9%. Treasurer McDaniel remarked that despite an ongoing slowdown in oilfield drilling activity, retail sales reflect healthy consumer confidence.

At the start of the new year, Kimberly Amadeo, President of WorldMoneyWatch.com reported most financial experts were predicting continued but slower U.S. GDP growth throughout 2020, with an expected low unemployment rate and low inflation. However, the pandemic caused by the spread of a new coronavirus (COVID-19) in the first quarter of the year has created unexpected circumstances and results that are ever-evolving. The Federal Open Market Committee (FOMC) took several actions in March 2020 to try to help brace the nation for the economic effects the measures to stem the spread of the pandemic will create. After an initial reduction in the federal funds rate the first week of March, the FOMC further decreased the federal funds rate to a range between 0.0% and .25% in mid-March. Andrew Soergel, senior Economics writer for usnews.com, reported that James Bullard, president of the Federal Reserve Bank of St. Louis, hypothesized that unemployment could hit 30% in the second quarter of the year. Widespread business closures mandated to create social distancing and attempt to slow the spread of COVID-19 have put many Americans out of work and could also affect a significant decline in U.S. GDP given this unprecedented response to a global health issue. The Federal Reserve returned to a previous monetary policy, committing to billions of asset purchases and setting a commercial paper fund mechanism. The investor reaction to the heightened global health concern is contributing to economic volatility, and market uncertainty continues to weigh on the public. Once the risk of overwhelming the health care system begins to recede, public response to these economic challenges will play a major part in the overall financial recovery from this COVID-19 spread.

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; the Turnpike System comprises 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, the Authority issued \$1,113.2 million in Revenue Bonds during 2017 and 2018 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. In December 2016, the Authority authorized an incremental toll increase to assist with funding the Driving Forward projects; this was the first planned toll increase since August 2009. The toll increase was implemented in three phases. The first increase became effective March 1, 2017; the second increase was effective January 3, 2018; and the third increase affected ‘Non-PIKEPASS user’ tolls and became effective July 15, 2019. Net toll revenues for 2019 increased to \$327.4 million, 3.1% over 2018 net toll revenues of \$317.7 million. Revenue projections for 2020 are estimated to be approximately \$329.6 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 2020-2024 is approximately \$505.6 million. This plan includes \$46.1 million for paving rehabilitation, \$66.7 million for dowel bar retrofit grinding, \$36.3 million for bridge rehabilitation, \$30.0 million in concession area redevelopment, \$33.3 million in interchanges and toll plaza improvements, \$81.0 million for other roadway improvements, \$89.5 million for PIKEPASS (the Authority’s electronic tolling process) and toll collection related items, \$15.0 million for highway patrol related items, \$11.7 million for maintenance machinery and equipment, \$17.0 million in All Electronic Tolls (AET) roadway conversion and \$23.0 million for various other capital projects. The remaining \$56.0 million included in the Capital Plan has been allocated for the Gilcrease Expressway construction along with contributions from other partners.

The Consulting Engineer performed the 2019 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 2020 Capital Plan. Total funding for the 2020 Capital Plan portion is approximately \$72.5 million, with \$62.6 million eligible to be provided by the Reserve Maintenance Fund and the remainder 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 facilities and developing new alignments to provide additional routes around Oklahoma City. The various projects included in Driving Forward are the OTA’s primary focus. In 2019, approximately 17 miles of pavement reconstruction and two plaza modernization projects were completed on the Muskogee and H.E. Bailey Turnpikes. In addition, 16 miles of the Turner Turnpike was opened to six lanes of traffic from near Bristow to Sapulpa. Along with the widening, these lanes benefit from highway lighting, which increases the safety of the customers throughout the corridor. The remaining four miles of widening from Sapulpa into Tulsa is expected to begin in late 2020.

Prior to year-end, travelers began benefitting from the opening of a new southwest extension of the John Kilpatrick Turnpike to westbound traffic. The full southwest extension opened to traffic in early spring 2020. Drivers leaving the Will Rogers airport and utilizing the new section of the Kilpatrick Turnpike have improved access westbound to I-40 and northern Oklahoma City that avoids crowded interstates through downtown Oklahoma City. In addition, concurrent construction to widen and improve the Kilpatrick Turnpike bridges over the North Canadian River was completed in early spring 2020. Construction of the new Kickapoo Turnpike facility in eastern Oklahoma County continues to progress. This corridor will connect I-40, east of Tinker Air Force Base, north to the Turner Turnpike. This turnpike is anticipated to open in late 2020.

Partnerships assist the OTA in completing needed improvements in a timely and cost efficient manner. One of OTA's primary partners is the ODOT. The OTA and the ODOT work together to maximize resources and organizational strengths to serve Oklahoma's various transportation needs. The OTA also partners with counties, cities, tribes, and other organizations to create success.

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, the ODOT and the Federal Highway Administration, 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 I-44 and US Highway 412. In July, based on the recommendation of the designated selection committee, the Authority awarded the proposal to provide build-finance services on the Gilcrease Expressway to the AECOM/Duit Team. Construction on this project will begin in early 2020.

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, projects on five turnpikes are currently underway. A service plaza improvement project on the Turner Turnpike is progressing; the ramps to a new restaurant and filling station are currently being surfaced, and the county bridge reconstruction to accommodate ramp traffic is nearly complete. In addition, a safety improvement/cable barrier project on the Muskogee Turnpike is almost completed. A project to rehabilitate three bridges on the Indian Nations Turnpike began in late summer of 2019, and progress continues. Likewise, a project to rehabilitate three bridges on the H.E. Bailey Turnpike is expected to be completed during the summer of 2020. On approximately 20 miles of the Cimarron Turnpike, installation of dowel bars in the pavement has started, and diamond grinding will improve the ride on the road; these efforts are expected to extend the life of the pavement. Similar projects are planned to start for the Indian Nation and the H.E. Bailey Turnpikes during the summer of 2020. Multiple divisions from the OTA worked together to identify and prioritize projects for the new 2020-2024 Capital Plan. This plan was approved by the Authority Board at the 2019 December board meeting. These projects include AET conversion on the Kilpatrick Turnpike, a bridge rehabilitation on the Indian Nation Turnpike, asphalt pavement rehabilitation on the Turner Turnpike, an interchange study at various locations on the Turner Turnpike, and cable barrier on the Cherokee Turnpike.

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 its AET system "PlatePay", the 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. During late 2019, OTA's Information Technology (IT) Division led a collaborative effort to successfully migrate to in-house the PlatePay process from Transcore, a third-party service provider. This conversion provides an internal system to the Customer Service Division to better service the needs of PlatePay customers.

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 customer service call center and stores located in Oklahoma City, Tulsa and Walters, as well as a mobile store which regularly services remote locations. 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 six partners: the Kansas Turnpike Authority (KTA), the North Texas Tollway Authority (NTTA), the Texas Department of Transportation (TxDOT), the Harris County Toll Road Authority (HCTRA), 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. Providing first class customer service is of utmost importance to the OTA for all of its customers.

AWARDS AND ACKNOWLEDGMENTS

The OTA is a proud sponsor of Keep Oklahoma Beautiful (KOB). For the fourth consecutive year, the OTA and the ODOT earned the Keep America Beautiful 2019 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 2019 "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 ten consecutive years.

During 2019, the OTA was a recipient of two construction awards. The American Concrete Pavement Association presented the OTA with the National Gold Award for the reconstruction project of the concrete pavement on the Turner Turnpike from MP 202.5 to 210.0. The same organization also presented the OTA with the National Silver Award for the H.E. Bailey Toll Plaza Relocation project.

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, 2018. 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 Division 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

ORGANIZATIONAL CHART

- Series 2018A Bondholders
- Series 2017 A, B, C, D, E Bondholders
- Series 2011 A & B Bondholders
- Trustee
- General Counsel
- Consulting Engineer
- Consulting Traffic Engineer
- Independent Auditors

Governor
Kevin Stitt

Secretary of Transportation
Tim Gatz



OKLAHOMA
Turnpike Authority

OTA Executive Director
Tim Gatz

Information Security
Paul Caesar, CISO

Internal Audit
Randy Lewis, Chief Internal Auditor

Finance and Administration
Alan Freeman, Assistant Executive Director

Revenue and Finance
Wendy Smith, Director

Controller
Julie Porter, Controller

Administrative Services
Cheryl O'Rourke, Director

Information Technology
Joni Seymour, CIO

Highway Patrol
Major Todd Blish, Liaison

Maintenance, Engineering and Construction
Joe Echelle, Assistant Executive Director

Maintenance
Mark Kalka, Director

Engineering
Darian Butler, Director

Construction
Shawn Davis, Director

Toll and Customer Service
David Machamer, Assistant Executive Director

Customer Service
Marcus Williams, Director

Toll Operations
Mary Biswell, Director

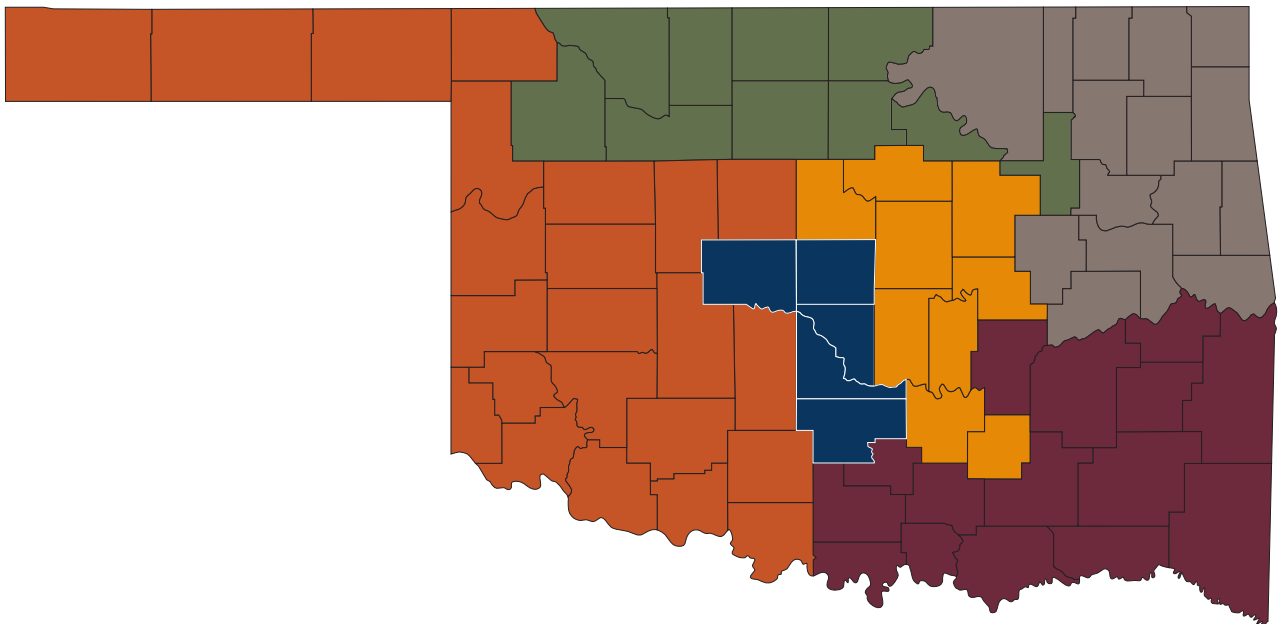
OKLAHOMA TURNPIKE AUTHORITY MEMBERS



Chairwoman
DANA WEBER
District 4



Vice Chairman
GENE LOVE
District 5



Secretary & Treasurer
JOHN D. JONES
District 1



Member
TODD CONE
District 2



Member
GUY BERRY
District 3



Member
JOHN TITSWORTH
District 6



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

Oklahoma Turnpike Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

December 31, 2018

Christopher P. Morill

Executive Director/CEO





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REPORT OF INDEPENDENT CERTIFIED PUBLIC ACCOUNTANTS

GRANT THORNTON LLP

211 N Robinson, Suite 1200
Oklahoma City, OK 73102-7148

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F +1 405 218 2801

Members

Oklahoma Turnpike Authority

We have audited the accompanying financial statements of Oklahoma Turnpike Authority (the "Authority") as of and for the years ended December 31, 2019 and 2018, and the related notes to the financial statements, which collectively comprise the Authority'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 an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free 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 Authority'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 respective financial position of the Authority as of December 31, 2019 and 2018, 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 2019 related to the accounting for interest charges and in 2018 related to the accounting for postemployment benefits other than pensions ("OPEB"). Our opinion is not modified with respect to these matters.

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Other matters*Required supplementary information*

Accounting principles generally accepted in the United States of America require that Management's Discussion and Analysis and Pension and OPEB Schedules on pages 18 through 27 and 60 through 61 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 schedules on pages 62 through 69 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 5 through 14 and the statistical section on pages 72 through 104 are presented for purposes of additional analysis and is 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 31, 2020, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



Oklahoma City, Oklahoma
March 31, 2020

MANAGEMENT'S DISCUSSION AND ANALYSIS, YEARS ENDED DECEMBER 31, 2019 AND 2018

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, 2019 and 2018. 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 Financial Statements provide information about the OTA's overall financial status. The Notes to Financial Statements include explanation for certain items. Other supplementary information provides further required details.

The OTA's Trust Agreement defines the flow of funds and establishes various unrestricted and restricted accounts. These accounts are referred to as "Funds" for discussion purposes but are consolidated for enterprise fund financial statement presentation. The Revenue Fund provides for the general operations of the Turnpike System and is directly impacted by fluctuations in operating results. The monies held in restricted accounts are held for specific purposes. A monthly transfer is made to the Reserve Maintenance Fund from revenues to fund budgeted Capital Plan projects. The required Reserve Maintenance Fund deposit is established by the Consulting Engineer during the annual review and evaluation of the Turnpike System. Residual funds not needed for other required purposes 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 designated the Kickapoo Turnpike, a southwest extension for the John Kilpatrick Turnpike and a new west extension of the Gilcrease Expressway (the Gilcrease) in Tulsa. In support of this endeavor, in 2017 and 2018 the Authority issued \$1,113.2 million in Revenue Bonds to provide proceeds dedicated to the construction of these first five projects. The Gilcrease will be funded through an innovative partnership to leverage available resources. Partners include the Oklahoma Department of Transportation (the ODOT), municipalities and governmental entities, the federal government, and a competitively selected build-finance partner. 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 became effective July 15, 2019 for 'non-PIKEPASS' tolls.

The 2020 portion of the Capital Plan calls for spending approximately \$118.4 million for various capital projects. Approximately 61.2% of this funding is allocated to road and bridge projects, building projects, and maintenance equipment and vehicles. The remaining portion is allocated to other projects. The Capital Plan will be funded by current resources and toll revenues.

TABLE A-1 – STATEMENTS OF NET POSITION DECEMBER 31, 2019 AND 2018 (MILLIONS OF DOLLARS)

	2019	2018	2017
Current assets	\$ 717.3	\$ 1,035.2	\$ 908.2
Noncurrent restricted and other assets	197.2	190.9	173.4
Capital assets	2,075.4	1,746.8	1,417.9
Total assets	2,990.4	2,972.9	2,499.5
Total deferred outflows	78.1	89.5	102.0*
Current Liabilities	214.8	226.0	157.5
Noncurrent Liabilities	1,971.1	2,044.1	1,761.3*
Total liabilities	2,185.9	2,270.1	1,918.8
Total deferred inflows	2.0	2.5	1.6*
Net Position:			
Net investment in capital assets	402.7	373.1	341.7
Restricted	278.4	264.9	227.1
Unrestricted	199.5	151.8	112.3*
Total net position	\$ 880.6	\$ 789.8	\$ 681.1*

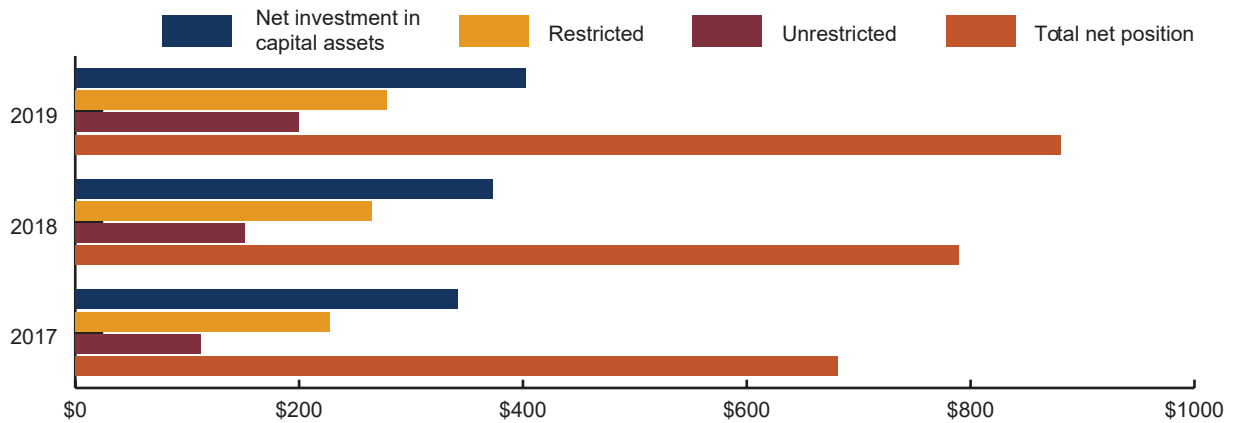
*Includes restatement for implementation of GASB 75, effective for December 31, 2017.

TABLE A-2 – STATEMENTS OF REVENUES, EXPENSES & CHANGES IN NET POSITION DECEMBER 31, 2019 AND 2018 (MILLIONS OF DOLLARS)

	2019	2018	2017
Operating Revenues:			
Toll revenue	\$ 327.4	\$ 317.7	\$ 300.8
Concession revenue	2.4	2.4	2.4
Total operating revenues	329.8	320.1	303.2
Operating expenses and depreciation:			
Toll Operations	24.0	22.1	19.5*
Turnpike Maintenance	25.6	21.1	21.6*
Engineering	1.9	1.6	3.2*
Construction	1.4	0.8	0.6*
Highway Patrol	17.2	21.8	18.6
Customer Service	22.3	19.1	18.6*
Administrative Services	1.8	1.8	1.7*
Information Technology	10.7	8.7	6.2*
Controller	1.3	1.3	1.3*
Finance and Revenue	3.7	3.9	7.0*
Executive	4.6	3.7	3.6*
Authority	0.0	0.0	0.0
Depreciation and amortization	94.3	89.9	87.0
Total operating expenses and depreciation	208.8	195.8	188.9
Operating income	121.0	124.3	114.3
Net non-operating (expenses)	(30.2)	(15.6)	(18.9)
Change in net position	90.8	108.7	95.4
Total net position, beginning of year	789.8	681.1	588.0
Cumulative effect of change in accounting principle in 2017	-	-	(2.3)
Total net position, end of year	\$ 880.6	\$ 789.8	\$ 681.1*

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

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



FINANCIAL ANALYSIS

NET POSITION

The Statements of Net Position report the OTA's net position and how it has changed. Net position is the difference between the OTA's assets and deferred outflows and its liabilities and deferred inflows. Total net position is one way to measure the OTA's financial health or position. Over time, increases or decreases in net position can serve as 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, 2019, was approximately \$880.6 million, as compared to \$789.8 million and \$681.1 million at December 31, 2018 and 2017, respectively.

A significant portion of the current year's \$90.8 million increase in total net position can be identified in the 'Unrestricted' category, which has increased \$47.7 million when compared to December 31, 2018; an increase of \$87.2 million is also noted when compared to December 31, 2017. 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. The third phase became effective July 2019. These toll increases are noted in the \$25.1 million increase of unrestricted cash, cash equivalents and investments for 2019 and the \$50.6 million increase of the same in 2018.

Monies held in the Revenue and General Funds totaled approximately \$186.1 million at December 31, 2019, as compared to \$161.0 million and \$110.4 million at the close of 2018 and 2017, respectively. This fluctuation is also impacted by the changes in various contract receivables and payables 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 2019, 2018 and 2017 were approximately \$62.2 million, \$71.2 million and \$69.6 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 \$13.5 million as compared to the prior year and \$51.3 million when compared to 2017. 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 2018A Bonds, and an increase in debt service deposits related to these additional bonds are reflected in the 'Restricted' balance at December 31, 2019. Additionally, transfers made to the Reserve Maintenance Fund were approximately \$42.5 million, \$39.2 million and \$41.4 million in 2019, 2018 and 2017, respectively. As previously noted, project outflows do not always occur in the same year as funding.

The 'Net investment in capital assets' category increased \$29.6 million when compared to December 31, 2018, and similarly reflected a \$61.0 million increase when compared to December 31, 2017. These increases are related to the various activities associated with the Driving Forward projects, including land purchases, construction work in progress and capitalized interest.

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 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.

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 was 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.

CHANGES IN NET POSITION

As depicted in Table A-2, the OTA's total operating revenues at December 31, 2019, were approximately \$329.8 million, a 3.0% and a 8.8% increase when compared to revenues of \$320.1 million and \$303.2 million for 2018 and 2017, respectively. As indicated previously, the notable increase in total operating revenues in the current year resulted from the third phase of the incremental toll increase which became effective mid-July 2019. Year-to-date revenues reported just over 2019 projections at \$327.4 million. Total toll transactions for 2019 reported just above 186.2 million, an increase compared to 183.9 million transactions for both 2018 and 2017. While commercial transactions experienced a slight decline in 2019, passenger transactions reported an increase in this same period. Transactions across the Turnpike System continue to benefit from lower fuel prices and the expansion of interoperability.

The OTA is now fully interoperable with all tolling entities participating 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), Ft. Bend County Toll Road Authority (Ft. Bend), Texas Department of Transportation (TxDOT), and Harris County Toll Road Authority (HCTRA). 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 interoperable partners can travel the OTA Turnpike System; CTRMA and Ft. Bend do not issue transponders, and as such, do not have customers traveling on the OTA Turnpike System.

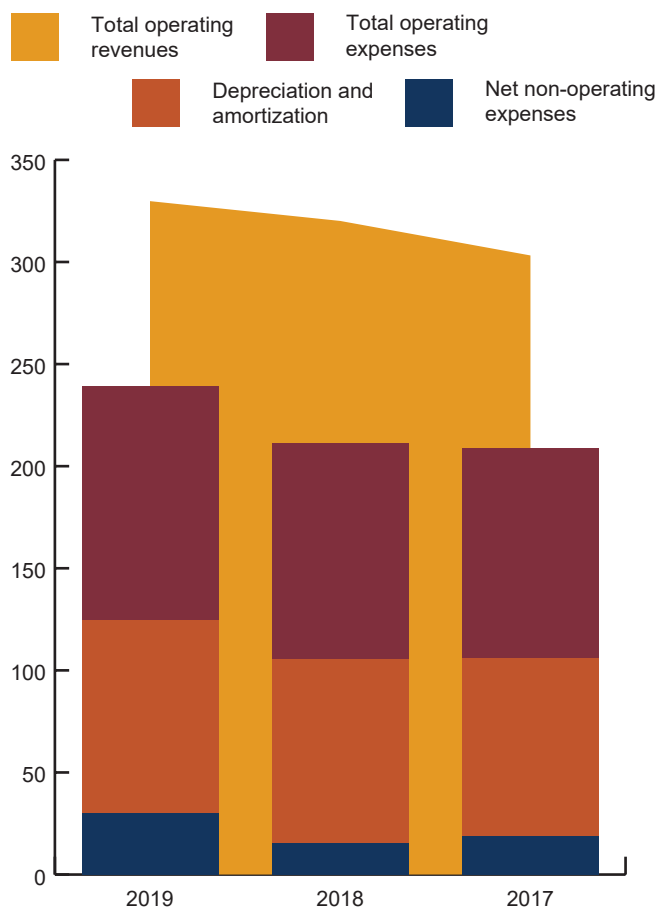
Prior to May 2017, the Authority was only interoperable with KTA and NTTA, and transactions were exchanged peer-to-peer. With the implementation of the HUB, OTA has extended its interoperability partnerships and successfully became interoperable with TXDOT and HCTRA in early 2019. Total revenues derived from interoperability for 2019 comprised approximately \$14.0 million, or 4.3%, of the \$327.4 million of toll revenues. Interoperable transactions have reflected a steady growth rate since the late 2014 original implementation. For 2019, interoperable transactions totaled 5.8 million, or 3.1%, of 186.2 million total toll transactions. As the number of *PIKEPASS* customers using the Turnpike System grows, there is a similar impact on interoperability.

The total change in net position for 2019 was \$90.8 million compared to \$108.7 million and \$95.4 million in 2018 and 2017, respectively. The current year decrease in the change in net position is the result of several factors. The increase in current year operating revenues was diluted by an increase in operating expenses to maintain the Turnpike System, which are discussed in further detail below, an increase in depreciation expense related to the newly capitalized Driving Forward projects, and an increase in net non-operating expenses. Net non-operating expense is also comprised of many components, including interest expense, other revenues and contributed revenue.

Interest expense reflects a \$42.1 million increase in 2019 as a result of the implementation of GASB 89, "Accounting for Interest Cost Incurred before the End of a Construction Period," effective as of January 1, 2019. With the implementation of GASB 89, interest costs are considered to be a period cost and expensed rather than capitalized. Prior capitalized interest amounts are not required to be written off, but will continue to naturally amortize. As projects are completed, accumulated capitalized interest in 'Construction work in progress' (CWIP) will be capitalized as the project is completed.

Other revenues have increased \$5.4 million from 2018. In 2018, the OTA recognized a \$4.2 million loss on the disposal of certain improvement assets. A similar disposal was not recognized in 2019. Additionally, fees earned through processing interoperable transactions and violation processing across the System contribute to the increase in other non-operating revenues.

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



Another factor to the increase in net non-operating expenses in 2019 is the \$17.3 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 their participation in the construction of 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 2019 operating expenses of \$114.5 million as compared to total operating expenses of \$105.9 million for 2018 and \$101.9 million for 2017, respectively.

A portion of the 2019 and 2018 increases relates to organizational payroll costs for legislative increases, market adjustments and additional personnel to assist with new strategic initiatives.

Toll Operations operating expenses for 2019 increased to approximately \$24.0 million when compared to \$22.1 million and \$19.5 million for 2018 and 2017, respectively. This increase corresponds to the rate increase for toll collection system maintenance costs and increased costs to refurbish toll equipment and install additional safety measure in locations along the Turnpike System.

After remaining fairly consistent from 2017 to 2018, Turnpike Maintenance operating expenses increased approximately \$4.5 million in 2019. The increase is the result of expenses incurred to respond to historical spring flooding events. Also, roadway maintenance fluctuates year to year as a result of routine System inspections. In 2019, a striping project across the System was initiated.

In order to maintain trooper staffing levels assigned to the Turnpike System, the OTA provided funding for another trooper cadet school in 2018, similar to the 2016 efforts. This is reflected in the significant 2019 decrease in Highway Patrol operating expenses of approximately \$4.6 million compared with 2018 and approximately \$1.4 million compared with 2017. The OTA will participate in another cadet school in 2020.

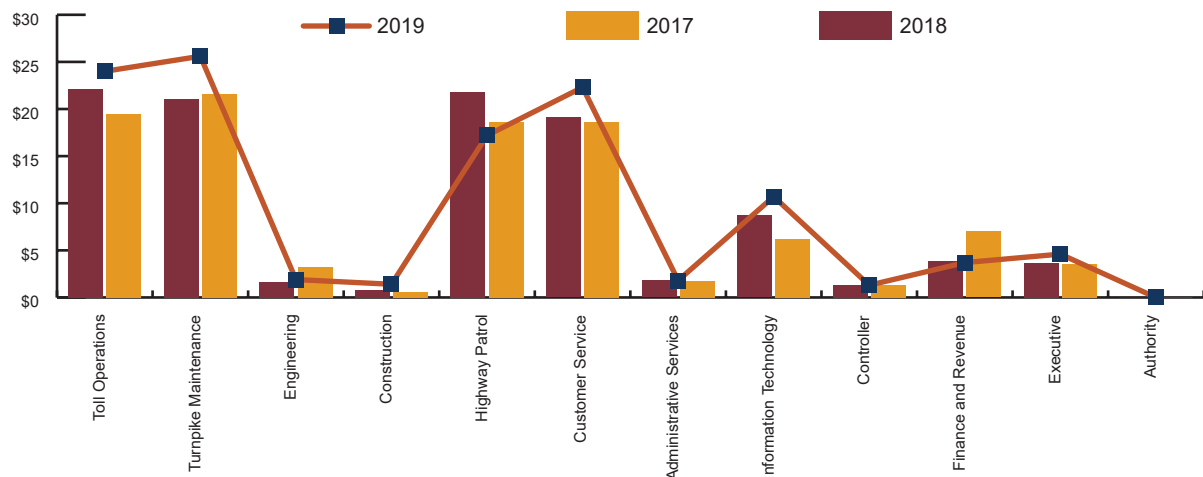
The implementation of two initiatives to enhance customer travel is reflected in the increase in Customer Service operating expenses; total expenses for 2019 increased to approximately \$22.3 million when

compared to \$19.1 million and \$18.6 million for 2018 and 2017, respectively. The most notable factor results from the back-office processing costs associated with the PlatePay collection mode. PlatePay is available at a single location on the Creek Turnpike at the Peoria/Elm interchange. For this sole location, toll gates are entirely cashless; if a traveler does not have a transponder, the vehicle's license plate is read electronically and an invoice is sent to the registered owner. Toll revenues earned through this location are classified as such, violation and administrative fees assessed for non-payment of invoices are reflected as non-operating revenue. In order to create efficiency and a better customer experience for OTA's PlatePay customers, in the late summer of 2019, the OTA began processing all PlatePay transactions in-house. With this change in processing, the allowance for outstanding PlatePay receivables was increased. Additionally, increased credit card processing fees correlate to an increase in interoperability activity. Interoperability is another enhancement to the customer experience. As customers take advantage of this option, it necessitates a more frequent replenishment of the *PIKEPASS* account balance.

Information Technology (IT) operating expenses continue to steadily increase with 2019 increasing to approximately \$10.7 million compared with \$8.7 million and \$6.2 million in 2018 and 2017, respectively.

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 began

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



an initiative in the prior year to upgrade and improve the network infrastructure. This upgrade is on-going and 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.

CAPITAL ASSETS AND DEBT ADMINISTRATION

CAPITAL ASSETS

The OTA has invested approximately \$4,014.6 million and \$3,596.7 million in capital assets as of December 31, 2019 and 2018, respectively. The primary components of depreciable capital assets include 'Roads and Bridges' and 'Improvements'; non-depreciable components include 'CWIP' and 'Land'. In 2019, accumulated depreciation and amortization on capital assets increased to \$1,939.2 million, a 4.8% increase as compared to the 2018 balance of \$1,849.9 million. This is the result of the capitalization of several projects in the 'Roads and Bridges', 'Improvements' and 'Buildings' categories.

At December 31, 2019 and 2018, net capital assets were \$2,075.4 million and \$1,746.8 million, an increase of 18.8%. When comparing end of year 2019 to December 31, 2017, net capital assets increased 46.4%. Net capital assets at the close of 2017 were \$1,417.9 million (see Table A-6).

Capital assets include those associated with the Driving Forward program and the planned components of the Capital Plan. At December 31, 2019, 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.

The largest increase in net capital assets is reflected in CWIP, increasing to \$888.5 million over the 2018 total of \$557.7 million and the 2017 total of \$308.2 million. The Driving Forward program consisted of \$740.2

million capacity improvements and new expansions in progress along the Turner, John Kilpatrick and Kickapoo Turnpikes and \$17.8 million for the Gilcrease. This is an increase over prior year combined Driving Forward CWIP outlays of \$442.8 million. 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 across the Turnpike System.

Approximately \$66.5 million in capital projects were transferred from CWIP to other asset categories. Approximately \$31.4 million of this transfer increased the 'Roads and Bridges' category as the result of the capitalization of the Driving Forward program completed on the H.E Bailey Turnpike.

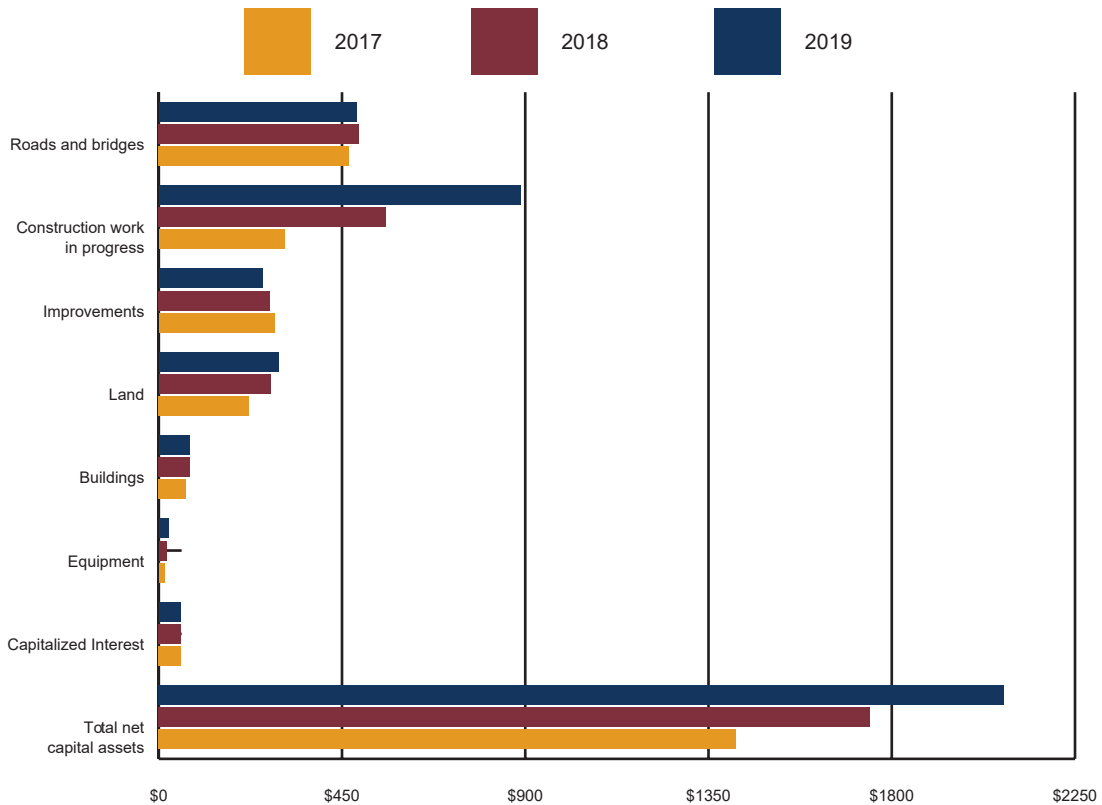
In the 'Improvements' category, approximately \$22.9 million were capitalized from CWIP. A significant portion of this increase was the result of pavement rehabilitation on the Cimarron, Turner and Will Rogers Turnpikes. These 'Improvements' additions were offset by annual depreciation of \$40.5 million.

In the 'Roads and Bridges' category, in 2017, additions of \$7.5 million were capitalized, \$4.8 million of which is the Cimarron pavement reconstruction. For years 2019 to 2017, annual depreciation of \$37.3 million, \$35.5 million and \$34.9 million, respectively offset the previous year's additions.

Capital assets were also significantly affected by continued purchases of additional right-of-way in 2019; the OTA began purchasing property in 2015 to plan for the construction of the Driving Forward projects. By the close of 2019, the 'Land' category had increased approximately \$20.6 million over 2018. In 2018, land purchases exceeded 2017 balances by approximately \$52.0 million. Accordingly, in total, since 2017, 'Land' has increased approximately \$72.6 million. Additional acquisitions are planned through 2020 to secure all necessary parcels for the planned construction.

Prior to the implementation of GASB 89, the Authority allocated and accumulated capitalized interest for constructed assets. When a project is closed, the capitalized interest associated with the project is also capitalized. The balance of interest cost in CWIP decreased to \$44.7 million in 2019 from \$47.8 million in 2018 as a result of the capitalization of qualifying

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



projects. The amortization expense associated with 'Capitalized interest' was \$4.9 million for 2019 and \$4.7 million for both 2018 and 2017, respectively. For additional information regarding the OTA's capital assets, please see the notes to the financial statements on pages 35 and 57 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 U.S. Treasury Department and the U.S. Securities and Exchange Commission. The OTA's noncurrent long-term debt includes revenue bonds payable and a payable to the ODOT.

At December 31, 2019, the OTA had approximately \$1,810.9 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 defeased the remainder of its variable rate debt in 2017. The payable to the ODOT at December

31, 2019 and 2018 was approximately \$53.1 million and \$54.4 million, respectively.

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 to finance 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%.

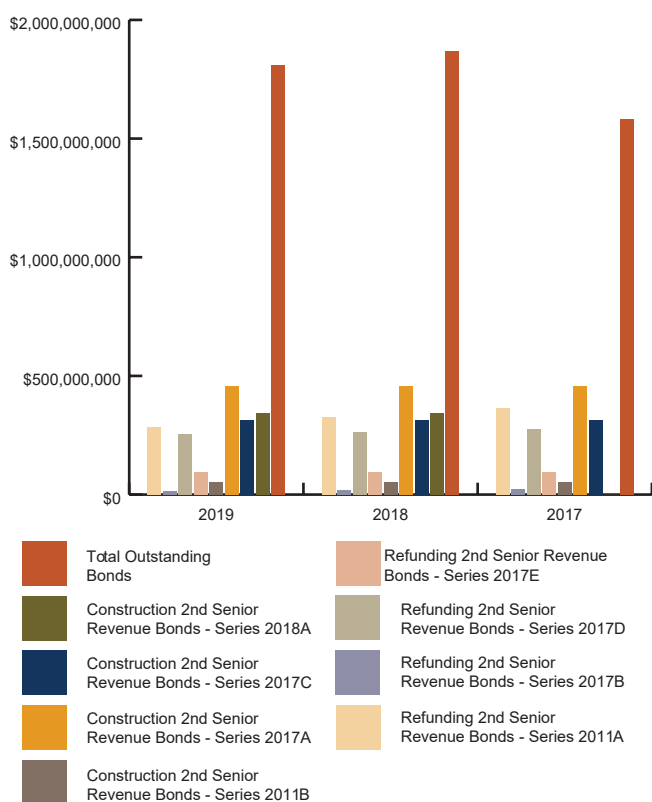
please refer to the notes to the financial statements on pages 45-48.

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 2019 calendar year with gross receipts outpacing prior year by 5.7%; that growth rate was down from 13.2% in 2018 compared to 2017. Growth in collections during the first two quarters of 2019 reflected expansion of almost 10.0%. In contrast, third quarter growth fell to 4.2% and fourth quarter receipts declined 0.5% as compared to the fourth quarter of 2018. State Treasurer Randy McDaniel noted those economic trends were both directly and indirectly related to low oil and gas prices due to suppressed energy prices. Despite this, the Oklahoma unemployment rate for December 2019 was 3.4%, slightly less than the national 3.5% rate. These and other economic indicators pointed to a sound, but slowing state economy.

However, the pandemic caused by the spread of a new coronavirus (COVID-19) in the first quarter of 2020 has created unexpected circumstances and results that are ever-evolving. The Federal Open Market Committee (FOMC) took several actions in March 2020 to try to help brace the nation for the economic effects the measures to stem the spread of the pandemic will create. After an initial reduction in the federal funds rate the first week of March, the FOMC further decreased the federal funds rate to a range between 0.0% and .25% in mid-March. Andrew Soergel, senior Economics writer for usnews.com, reported that James Bullard, president of the Federal Reserve Bank of St. Louis, hypothesized that unemployment could hit 30% in the second quarter of the year. Widespread business closures mandated to create social distancing and attempt to slow the spread of COVID-19 have created layoffs and a rise in unemployment; this could also affect a significant decline in U.S. GDP given this unprecedented response to a global health issue. The Federal Reserve returned to a previous monetary policy, committing to billions of asset purchases and setting a commercial paper fund mechanism. The economic volatility and market uncertainty continues to weigh on the public. Public response to these economic challenges once the risk of overwhelming the health care system begins to recede

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



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 US Bank, the proceeds from this transaction are invested in a US Bank certificate of deposit. For the reporting period presented, the maximum annual debt service requirements were such that only \$15.0 million was necessary to satisfy reserve requirements. In December 2019, the loan was amended and restated with similar terms. Interest paid on this loan was approximately \$0.5 million, \$0.4 million and \$0.3 million in 2019, 2018, and 2017, respectively. For more detailed information on the OTA’s long-term debt activity,

will play a major part in the overall recovery from this spread.

Since the OTA does not receive appropriations and is not directly affected by state budget fluctuations. OTA's revenues are derived from toll revenue. As noted previously, total toll transactions for 2019 increased with reported transactions of 186.2 million, a 1.3% increase when compared to 183.9 million in 2018. 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 1.4% increase, commercial traffic reflects a slight 0.6% decrease over the previous year. Year-to-date net toll revenues for 2019 were approximately \$327.4 million, an increase of 3.1% when compared to the previous year of \$317.7 million and an 8.8% increase when compared to 2017 net toll revenues of \$300.8 million. The 2019 net toll revenues exceeded budgeted projections by 1.0%. In 2020, toll revenues are projected to exceed \$329.6 million, after implementation of the third phase of the toll increase effective July 15, 2019.

The OTA's 2020 Annual Budget reflects the Authority's commitment to customer safety and customer expectations. The 2020 Annual Budget was adopted by the Authority in December, 2019 and includes approximately \$109.5 million for the Operating and Maintenance budget and \$118.4 million for the 2020 Capital Plan projects funded through the Reserve Maintenance Fund and General Fund budgets. Given the economic pandemic COVID-19 is creating, the OTA will continue to closely monitor and adjust revenue expectations and expenses as necessary.

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, 2019 AND 2018

Assets:	2019	2018
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 174,801,220	\$ 151,572,839
Investments-unrestricted (note 3)	11,284,448	9,411,703
Cash and cash equivalents - restricted (note 3)	446,811,643	797,139,390
Investments-restricted (note 3)	58,046,768	50,569,337
Accounts receivable (note 14)	14,959,601	15,492,531
Accrued interest receivable-unrestricted	31,986	36,570
Accrued interest receivable-restricted	2,164,083	1,827,854
Tag inventory	2,654,744	3,169,269
Materials inventory	5,871,254	5,694,046
Prepaid expenses	687,013	314,689
Total current assets	<u>717,312,760</u>	<u>1,035,228,228</u>
Noncurrent assets:		
Cash and cash equivalents - restricted (note 3)	18,621,982	74,337,450
Investments-restricted (note 3)	178,585,212	116,477,287
Total noncurrent cash, cash equivalents and investments	<u>197,207,194</u>	<u>190,814,737</u>
Capital assets: (note 10)		
Depreciable, net	892,277,411	914,992,135
Land	294,641,156	274,040,203
Construction work in progress	888,521,111	557,720,089
Net capital assets	<u>2,075,439,678</u>	<u>1,746,752,427</u>
Net OPEB asset	470,899	148,571
Total noncurrent assets	<u>2,273,117,771</u>	<u>1,937,715,735</u>
Total assets	<u>2,990,430,531</u>	<u>2,972,943,963</u>
Deferred Outflows of Resources:		
Unamortized net deferred debit on refunding (note 4)	75,773,366	86,491,258
Related to pensions (note 7)	2,043,030	2,963,179
Related to OPEB (note 9)	247,541	92,311
Total deferred outflows of resources	<u>78,063,937</u>	<u>89,546,748</u>
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 14)	18,232,632	32,208,927
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 14)	44,142,286	50,161,101
Accrued interest payable	41,303,722	37,382,394
Unearned revenue	37,984,637	34,619,996
Arbitrage rebate payable to U.S. Treasury	347,521	-
Current long-term debt (note 4)	72,779,991	71,644,991
Total current liabilities	<u>214,790,789</u>	<u>226,017,409</u>
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 14)	1,761,371	1,680,844
Net pension liability (note 7)	1,613,337	2,239,219
Net OPEB liability (note 9)	2,079,051	2,114,618
Long-term debt, net of unamortized net premiums of \$159,408,029 and \$172,753,068 in 2019 and 2018, respectively (note 4)	1,912,568,038	1,983,693,077
Payable to Department of Transportation (note 5)	53,092,649	54,401,578
Total noncurrent liabilities	<u>1,971,114,446</u>	<u>2,044,129,336</u>
Total liabilities	<u>2,185,905,235</u>	<u>2,270,146,745</u>
Deferred Inflows of Resources:		
Related to pensions (note 7)	866,440	1,629,775
Related to OPEB (note 9)	1,156,783	913,076
Total deferred inflows of resources	<u>2,023,223</u>	<u>2,542,851</u>
Net Position:		
Net investment in capital assets	402,696,235	373,118,854
Restricted for debt service	194,379,692	187,943,544
Restricted for reserve maintenance	83,960,508	76,937,512
Unrestricted	199,529,575	151,801,205
Total net position	<u>\$ 880,566,010</u>	<u>\$ 789,801,115</u>
Commitments and contingencies (notes 15 and 16)	<u>-</u>	<u>-</u>

See accompanying notes to financial statements

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION, YEARS ENDED DECEMBER 31, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
Operating revenues:		
Tolls	\$ 327,429,292	\$ 317,716,266
Concessions	2,425,065	2,341,607
Total operating revenues	<u>329,854,357</u>	<u>320,057,873</u>
Operating expenses:		
Toll Operations	24,035,781	22,060,326
Turnpike Maintenance	25,552,508	21,110,016
Engineering	1,912,469	1,580,114
Construction	1,435,382	771,430
Highway Patrol	17,173,492	21,787,399
Customer Service	22,299,773	19,127,765
Administrative Services	1,826,396	1,812,229
Information Technology	10,730,900	8,681,922
Controller	1,329,204	1,317,448
Finance and Revenue	3,692,676	3,928,750
Executive	4,539,262	3,677,304
Authority	5,216	2,483
Total operating expenses before depreciation and amortization	<u>114,533,059</u>	<u>105,857,186</u>
Operating income before depreciation and amortization	215,321,298	214,200,687
Depreciation and amortization	<u>(94,277,862)</u>	<u>(89,860,974)</u>
Operating income	<u>121,043,436</u>	<u>124,339,713</u>
Non-operating revenues (expenses):		
Interest earned on investments	19,401,017	14,184,583
Net increase (decrease) in fair value of investments	5,183,576	(1,102,312)
Interest expense on revenue bonds outstanding	(80,179,671)	(38,071,006)
Other revenues	8,017,755	2,605,448
Contributed revenue	17,298,782	6,760,621
Net non-operating expenses	<u>(30,278,541)</u>	<u>(15,622,666)</u>
Change in net position	90,764,895	108,717,047
Total net position, beginning of the year	<u>789,801,115</u>	<u>681,084,068</u>
Total net position, end of the year	<u>\$ 880,566,010</u>	<u>\$ 789,801,115</u>

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2019 AND 2018

	<u>2019</u>	<u>2018</u>
Cash flows from operating activities:		
Receipts from customers	\$ 331,551,746	\$ 320,187,811
Receipts from concessionaires	2,393,464	2,343,134
Receipts from other sources	8,036,972	5,715,578
Payments to service providers	(76,324,109)	(70,711,062)
Payments to employees	(38,939,813)	(36,480,234)
	<u>226,718,260</u>	<u>221,055,227</u>
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	47,056,267	46,380,044
Payments to the Department of Transportation (ODOT)	(47,056,267)	(46,380,044)
(Decrease) in ODOT liability for cooperative construction agreement	(2,270,388)	-
Interest earned and recorded as payable to the ODOT	961,459	695,706
	<u>(1,308,929)</u>	<u>695,706</u>
Cash flows from capital and related financing activities:		
Issuance of long-term debt	-	344,310,000
Increase in excess escrow receivable	-	1,102
Increase in contributed revenue for construction	17,298,782	6,760,621
Premium on issuance of long-term debt	-	11,351,273
Payment of bond issuance costs	-	(1,765,066)
(Decrease) increase in bond issuance cost payable	(196,500)	49,500
Principal payment to retire long-term debt	(56,645,000)	(58,040,000)
Interest paid on revenue bonds outstanding	(78,885,490)	(56,355,990)
Acquisition and construction of capital assets	(444,545,502)	(344,956,095)
Proceeds from disposal of capital assets	1,607,177	537,095
	<u>(561,366,533)</u>	<u>(98,107,560)</u>
Cash flows from investing activities:		
Purchase of investments	(224,972,087)	(66,212,378)
Proceeds from sales and maturities of investments	158,697,562	80,305,229
Interest received	19,069,372	12,605,560
Increase in arbitrage funds payable to U.S. Treasury	347,521	-
	<u>(46,857,632)</u>	<u>26,698,411</u>
Net (decrease) increase in cash and cash equivalents	(382,814,834)	150,341,784
Cash and cash equivalents, January 1 (including \$871,476,840 and \$774,285,763 for 2019 and 2018 respectively, reported in restricted assets)	<u>1,023,049,679</u>	<u>872,707,895</u>
Cash and cash equivalents, December 31 (including \$465,433,625 and \$871,476,840 for 2019 and 2018 respectively, reported in restricted assets)	<u>\$ 640,234,845</u>	<u>\$ 1,023,049,679</u>

See accompanying notes to financial statements

(Continued)

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2019 AND 2018

	2019	2018
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 121,043,436	\$ 124,339,713
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	94,277,862	89,860,974
Payment of bond issuance costs	-	1,765,066
Other non-operating revenue	7,887,620	6,763,449
Changes in assets and liabilities:		
Decrease (increase) in accounts receivable	549,694	(929,088)
(Increase) decrease in prepaid expense	(372,324)	16,925
Decrease (increase) in tag inventory	514,525	(223,923)
(Increase) in materials inventory	(177,208)	(6,955)
(Increase) in deferred outflows related to pensions	(3,435,332)	(3,329,182)
Increase in net pension liability	2,966,264	1,765,641
(Decrease) increase in net OPEB liability	(269,418)	33,371
Increase (decrease) in accounts payable and accrued expenses	368,500	(1,427,095)
Increase in unearned revenue	3,364,641	2,426,331
Total adjustments	105,674,824	96,715,514
Net cash flows provided by operating activities	\$ 226,718,260	\$ 221,055,227
Noncash investing, capital, and financing items:		
Gain (loss) on disposal of capital assets	\$ 130,135	\$ (4,158,002)
Unrealized gain (loss) on investments	2,158,994	(3,062,485)
(Increase) in net OPEB asset	(322,328)	(148,571)
Decrease in net deferred debit	10,717,892	10,717,893
Decrease in deferred outflows related to pensions	4,355,481	5,119,525
(Increase) decrease in deferred outflows related to OPEB	(155,230)	12,756
(Decrease) in net pension liability related to pension deferrals	(3,592,146)	(5,615,518)
Increase (decrease) in net OPEB liability related to OPEB deferrals	233,851	(448,976)
(Decrease) increase in deferred inflows related to pensions	(763,335)	495,993
Increase in deferred inflows related to OPEB	243,707	436,220

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS, YEARS ENDED DECEMBER 31, 2019 AND 2018

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. 89 "Accounting for Interest Cost Incurred before the End of a Construction Period" (GASB 89) for the year ended December 31, 2019. GASB 89 establishes standards for interest cost incurred before the end of a construction period. Previously, GASB required the capitalization of interest costs during periods of construction. With the implementation of GASB 89, interest costs incurred before the end of a construction period are recognized as an expense in the period in which the cost is incurred. Prior capitalized amounts are not required to be written off and will continue to amortize naturally. Implementation of GASB 89 as of January 1, 2019 resulted in a \$42.1 million increase of interest expense, presented in the 2019 Statement of Revenues, Expenses and Changes in Net Position.

In 2018, the Authority adopted the provisions of GASB Statement No. 75 "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions (OPEB)" (GASB 75). GASB 75 establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources and expense related to OPEB. 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 (OPERS). 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.

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 5). Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying debt interest and principal payments that are due on a semi-annual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Limited types of expenses may be funded from these restricted accounts. When funds are not sufficiently available in these restricted accounts, or if expenses do not meet these standards, expenses are funded from unrestricted accounts. The funds and accounts are established as follows:

- » The “Senior Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the senior lien revenue bonds.
- » The “Subordinate Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the subordinate lien revenue bonds.
- » The “Senior Bond Reserve Accounts” are established for the purpose of paying interest and maturing principal in the event that monies held in the “Senior Bond Interest and Sinking Accounts” and “Turnpike Trust Fund,” and monies available in the “General Fund” and “Reserve Maintenance Fund” are insufficient for such purpose.
- » The “Subordinate Bond Reserve Account” is established for the purpose of paying interest and maturing principal in the event that monies held in the “Subordinate Bond Interest and Sinking Accounts” and “Turnpike Trust

Fund,” and monies available in the “General Fund” and “Reserve Maintenance Fund” are insufficient for such purpose.

- » The “Turnpike Trust Fund” is established for the purpose of depositing and segregating the apportionments of motor fuel excise taxes by the Oklahoma Tax Commission derived from fuel consumed on all Authority turnpikes and can be used only to compensate for any deficiency in the monies otherwise available for the payment of bond interest and principal (see Note 5).
- » The “Reserve Maintenance Fund” is established for the purpose of applying and holding monies in reserve to pay the cost of resurfacing, extraordinary maintenance or repairs, engineering expenses, insurance premiums or self-insurance reserves and interest and maturing principal if monies in the “Senior Bond Interest and Sinking Accounts” and “Subordinate Bond Interest and Sinking Accounts” are insufficient for such purposes.
- » The “Construction Funds” are established for the purpose of holding bond proceeds and other financing sources to be used to pay the costs of turnpike construction or improvements.

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

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

H. COMPENSATED ABSENCES

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

I. CAPITAL ASSETS

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

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

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

With the implementation of GASB 89 in 2019, (see Note 1(C)), interest costs incurred during periods of construction are recognized as an expense in the period in which the cost is incurred. Interest costs incurred before 2019 and accumulated as a component of construction work in progress (CWIP) will be capitalized upon project completion and then amortize naturally. The amount of interest transferred from CWIP in 2019 was approximately \$3.1 million.

Prior to 2019, interest costs incurred on revenue bonds used to finance the construction or acquisition of assets were capitalized. The amount of interest capitalized was calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. As projects financed by these revenue bonds were finalized, the interest cost became eligible for capitalization on other qualified assets. The amount of interest capitalized in 2018 to CWIP for these projects was approximately \$30.9 million (interest expense of \$37.0 million offset by earnings of \$6.1 million).

Additionally, the Authority allocated and capitalized interest for other constructed assets by applying the cost of borrowing rate to qualifying assets. In 2018, the Authority capitalized approximately \$1.3 million. Amortization of capitalized interest is included in depreciation expense. Approximately \$82.6 and \$43.8 million in interest expense was incurred in 2019 and 2018, 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 7 and 9 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 7 and 9 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 2018 Bonds, the Authority recognized a premium addition of approximately \$11.4 million in 2018. There were no bonds issued in 2019. Amortization expense related to net bond premiums was approximately \$13.3 and \$13.1 million for 2019 and 2018, 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 million for 2018.

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. The cumulative arbitrage rebate liability at December 31, 2019 was \$0.3 million. At December 31, 2018, the outstanding issues reflected negative arbitrage, and accordingly, no liability was 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 2019 or 2018.

NOTE 3. DEPOSITS AND INVESTMENTS

DEPOSITS

At December 31, 2019 and 2018, the carrying amounts of the Authority's cash deposits were \$20.2 million and \$17.4 million, respectively. The bank balances were \$20.6 million and \$16.5 million, respectively. At December 31, 2019 and 2018, the carrying amount and bank balances of the Authority's cash equivalents were \$620.1 million and \$1,005.6 million, respectively. Under the terms of the Trust Agreement, all monies deposited with the Trustee in excess of the amount insured by the Federal Deposit Insurance Corporation shall be continuously secured with collateralized securities held by the Authority's agent in the Authority's name. The Authority has complied with the terms of the Trust Agreement in 2019 and 2018.

INVESTMENTS

The fair values of the Authority's investments at December 31, 2019 and 2018, were \$247.9 million and \$176.5 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 2019 and 2018 investments in Federal Home Loan Bank (FHLB) debt securities were rated Aaa by Moody's Investor Services (Moody's) and AA+ by S&P. The Authority's 2019 and 2018 investments in FNMA debt securities, Federal Home Loan Mortgage Corporation (FHLMC) debt securities, and in Federal Farm Credit Banks (FFCB) debt securities were rated Aaa by Moody's, AA+ by S&P, and AAA by Fitch Rating (Fitch). All of the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U.S. Government. The Authority also has an investment policy for funds not pledged as security under the Trust Agreement. Under this policy, which currently applies only to the Prepaid *PIKEPASS* Fund, these funds can be invested in equity securities, fixed income securities and cash equivalents. The portfolio must be invested with a minimum investment in equity securities of 30% and a maximum of 50% and a minimum investment in fixed income securities of 50% and a maximum of 70%. For equity securities, the ownership of stock of any one issuer is limited to no more than 10% or the percentage of its weighting in the S&P 500 Index, whichever is higher, of the total equity assets of the portfolio. No securities of common stock in non-public corporations, short sales, letter or restricted stock and buying and selling on margin may be purchased. Fixed income securities with a single issuer, with the exception of the U.S. government and its fully guaranteed agencies,

must not exceed 10% of the portfolio's market value; total exposure to any one industry shall not exceed 30% of the portfolio's market value. Corporate debt issues must meet or exceed an A credit rating from Moody's and S&P. No fixed income securities of convertible bonds, denominated foreign debt, private placements, fixed income and interest rate futures and other specialized investments may be purchased. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2019 and 2018.

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 2019 and 2018.

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 6.1% and 8.5% of total investments at December 31, 2019 and 2018, respectively. The Authority also has a significant investment in a JP Morgan Chase Bank (JP Morgan) repurchase agreement, representing 20.5% and 28.9% of total investments at December 31, 2019 and 2018, 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 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.

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, 2019 and 2018:

FAIR VALUE MEASUREMENTS AS OF DECEMBER 31, 2019					
Description	Level 1	Level 2	Level 3	2019	%
U.S. Treasuries	\$ 109,054,440	\$ -	\$ -	\$ 109,054,440	44.0%
FHLB debt securities	10,368,737	-	-	10,368,737	4.2%
CMO debt securities	-	16,599,640	-	16,599,640	6.7%
FFCB debt securities	12,970,333	-	-	12,970,333	5.2%
OEF	13,382,036	-	-	13,382,036	5.4%
ETF	12,086,337	-	-	12,086,337	4.9%
Certificates of deposit	-	15,000,000	-	15,000,000	6.1%
U.S. Treasury SLGS	-	-	27,300	27,300	-
Repurchase agreement	-	-	50,936,450	50,936,450	20.5%
FHLMC debt securities	2,490,655	-	-	2,490,655	1.0%
FNMA debt securities	5,000,500	-	-	5,000,500	2.0%
Total	\$ 165,353,038	\$ 31,599,640	\$ 50,963,750	\$ 247,916,428	

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	-
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	

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, 2019 and 2018, 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, 2019 and 2018, 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, 2019

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
Blackrock Liq Fedfd-Csh	1.180 %	12/31/2019	Demand	\$ 143,152,417	\$ 143,152,417	1
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	1,443,300	1,443,300	1
FFCB	2.250	8/26/2019	11/26/2024	499,750	493,995	1
FFCB	2.340	9/11/2019	5/27/2025	249,625	250,000	1
FFCB	2.520	10/3/2019	6/24/2026	500,000	497,630	1
FFCB	2.440	10/24/2019	10/29/2026	499,750	497,845	1
FHLB	3.250	3/7/2019	3/6/2026	375,000	375,844	1
FHLMC	2.000	11/20/2019	11/27/2024	500,000	498,585	1
FHMS	4.094	4/8/2019	9/25/2024	527,656	536,259	2
FHR	2.000	11/4/2019	3/15/2026	217,261	217,439	2
FHR	2.000	9/5/2019	12/15/2026	221,454	220,884	2
FHR	3.000	4/17/2019	1/15/2047	315,465	320,498	2
FHR	2.750	9/26/2019	8/15/2047	236,153	236,192	2
FHR	2.500	9/5/2019	7/25/2048	249,214	248,651	2
FNA	2.739	4/17/2019	4/25/2029	236,804	243,129	2
U.S. Treasury Notes	1.375	5/14/2015	4/30/2020	2,980,547	2,997,300	1
U.S. Treasury Notes	1.375	11/4/2019	10/15/2022	430,277	430,432	1
U.S. Treasury Notes	2.000	8/14/2019	4/30/2024	511,426	506,965	1
U.S. Treasury Notes	2.875	Various	11/30/2025	2,021,758	2,125,320	1
U.S. Treasury Notes	1.625	3/27/2019	2/15/2026	541,164	560,180	1
U.S. Treasury SLGS	0.000	11/30/1990	2/21/2021	27,300	27,300	3
				155,736,321	155,880,165	
Revenue Fund:						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	20,848,306	20,848,306	1
Total unrestricted cash equivalents & investments				176,584,627	176,728,471	
Restricted:						
Reserve Maintenance Fund:						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	53,131,896	53,131,896	1
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	2,734,739	2,734,739	1
FFCB	1.625	12/2/2019	11/19/2021	999,860	1,001,400	1
FHLB	2.375	9/23/2019	3/30/2020	1,503,546	1,502,910	1
FHLB	2.125	7/5/2019	6/10/2020	1,005,506	1,011,760	1
FHLMC	1.625	10/16/2019	9/29/2020	999,787	1,000,020	1
FNMA	1.950	11/1/2019	10/28/2022	2,000,700	2,000,200	1
U.S. Treasury Notes	1.250	Various	1/31/2020	2,994,453	2,999,070	1
U.S. Treasury Notes	1.375	9/9/2019	2/29/2020	1,995,234	1,999,120	1
U.S. Treasury Notes	1.625	12/2/2019	3/15/2020	500,000	499,970	1
U.S. Treasury Notes	1.375	9/6/2019	3/31/2020	2,992,383	2,998,080	1
U.S. Treasury Notes	1.375	Various	4/30/2020	4,961,289	4,995,500	1
U.S. Treasury Notes	1.375	Various	9/30/2020	5,068,828	4,990,250	1
U.S. Treasury Notes	2.500	11/26/2019	1/31/2021	1,009,844	1,009,300	1
U.S. Treasury Notes	2.500	7/2/2019	2/28/2021	1,010,977	1,009,870	1
U.S. Treasury Notes	2.375	4/29/2019	4/15/2021	1,001,291	1,009,770	1
U.S. Treasury Notes	2.875	4/29/2019	10/15/2021	1,013,984	1,022,640	1
U.S. Treasury Notes	2.125	7/5/2019	12/31/2021	1,006,562	1,010,730	1
U.S. Treasury Notes	2.500	4/29/2019	1/15/2022	1,005,625	1,018,310	1
U.S. Treasury Notes	2.250	4/29/2019	4/15/2022	499,629	507,445	1
				87,436,133	87,452,980	

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2019

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Revenue Bond Reserve Accounts:						
Blackrock Liq Fedfd-Csh	1.180 %	12/31/2019	Demand	\$ 65,795	\$ 65,795	1
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	3,795,189	3,795,189	1
FFCB	2.250	8/26/2019	11/26/2024	999,500	987,990	1
FFCB	2.290	9/11/2019	2/13/2025	1,497,375	1,474,155	1
FFCB	2.520	10/3/2019	6/24/2026	1,800,000	1,791,468	1
FFCB	2.450	12/3/2019	12/4/2028	2,997,000	2,972,880	1
FFCB	2.930	6/25/2019	7/2/2029	1,000,000	1,000,170	1
FHLB	3.250	3/7/2019	3/6/2026	900,000	902,025	1
FHLB	1.500	2/22/2019	7/27/2026	478,185	492,470	1
FHLB	3.070	12/18/2018	7/25/2028	1,512,758	1,577,473	1
FHLB	2.670	10/29/2019	3/5/2029	1,497,375	1,483,635	1
FHMS	4.094	4/8/2019	9/25/2024	1,952,328	1,984,158	2
FHR	2.000	11/2/2018	1/15/2041	1,155,929	1,227,556	2
FHR	3.000	10/31/2018	12/15/2041	1,130,603	1,195,039	2
FHR	2.000	11/16/2018	12/15/2042	185,381	201,444	2
FHR	2.250	9/4/2019	6/15/2044	1,707,898	1,684,610	2
FHR	3.000	1/18/2019	8/15/2044	674,590	700,460	2
FHR	2.500	9/5/2019	7/25/2048	1,993,714	1,989,204	2
FHR	3.000	9/6/2019	8/15/2048	1,031,372	1,026,572	2
GNR	3.000	9/3/2019	3/20/2045	2,673,727	2,660,533	2
GNR	3.500	9/18/2019	2/20/2049	1,898,864	1,907,012	2
U.S. Bank CD	1.700	12/2/2019	12/1/2020	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	Various	7/15/2025	5,653,885	5,814,068	1
U.S. Treasury Notes	1.375	Various	9/30/2020	8,491,035	8,483,425	1
U.S. Treasury Notes	1.375	11/4/2019	10/15/2022	10,839,399	10,843,316	1
U.S. Treasury Notes	2.000	Various	4/30/2024	10,764,082	10,646,265	1
U.S. Treasury Notes	2.250	Various	2/15/2027	16,908,786	16,868,889	1
				149,541,220	149,712,251	
2011 Bond Service Accounts:						
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	49,881,853	49,881,853	1
2017 Bond Service Accounts:						
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	41,529,082	41,529,082	1
2017A Construction Fund:						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	463,444	463,444	1
2017C Construction Fund:						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	4,695	4,695	1
2018 Bond Service Accounts						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	7,542,055	7,542,055	1
2018A Construction Fund:						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	265,479,124	265,479,124	1
Turnpike Trust Fund:						
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	14,760,998	14,760,998	1
FFCB	1.625	12/2/2019	11/19/2021	1,999,720	2,002,800	1
FHLB	2.375	9/23/2019	3/30/2020	1,002,364	1,001,940	1
FHLB	2.250	11/15/2019	6/11/2021	1,009,460	1,008,920	1
FHLB	2.125	7/5/2019	6/10/2022	1,005,506	1,011,760	1
FNMA	1.950	11/1/2019	10/28/2022	3,001,050	3,000,300	1
U.S. Treasury Notes	1.375	9/9/2019	2/29/2020	997,617	999,560	1
U.S. Treasury Notes	1.625	12/2/2019	3/15/2020	3,000,000	2,999,820	1
U.S. Treasury Notes	1.375	9/6/2019	3/31/2020	1,994,922	1,998,720	1
U.S. Treasury Notes	1.375	3/26/2019	4/30/2020	1,977,891	1,998,200	1
U.S. Treasury Notes	2.500	12/2/2019	6/30/2020	3,015,000	3,012,840	1

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2019

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
U.S. Treasury Notes	1.375 %	7/6/2016	9/30/2020	\$ 2,042,891	\$ 1,996,100	1
U.S. Treasury Notes	1.375	10/31/2019	1/31/2021	1,995,078	1,994,660	1
U.S. Treasury Notes	2.125	Various	6/30/2021	2,003,398	2,016,220	1
U.S. Treasury Notes	2.375	7/5/2019	3/15/2022	1,014,453	1,017,490	1
U.S. Treasury Notes	2.000	5/1/2019	10/31/2022	990,664	1,011,180	1
U.S. Treasury Notes	2.125	5/1/2019	12/31/2022	994,687	1,015,450	1
U.S. Treasury Notes	2.750	5/1/2019	8/31/2023	1,018,476	1,039,320	1
U.S. Treasury Notes	2.875	5/1/2019	10/31/2023	1,024,414	1,045,420	1
U.S. Treasury Notes	2.625	5/1/2019	12/31/2023	1,014,180	1,037,510	1
U.S. Treasury Notes	2.125	5/1/2019	2/29/2024	991,719	1,018,770	1
U.S. Treasury Notes	2.000	5/1/2019	4/30/2024	492,715	506,965	1
				47,347,203	47,494,943	
Prepaid PIKEPASS Fund:						
Invesco Stit Treas-Inst	1.490	12/31/2019	Demand	7,250,593	7,250,593	1
FHLMC	1.500	8/16/2016	8/28/2024	1,000,000	992,050	1
Vanguard 500 Index (OEF)	1.870	5/15/2014	Demand	3,598,060	6,804,173	1
Ishares MSCI Emerging Mkts (ETF)	2.170	Various	Demand	710,891	796,981	1
Ishares Morgan Stanley Capital International Europe Asia Far East Index (ETF)	3.100	Various	Demand	2,573,335	2,898,426	1
Ishares RSSL Midcap (ETF)	1.430	Various	Demand	2,229,702	2,654,282	1
Ishares RSSL 2000 (ETF)	1.260	Various	Demand	513,115	834,811	1
Ishares Inter Govt Cr Bond (ETF)	2.290	9/26/2018	Demand	4,680,854	4,901,837	1
DFA S/T Extended Quality-Inst (OEF)	2.180	9/26/2018	Demand	3,784,907	3,801,877	1
Vanguard Intrmd Bd Indx-Inst (OEF)	2.660	9/28/2017	Demand	2,662,998	2,775,986	1
				29,004,455	33,711,016	
Gilcrease Expressway Fund:						
Blackrock Liq Fedfd-Csh	1.180	12/31/2019	Demand	7,968,773	7,968,773	1
Total restricted cash equivalents & investments				686,198,037	691,240,216	
Cash balance (unrestricted & restricted)				-	20,182,586	
Total Cash, Cash Equivalents and Investments				\$ 862,782,664	\$ 888,151,273	

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	2
FHR	2.000	11/2/2018	1/15/2041	1,528,109	1,559,150	2
FHR	3.000	10/31/2018	12/15/2041	1,360,719	1,391,687	2
FHR	2.000	11/16/2018	12/15/2042	232,529	243,101	2
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	

(Continued)

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 (open-end fund)	2.050	5/15/2014	Demand	1,838,914	3,725,159	1
Ishares MSCI Emerging Mkts (exchange-traded fund)	2.240	Various	Demand	349,608	336,697	1
Ishares Morgan Stanley Capital International Europe Asia Far East Index (exchange-traded fund)	3.390	Various	Demand	1,027,393	1,010,722	1
Ishares RSSLL Midcap (exchange-traded fund)	1.980	Various	Demand	1,786,099	1,640,744	1
Ishares RSSLL 2000 (exchange-traded fund)	1.400	Various	Demand	367,033	529,575	1
Ishares Core S&P Midcap (exchange-traded fund)	1.720	Various	Demand	1,664,443	1,604,140	1
Ishares Core S&P Smallcap 600 (exchange-traded fund)	1.580	Various	Demand	197,896	530,298	1
Ishares Inter Govt Cr Bond (exchange-traded fund)	2.160	9/26/2018	Demand	4,412,734	4,452,171	1
DFA S/T Extended Quality-Inst (open-end fund)	1.740	9/26/2018	Demand	2,639,344	2,608,043	1
SPDR S&P 500 Depository Receipts (exchange-traded fund)	2.040	Various	Demand	2,271,949	3,733,805	1
Cavalan Hill Bond-Inst (open-end fund)	4.740	9/26/2018	Demand	3,467,353	3,505,502	1
Vanguard Intrmd Bd Indx-Inst (open-end fund)	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

1,028,126,282 1,031,177,490

Cash balance (unrestricted & restricted)

- 17,437,778

Total Cash, Cash Equivalents and Investments

\$ 1,179,043,199 \$ 1,199,508,006

NOTE 4. LONG-TERM DEBT

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2019						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2011A	10/5/2011	\$ 324,815,000	\$ -	\$ (40,215,000)	\$ 284,600,000	41,925,000
Series 2011B	12/7/2011	52,770,000	-	(5,000)	52,765,000	5,000
Series 2017A	2/8/2017	456,070,000	-	-	456,070,000	-
Series 2017B	2/8/2017	18,985,000	-	(5,020,000)	13,965,000	4,000,000
Series 2017C	12/21/2017	312,840,000	-	-	312,840,000	-
Series 2017D	12/21/2017	264,245,000	-	(11,405,000)	252,840,000	11,850,000
Series 2017E	12/21/2017	93,550,000	-	-	93,550,000	-
Series 2018A	10/31/2018	344,310,000	-	-	344,310,000	-
Total		\$ 1,867,585,000	\$ -	\$ (56,645,000)	\$ 1,810,940,000	\$ 57,780,000

OTHER LONG-TERM DEBT OUTSTANDING AS OF DECEMBER 31, 2019						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
US Bank Loan	12/1/2019	\$ 15,000,000	\$ -	\$ -	\$ 15,000,000	\$ 14,999,991

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

DEBT SERVICE REQUIREMENTS DECEMBER 31, 2019		
YEAR	TOTAL REVENUE BONDS	
Maturity January 1	Principal	Interest
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	65,900,000	71,476,503
2025-2029	353,575,000	305,058,890
2030-2034	250,965,000	229,179,243
2035-2039	259,880,000	175,468,465
2040-2044	324,710,000	110,636,495
2045-2048	315,095,000	33,185,189
Total	\$ 1,810,940,000	\$ 1,238,181,207

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, 2019 and 2018 and are anticipated to be redeemed January 1, 2021. See further description of the Series 2011B Bonds below.

Other outstanding bonds at December 31, 2019 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, 2019 and 2018; scheduled redemption is January 1, 2022.

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

OTHER 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 \$149.7 and \$144.6 million as of December 31, 2019 and 2018, 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, 2019. 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)		
	Maturity December 1	Principal	Interest
2020	\$ 14,999,991	\$ 395,120	
2021	1	1	
2022	1	1	
2023	1	1	
2024	1	1	
2025-2029	5	5	
Total:	\$ 15,000,000	\$ 395,129	

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, 2019 and 2018, the Statements of Net Position reflect a collective net deferred debit of approximately \$75.8 and \$86.5 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 for the years ended December 31, 2019 and 2018.

NOTE 5. ADVANCES FROM MOTOR FUEL TAX TRUST

By virtue of the "Enabling Act" of 1971 and amendments thereto, a portion of the motor fuel excise taxes collected on fuels consumed on the turnpikes is made available to the Authority from the Oklahoma Tax Commission. Prior to July 1, 1992, this amount was not to exceed \$3.0 million during a fiscal year of the State. In 1992, Title 69, §1730 was amended to remove the cap and allow the Authority to receive the full amount collected in accordance with the original formula. This amendment stated the motor fuel taxes due to the Authority would be apportioned to the Authority on the first day of each calendar month. Beginning July 1, 1992, the amount of cash and investments on deposit was frozen as security for the Series 1989 Revenue Bonds. All motor fuel taxes apportioned to the Authority shall be available to fund debt service and reserves to the extent monies are not otherwise available to the Authority for such purpose. If such motor fuel excise taxes apportioned to the Authority are not necessary in such month, the motor fuel excise taxes shall be paid over to the Oklahoma Department of Transportation (ODOT). During 2019 and 2018, the Authority received and subsequently remitted to ODOT \$47.1 million and \$46.4 million, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of \$47.5 million and \$46.2 million at December 31, 2019 and 2018, respectively) are invested in interest-bearing obligations in the Turnpike Trust Fund. The interest received thereon (\$804,745 and \$626,478 during the years ended December 31, 2019 and 2018, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2019 or 2018.

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, 2019 and 2018, is \$53.1 million and \$54.4 million, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2019	\$ 54,401,578	\$ 961,459	\$ (2,270,388)	\$ 53,092,649
2018	\$ 53,705,872	\$ 695,706	\$ -	\$ 54,401,578

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

NOTE 6. DEFERRED COMPENSATION PLAN

The State of Oklahoma offers to its own employees, state agency employees and other duly constituted authority or instrumentality employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457 and Chapter 45 of Title 74 of the Oklahoma Statutes. The Oklahoma State Employees Deferred Compensation Plan, known as SoonerSave, is a voluntary plan that allows participants to defer a portion of their salary into SoonerSave. Participation allows a person to shelter the portion of their salary that they defer from current federal and state income tax. Taxes on the interest or investment gains on this money, while in SoonerSave, are also deferred. The deferred compensation is not available to employees until termination, retirement, death or approved unforeseeable emergency. Under SoonerSave, the untaxed deferred amounts are invested as directed by the participant among various plan investment options. Effective January 1, 1998, a Trust and Trust Fund covering the plan assets was established pursuant to federal legislation enacted in 1996, requiring public employers to establish such trusts for plans meeting the

requirements of Section 457 of the Internal Revenue Code. Under terms of the Trust, the corpus or income of the Trust Fund may be used only for the exclusive benefit of the plan participants and their beneficiaries. Further information may be obtained from the Oklahoma State Employees Deferred Compensation Plan audited financial statements for the year ended June 30, 2019. The Authority believes that it has no liabilities in respect to the State's plan.

NOTE 7. DEFINED BENEFIT RETIREMENT PLAN

PLAN DESCRIPTION

Employees of the Authority are provided with pensions through the Oklahoma Public Employees Retirement Plan (the Plan), a cost-sharing multiple employer public employee defined benefit pension plan administered by the Oklahoma Public Employees Retirement System (the OPERS). Title 74 of the Oklahoma Statutes, Sections 901-932 and 935, as amended, assigns the authority for management and operation of the Plan to the OPERS Board of Trustees. The OPERS issues a publicly available 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-2019-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 8 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 2019 and 2018. 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, 2019 and 2018, were approximately \$3.4 and \$3.3 million respectively, and equal to the required contributions for each year.

ACTUARIAL ASSUMPTIONS

The total pension liability as of June 30, 2019 and 2018, were determined based on actuarial valuations prepared as of July 1, 2019, 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, 2019 and 2018 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 weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

In 2019, best estimates for each major asset class used arithmetic real rates of return. In contrast, 2018 best estimates for each major asset class used geometric real rates of return. Target asset allocations and best estimates of real rates of return for each major asset class as of June 30, 2019 and 2018, are summarized in the following table:

Asset Class	2019		2018	
	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	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%
U.S Fixed	32.0%	1.4%	25.0%	0.7%
Non-U.S. Equity	24.0%	9.2%	-	-
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%	

The discount rate used to measure the total pension liability, net of investment expenses, was 7.0% for 2019 and 2018. 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.

PENSION LIABILITIES

At December 31, 2019 and 2018, the Authority reported a liability of approximately \$1.6 and \$2.2 million respectively, for its proportionate share of the net pension liability. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending Balance
2019	\$ 2,239,219	\$ 2,980,879	\$ (3,606,761)	\$ 1,613,337
2018	\$ 6,089,096	\$ 1,886,462	\$ (5,736,339)	\$ 2,239,219

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 2019 and 2018, 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%
2019	\$ 14,587,088	\$ 1,613,337	\$ (9,385,925)
2018	\$ 14,367,322	\$ 2,239,219	\$ (8,038,680)

PENSION EXPENSE

The net pension liability was measured as of June 30, 2019 and 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2019 and 2018, respectively. The OPERS determined that the actual contributions made to the Plan during the fiscal year are appropriate as the allocation basis as they are representative of future contributions. Contributions are reported using the accrual basis of accounting. At June 30, 2019 the Authority's proportionate share of the net pension liability and corresponding employer pension amounts was approximately 1.21%, an increase from its proportion of 1.15%, measured as of June 30, 2018. For the years ended December 31, 2019 and 2018, the Authority recognized pension expense of approximately \$3.0 and \$1.8 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 2019 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, 2020; the 2018 amounts were similarly recognized in the current year.

	Deferred Outflows of Resources 2019	Deferred Inflows of Resources 2019	Deferred Outflows of Resources 2018	Deferred Inflows of Resources 2018
Difference between expected and actual experience	\$ -	\$ 379,640	\$ -	\$ 1,261,097
Changes of assumptions	-	-	962,984	-
Net difference between projected and actual earnings on pension plan investments	-	486,800	-	366,291
Changes in proportion and differences between Authority contributions and proportionate share of contributions	313,211	-	300,983	2,387
Authority contributions subsequent to the measurement date	1,729,819	-	1,699,212	-
Total	\$ 2,043,030	\$ 866,440	\$ 2,963,179	\$ 1,629,775

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

Years Ended December 31	2018	2018
2019	\$ N/A	\$ 1,279,958
2020	269,427	(99,308)
2021	(1,015,685)	(1,268,839)
2022	(49,943)	(277,619)
2023	242,972	N/A
Thereafter	N/A	N/A

NOTE 8. DEFINED CONTRIBUTION PLAN

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

Contribution rates are established by Oklahoma Statute and may be amended by Oklahoma Legislature. For 2019 and 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, 2019 and 2018 was approximately \$0.3 and \$0.2 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, 2019 and 2018 to meet this requirement are included with the Authority's contributions noted in Note 7. The Authority reports no liabilities for Pathfinder at December 31, 2019 and 2018.

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS

PLAN DESCRIPTION

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

As a participant in the OPERS pension plan, the Authority recognizes a proportionate share of the total OPERS OPEB 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-2019-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 35,095 participants; 32,057 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, 2019 and 2018, were determined based on actuarial valuations prepared as of July 1, 2019 and 2018, respectively, using the following actuarial assumptions:

The HISP Plan actuarial assumptions used in the July 1, 2019 and 2018 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, 2019 valuation is based on a measured date of July 1, 2018, with a measurement period of July 1, 2017 to July 1, 2018. 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.

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 below, there is not a calculation for the long-term expected rate of return on the EGID Plan OPEB investments because the Plan is unfunded and benefits are not paid from a qualifying trust.

The target asset allocation and best estimates of geometric real rates of return for each major asset class as of June 30, 2019 and 2018, respectively, for the HISP Plan OPEB liability are presented below. As

Actuarial Assumptions	HISP Plan 2019 and 2018	EGID Plan 2019	EGID Plan 2018
Investment return, net of investment expense and including inflations	7.00%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust	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-2010 Mortality Table, with a fully generational projection using Scale MP-2018	RP-2006 Mortality Table, with a fully generational projection using Scale MP-2017
Assumed inflation rates	2.75%	No data	No data
Annual post-retirement benefit increases	No	No data	No data
Payroll growth	3.50%	No data	No data
Actuarial Cost method	Entry age	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	No data	No data
Health Care Trend Rate	N/A based on how OPERS is structured and benefit payments are made	7.1% decreasing to 4.6%	7.1% decreasing to 4.6%
Plan Participation	No data	40% of retired employees are assumed to participate in the Plan	40% of retired employees are assumed to participate in the Plan
Marital assumptions	No data	Male participants-25% who elect coverage are assumed to have a spouse who will receive coverage; Female participants-15% who elect coverage are assumed to have a spouse who will receive coverage; Males are assumed to be 3 years older than their spouses	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

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 2019 and 2018, respectively. The 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.

Asset Class	HISP Plan 2019 and 2018 Target Allocation	HISP Plan 2019 and 2018 Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	38.0%	3.8%
U.S. Small Cap Equity	6.0%	4.9%
Non-U.S. Equity	24.0%	9.2%
U.S. Fixed Income	32.0%	1.4%
Total	100.0%	

The discount rate used to measure the EGID Plan OPEB liability was 3.9% and 3.6% for 2019 and 2018, respectively. The discount rate determined used the Bond Buyer Go-20-Bond Municipal Bond Index.

SENSITIVITY OF THE OPEB ASSET/LIABILITY

The following presents the Authority's proportionate share of the net HISP Plan OPEB liability (asset) calculated using the discount rate of 7.0% for 2019 and 2018. The Authority's proportionate share of the net EGID Plan OPEB liability using the discount rate of 3.9% and 3.6% for 2019 and 2018, respectively, is also calculated and presented below, as well as what the Authority's proportionate share of both the net HISP Plan OPEB liability (asset) and the net EGID Plan liability would be if they were calculated using a

discount rate that is 1% lower or 1% higher than the current rate.

	1% Decrease	Current Discount Rate	1% Increase
HISP Plan	6.0%	7.0%	8.0%
2019	\$ (74,381)	\$ (470,899)	\$ (811,967)
2018	\$ 236,542	\$ (148,571)	\$ (479,811)
EGID Plan	2.9%	3.9%	4.9%
2019	\$ 2,218,453	\$ 2,079,051	\$ 1,949,305
	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 2019 and 2018 healthcare trend rates 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.

	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%
2019	\$1,891,889	\$2,079,051	\$2,296,314
2018	\$1,940,811	\$2,114,618	\$2,315,940

OPEB LIABILITIES

At December 31, 2019, the Authority reported an asset of \$0.5 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 for a total OPEB liability of \$1.6 million. At December 31, 2018 the Authority reported its proportionate share of the net HISP Plan asset of \$0.1 million and its proportionate share of the net EGID Plan liability of \$2.1 million for a total OPEB liability of \$2.0 million. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending Balance
2019				
HISP Plan	\$ (148,571)	\$ 6,216	\$ (328,544)	\$ (470,899)
EGID Plan	2,114,618	124,036	(159,603)	2,079,051
Total	1,966,047	130,252	(488,147)	1,608,152
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

OPEB EXPENSE

The net HISP Plan OPEB asset was measured as of June 30, 2019 and 2018, and the total HISP Plan OPEB asset used to calculate the HISP Plan asset was determined by an actuarial valuation as of July 1, 2019 and 2018, 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, 2019 the Authority's proportionate share of the net HISP Plan OPEB asset and corresponding employer HISP Plan OPEB amounts was approximately 1.21%, an increase from its proportion of 1.15%, measured as of June 30, 2018.

The net EGID Plan OPEB liability was measured as of June 30, 2019, 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, 2019. The EGID Plan determined that the number of active employees as of the measurement date was appropriate as the allocation basis. At June 30, 2019 and 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, 2019 and 2018. The Authority recognized total OPEB contra expense of approximately \$103,000 and total OPEB expense of approximately \$33,000 as of December 31, 2019 and 2018, respectively.

	2019	2018
HISP Plan	\$ (129,465)	\$ (41,788)
EGID Plan	26,405	75,159
Total	\$ (103,060)	\$ 33,371

At December 31, 2019 and 2018, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB as shown in the table below.

	Deferred Outflows of Resources 2019	Deferred Inflows of Resources 2019	Deferred Outflows of Resources 2018	Deferred Inflows of Resources 2018
Difference between expected and actual experience				
HISP Plan	\$ -	\$ 382,647	\$ -	\$ 233,590
EGID Plan	-	13,835	-	-
Changes of assumptions				
HISP Plan	81,183	498,969	92,311	466,291
EGID Plan	-	261,332	-	213,195
Authority contributions subsequent to the measurement date				
HISP Plan	-	-	-	-
EGID Plan	166,358	-	-	-
Total	\$ 247,541	\$ 1,156,783	\$ 92,311	\$ 913,076

Year Ended December 31	2019			2018		
	HISP Plan	EGID Plan	Total	HISP Plan	EGID Plan	Total
2019	\$ N/A	\$ N/A	\$ N/A	\$ (141,638)	\$ (73,181)	\$ (214,819)
2020	(208,879)	(122,857)	(331,736)	(141,638)	(73,181)	(214,819)
2021	(208,879)	(102,757)	(311,636)	(141,638)	(53,080)	(194,718)
2022	(171,449)	(46,200)	(217,649)	(106,163)	(13,753)	(119,916)
2023	(134,427)	(3,353)	(137,780)	(69,940)	-	(69,940)
Thereafter	(76,800)	-	(76,800)	(6,555)	-	(6,555)

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.

NOTE 10. CAPITAL ASSETS

The following schedules summarize the capital assets of the Authority as of December 31, 2019 and 2018:

2019	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated				
Land	\$ 274,040,203	\$ 23,105,591	\$ (2,504,638)	\$ 294,641,156
Construction work in progress	557,720,089	400,576,195	(69,775,173)	888,521,111
Total capital assets, not being depreciated	831,760,292	423,681,786	(72,279,811)	1,183,162,267
Capital assets, being depreciated:				
Roads and bridges	1,382,426,414	31,249,469	(1,645,732)	1,412,030,151
Improvements	972,310,000	22,902,061	(703,067)	994,508,994
Buildings	128,018,334	3,005,087	(578,628)	130,444,793
Equipment	129,704,073	11,495,753	(2,279,993)	138,919,833
Capitalized interest	152,465,339	3,106,749	-	155,572,088
Total capital assets, being depreciated	2,764,924,160	71,759,119	(5,207,420)	2,831,475,859
Less accumulated depreciation for:				
Roads and bridges	(891,233,976)	(37,291,343)	1,645,732	(926,879,587)
Improvements	(699,521,201)	(40,526,818)	703,067	(739,344,952)
Buildings	(51,685,791)	(4,266,197)	500,062	(55,451,926)
Equipment	(110,227,638)	(7,295,145)	2,162,578	(115,360,205)
Capitalized interest	(97,263,419)	(4,898,359)	-	(102,161,778)
Total accumulated depreciation	(1,849,932,025)	(94,277,862)	5,011,439	(1,939,198,448)
Total capital assets, being depreciated, net	914,992,135	(22,518,743)	(195,981)	892,277,411
Total capital assets, net	\$ 1,746,752,427	\$ 401,163,043	\$ (72,475,792)	\$ 2,075,439,678

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

NOTE 11. 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 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, 2019 and 2018, and accumulated depreciation totaled \$14.0 million and \$12.8 million respectively. As of December 31, 2019, total future minimum rental payments approximate:

Year	Minimum Lease Rentals
2020	\$ 1,027,072
2021	1,049,293
2022	1,055,497
2023	1,055,497
2024	1,058,812
Thereafter	10,081,183
Total	\$ 15,327,354

NOTE 12. 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 ODOT, the City of Tulsa, Tulsa County, the Indian Nations Council of Governments, the federal government and a competitively selected build-finance partner.

After receiving financing ideas from interested parties in response to a Request for Information, the

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

In late May 2018, the ODOT issued Grant Anticipation Revenue Vehicle (GARVEE) bonds of \$71.4 million as an additional funding source. These bonds do not constitute indebtedness of the Authority and as such, are not reflected on the Statements of Net Position. These bond proceeds are dedicated as funding for qualified costs incurred by the OTA for the Gilcrease. GARVEE proceeds utilized by the OTA are reflected as 'Contributed revenue' on the Statements of Revenues, Expenses and Changes in Net Position. The total amount recognized was \$17.3 and \$6.8 million for 2019 and 2018, respectively. The Authority is also pursuing access to a low interest loan from the United States Department of Transportation through the Transportation Infrastructure and Financing 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 13. RISK MANAGEMENT

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

As a member of the State of Oklahoma Risk Management pool, the Authority assumes the responsibility for maintaining and reporting to the pool all real and personal property for which it requires insurance coverage. The Authority is also responsible

for providing relevant financial and operational data to the pool for all potential losses. The pool, on the other hand, serves as the primary insurer to the Authority with additional layers of coverage provided by commercial insurers for coverage in excess of the self-retained levels of risk assumed by the pool and the governmental immunity provided by state statutes.

The Authority also carries insurance with private insurers for a few high-risk assets under an “all risks” policy. Additional details of this coverage and the corresponding levels of self-retained risk and limits of coverage are noted separately on the “Schedule of Insurance in Force” in the statistical section 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 \$1,503.0 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 2019, 2018 or 2017.

NOTE 14. DISAGGREGATION OF RECEIVABLE AND PAYABLE BALANCES

Receivables are primarily comprised of current customer receivables 27.7% and 30.1%, and intergovernmental receivables representing 42.5% and 44.7% at December 31, 2019 and 2018, respectively. Remaining current receivables are comprised of 29.8% and 25.2% other receivables at December 31, 2019 and 2018, respectively.

Payable balance are comprised of 79.5% and 66.9% current accounts payable and accrued expenses to contractors and vendors and 7.4% and 5.6% in other payables at December 31, 2019 and 2018 respectively. Current intergovernmental payable balances are comprised of 13.1% and 27.5% at December 31, 2019 and 2018.

NOTE 15. 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 16. COMMITMENTS

At December 31, 2019 and 2018, the Authority had commitments outstanding relating to equipment orders and supplies of \$8.7 million and \$22.7 million respectively. At December 31, 2019 and 2018, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$178.1 million and \$260.2 million respectively.

NOTE 17. SUBSEQUENT EVENTS

In December 2019, a novel strain of coronavirus (widely referred to as COVID-19), was reported to have surfaced in China. With the globalization experienced in recent years, the spread of this virus has caused business disruption throughout the world, including the U.S. The emphasis has been to create social distancing to limit the spread of the disease. In response, many public mandates have closed service and entertainment industry locations, such as restaurants, bars, movie theatres and health clubs. Concurrently, employees have been widely encouraged to telecommute and distance-learning processes have been established for students of all ages. In March 2020, the World Health Organization declared the outbreak of COVID-19 to be a pandemic, and the U.S. economy began to experience the pronounced effects of these circumstances. The disruption is currently expected to be temporary, however there is uncertainty around the extent and duration. Therefore, the related financial impact to the Authority cannot be reasonably estimated at this time.

REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2019 AND 2018

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN YEARS ENDED DECEMBER 31, 2019 AND PRIOR FIVE YEARS*

	2019	2018	2017	2016	2015	2014
Authority's proportion of the net pension liability	1.21%	1.15%	1.13%	1.10%	1.11%	1.15%
Authority's proportionate share of the net pension liability	\$ 1,613,337	\$ 2,239,219	\$ 6,089,096	\$ 10,433,427	\$ 4,001,576	\$ 2,119,662
Authority's covered payroll	\$ 22,320,254	\$ 20,200,639	\$ 20,087,613	\$ 19,688,984	\$ 19,529,946	\$ 19,482,910
Authority's proportionate share of the net pension liability as a percentage of its covered employee payroll	7.2%	11.1%	30.3%	53.0%	20.5%	10.9%
Plan fiduciary net position as a percentage of the total pension liability	98.6%	98.0%	94.3%	89.5%	96.0%	97.9%

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

SCHEDULE OF EMPLOYER CONTRIBUTIONS OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN TEN YEARS DECEMBER 31, 2019 AND PRIOR NINE YEARS

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Required Contributions	\$ 3,435,332	\$ 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
Contributions Made	3,435,332	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
Deficiency (Excess)	-	-	-	-	-	-	-	-	-	-
Covered Payroll	18,342,008	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
Contributions as %	18.7%	18.3%	17.8%	17.1%	16.5%	16.6%	16.5%	16.4%	16.1%	15.7%

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, 2019 AND 2018 AND PRIOR TWO YEARS*

	2019	2018	2017
Authority's proportion of the net HISP Plan OPEB liability (asset)	1.21%	1.15%	1.13%
Authority's proportionate share of the net HISP Plan OPEB liability (asset)	\$ (470,898)	\$ (148,571)	\$ 128,998
Authority's covered-employee payroll	\$ 18,375,289	\$ 17,543,107	\$ 18,578,644
Authority's proportionate share of the net HISP Plan liability as a percentage of its covered employee payroll	(2.56%)	(0.85%)	0.69%
Plan fiduciary net position as a percentage of the total HISP Plan OPEB liability	112.11%	103.94%	96.50%

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

REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2019 AND 2018

SCHEDULE OF EMPLOYER CONTRIBUTIONS HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2019 AND 2018 AND PRIOR TWO YEARS*

	2019	2018	2017
Authority's required employer contributions to the HISP Plan OPEB liability	\$ 227,050	\$ 219,051	\$ 212,046
Authority's contributions in relation to statutorily required contribution	-	-	-
Authority's contribution deficiency (excess)	\$ (227,050)	\$ (219,051)	\$ (212,046)

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

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

SCHEDULE OF CHANGES IN THE EMPLOYER'S TOTAL OPEB LIABILITY AND RELATED RATIOS EMPLOYEE GROUP INSURANCE DIVISION PLAN YEARS ENDED DECEMBER 31, 2019 AND 2018*

Total EGID Plan OPEB liability	2019	2018
Authority's proportion of the net EGID Plan OPEB liability (asset)	1.42%	1.42%
Authority's proportionate share of the service cost	\$ 73,801	\$ 84,297
Authority's proportionate share of the interest on the total EGID Plan OPEB liability	\$ 75,463	\$ 64,043
Authority's proportionate share of expensed portion of current period changes in assumptions to the EGID Plan OPEB liability	\$ (24,554)	\$ (22,921)
Authority's proportionate share of differences between expected and actual experience of the EGID Plan OPEB liability	\$ (3,833)	\$ -
Authority's proportionate share of changes of assumptions or other inputs of the EGID Plan OPEB liability	\$ 101	\$ (82,517)
Authority's proportionate share of benefit payments to the EGID Plan OPEB liability	\$ (156,545)	\$ (180,938)
Authority's proportionate share of the net change in the EGID Plan OPEB liability	\$ (35,567)	\$ (138,036)
Authority's proportionate share of the EGID Plan OPEB liability-beginning	\$ 2,114,618	\$ 2,252,654
Authority's proportionate share of the EGID Plan OPEB liability-ending	\$ 2,079,051	\$ 2,114,618
Authority's covered employee payroll	\$ 23,046,316	\$ 20,837,383
Authority's proportionate share of the total EGID Plan OPEB liability as a percentage of covered-employee payroll	9.0%	10.1%
Plan fiduciary net position as a percentage of the total EGID Plan OPEB liability	0.0%	0.0%

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

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2019

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	\$ 15,107,643	\$ 13,453,498	\$ 1,654,145
Contractual services	10,881,738	7,651,943	3,229,795
Commodities	432,700	308,660	124,040
Capital outlay and contingencies	-	-	-
Total	26,422,081	21,414,102	5,007,979
Turnpike Maintenance:			
Personnel services	13,206,128	13,004,452	201,676
Contractual services	5,471,381	4,780,926	690,455
Commodities	3,414,465	5,741,789	(2,327,324)
Capital outlay and contingencies	-	175,085	(175,085)
Total	22,091,974	23,702,252	(1,610,278)
Construction:			
Personnel services	281,882	283,216	(1,334)
Contractual services	6,600	7,003	(403)
Commodities	400	1,538	(1,138)
Capital outlay and contingencies	-	-	-
Total	288,882	291,758	(2,876)
Engineering:			
Personnel services	923,973	715,252	208,721
Contractual services	115,000	87,107	27,893
Commodities	4,725	1,913	2,812
Capital outlay and contingencies	-	-	-
Total	1,043,698	804,273	239,425
Highway Patrol:			
Personnel services	-	-	-
Contractual services	15,797,789	15,612,181	185,608
Commodities	1,394,275	786,873	607,402
Capital outlay and contingencies	-	-	-
Total	17,192,064	16,399,054	793,010
Customer Service Operations:			
Personnel services	5,335,724	4,619,380	716,344
Contractual services	9,541,723	10,041,582	(499,859)
Commodities	3,303,770	3,703,504	(399,734)
Capital outlay and contingencies	-	-	-
Total	18,181,217	18,364,465	(183,248)
Administrative Services			
Personnel services	997,272	903,858	93,414
Contractual services	316,880	244,140	72,740
Commodities	138,300	99,725	38,575
Capital outlay and contingencies	-	-	-
Total	1,452,452	1,247,724	204,728

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSE (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2019

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	\$ 1,832,344	\$ 1,659,168	\$ 173,176
Contractual services	3,557,800	3,451,019	106,781
Commodities	258,125	213,997	44,128
Capital outlay and contingencies	-	-	-
Total	5,648,269	5,324,183	324,086
Controller:			
Personnel services	1,291,791	1,016,116	275,675
Contractual services	218,185	169,072	49,113
Commodities	7,000	3,652	3,348
Capital outlay and contingencies	-	-	-
Total	1,516,976	1,188,839	328,137
Finance & Revenue:			
Personnel services	416,034	417,340	(1,306)
Contractual services	268,180	235,465	32,715
Commodities	-	2,838	(2,838)
Capital outlay and contingencies	-	-	-
Total	684,214	655,643	28,571
Executive:			
Personnel services	2,191,589	1,910,012	281,577
Contractual services	1,721,917	1,292,189	429,728
Commodities	55,175	66,850	(11,675)
Capital outlay and contingencies	-	5,760	(5,760)
Total	3,968,681	3,274,811	693,870
Authority:			
Personnel services	-	-	-
Contractual Services	5,000	5,216	(216)
Commodities	-	-	-
Capital outlay and contingencies	2,487,260	0	2,487,260
Total	2,492,260	5,216	2,487,044
Total Expenses	\$ 100,982,768	\$ 92,672,320	\$ 8,310,448

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:	2019	2018
Budgetary basis	\$ 92,672,320	\$ 86,380,635
Increase (decrease) due to:		
Current expenses reclassified as property and equipment	(180,845)	(15,346)
Non-Revenue Fund operating expenses	24,052,855	20,879,841
Other GAAP adjustments	(2,011,271)	(1,387,944)
GAAP basis	\$ 114,533,059	\$ 105,857,186

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2019

2011 SERIES						
SERIES 2011A REVENUE				SERIES 2011B REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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
2032-2048	-	-	-	-	-	-
Total	\$ 284,600,000	\$ 63,818,769	\$ 348,418,769	\$ 52,765,000	\$ 19,195,770	\$ 71,960,770

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2019

2017 SERIES						
SERIES 2017A				SERIES 2017B		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 422,077,341	\$ 878,147,341	\$ 13,965,000	\$ 874,050	\$ 14,839,050

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2019

2017 SERIES						
SERIES 2017C				SERIES 2017D		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 271,613,980	\$ 584,453,980	\$ 252,840,000	\$ 75,617,300	\$ 328,457,300

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2019

2017 SERIES				2018 SERIES		
SERIES 2017E				SERIES 2018A		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 38,839,360	\$ 132,389,360	\$ 344,310,000	\$ 346,144,637	\$ 690,454,637

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2019

TOTAL BONDS				
Maturity Jan. 1	Principal	Interest	Total	Outstanding Principal
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	\$ 1,810,940,000	\$ 1,238,181,207	\$ 3,049,121,207	

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2019

OTHER LONG-TERM DEBT			
US BANK LOAN			
Maturity Dec. 1	Principal	Interest	Total
2020	\$ 14,999,991	\$ 395,119	\$ 15,395,110
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
2029	1	1	2
Totals	\$ 15,000,000	\$ 395,128	\$ 15,395,128



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

GRANT THORNTON LLP
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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, 2019, 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 31, 2020.

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 Authority'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 31, 2020

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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.

TABLE OF CONTENTS

FINANCIAL TRENDS

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

Schedule 1: Net Position by Component	72
Schedule 2: Changes in Net Position	73

REVENUE CAPACITY

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

Schedule 3: Toll Revenues by Type and Turnpike	74
Schedule 4: Toll Transactions by Type and Turnpike	75
Schedule 5: Toll Revenues by Principal Revenue Payers - Payment Method, Class and Turnpike	76-77
Schedule 6: Toll Rates by Turnpike, Class and Type	78-97
Schedule 7: Concession Revenue by Turnpike	96-97

DEBT CAPACITY

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

Schedule 8: Ratios of Outstanding Debt	98
Schedule 9: Pledged-Revenue Coverage	98

DEMOGRAPHIC AND ECONOMIC INFORMATION

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

Schedule 10: Demographic and Economic Statistics	99
Schedule 11A, 11B: Principal Employers within the Jurisdiction of the Turnpike System	100
The jurisdiction of the OTA is limited to its Turnpike System and rights-of-way.	

DEBT CAPACITY

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

Schedule 12: Full-Time Employees	100
Schedule 13: Capital Asset Statistics	101
Schedule 14: Insurance In Force	102
Schedule 15: Operating Indicators	103
Schedule 16: Mileage by Type and Turnpike	104

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

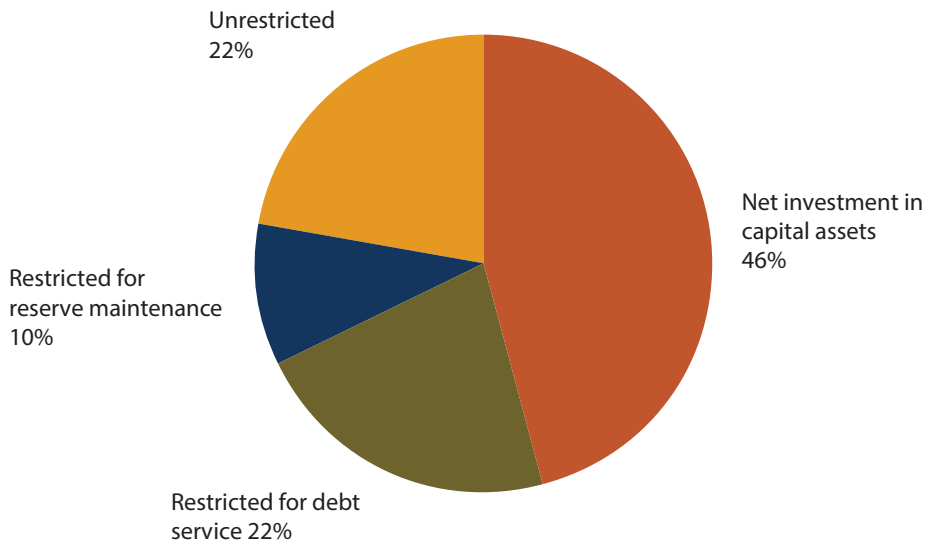
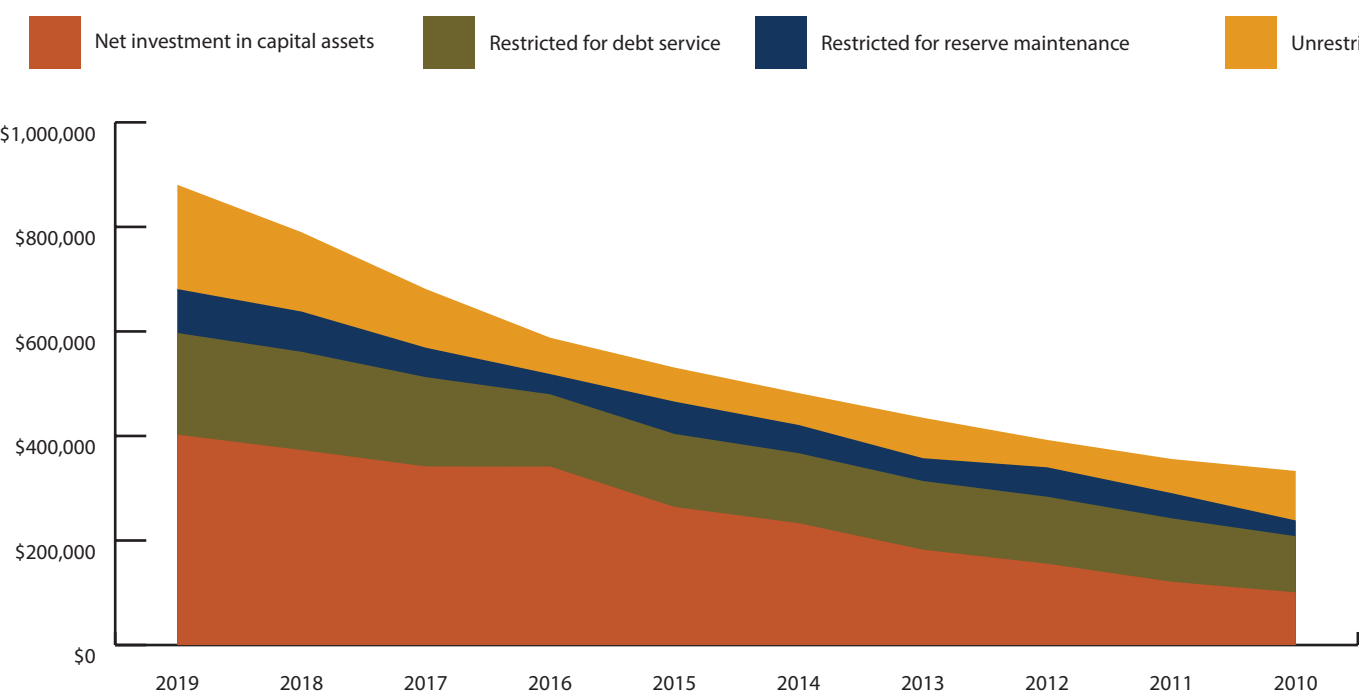
*** Indicates information is not available for the specified period*

**SCHEDULE 1: NET POSITION BY COMPONENT
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Net investment in capital assets	\$ 402,696	\$ 373,119	\$ 341,664	\$ 341,525	\$ 264,316	\$ 233,186	\$ 182,443	\$ 155,631	\$ 121,115	\$ 100,747
Restricted for debt service	194,380	187,944	170,853	138,214	139,621	133,863	131,433	128,114	121,358	107,454
Restricted for reserve maintenance	83,960	76,937	56,302	38,684	61,816	53,948	43,562	56,275	48,188	30,144
Unrestricted	199,530	151,801	112,265	69,600	65,173	60,990	77,454	52,398	65,321	94,684
Total net position	\$ 880,566	\$ 789,801	\$ 681,084	\$ 588,023	\$ 530,926	\$ 481,987	\$ 434,892	\$ 392,418	\$ 355,982	\$ 333,029

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)

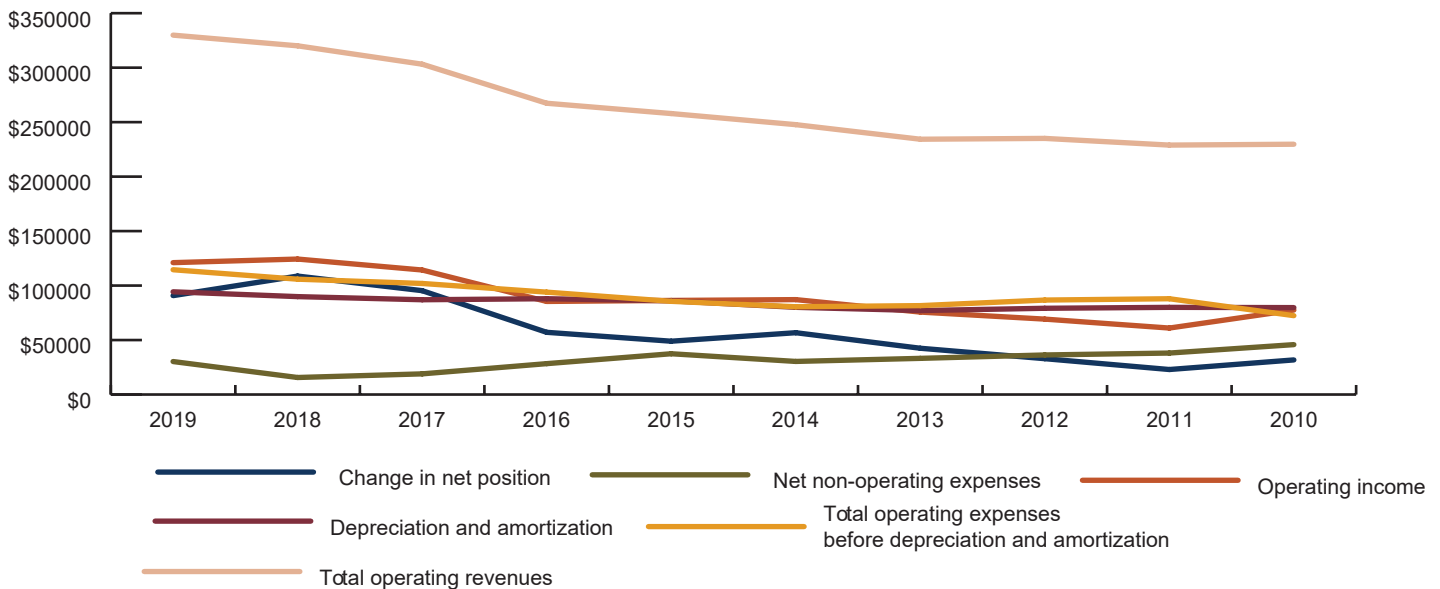


**SCHEDULE 2: CHANGES IN NET POSITION
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Operating revenues:										
Tolls	\$ 327,429	\$ 317,716	\$ 300,812	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469
Concessions	2,425	2,342	2,390	2,277	1,838	1,627	1,579	1,582	1,309	1,269
Total operating revenues	329,854	320,058	303,202	267,341	257,889	247,697	234,325	235,079	228,933	229,738
Operating expenses:										
Toll Operations	24,036	22,060	19,513	19,291	18,201	19,256	19,318	19,190	18,768	18,175
Turnpike Maintenance	25,553	21,110	21,638	20,844	21,907	21,712	22,120	19,077	19,661	18,240
Engineering	1,912	1,580	3,176	4,548	4,649	3,256	3,683	8,589	8,523	3,430
Construction	1,435	772	601	-	-	-	-	-	-	-
Highway Patrol	17,174	21,787	18,616	20,256	15,420	13,663	13,668	13,368	13,350	12,851
PIKEPASS Customer Service	22,300	19,128	18,562	15,125	14,445	12,942	12,238	16,573	18,503	10,444
Administrative Services	1,826	1,813	1,744	1,718	1,630	2,332	2,177	2,124	2,179	2,355
Information Technology	10,731	8,682	6,210	5,541	4,333	3,721	4,642	4,279	3,878	3,905
Controller	1,329	1,317	1,291	1,117	924	924	962	862	859	817
Finance and Revenue	3,693	3,929	6,990	2,240	1,236	718	838	1,060	721	696
Executive	4,539	3,677	3,591	3,286	2,778	2,027	1,938	1,570	1,474	1,483
Authority	5	2	2	6	9	4	8	14	2	-
Total operating expenses before depreciation and amortization	114,533	105,857	101,934	93,972	85,532	80,555	81,592	86,706	87,918	72,396
Operating income before depreciation and amortization	215,321	214,201	201,268	173,368	172,357	167,142	152,733	148,373	141,015	157,342
Depreciation and amortization	(94,278)	(89,861)	(86,982)	(87,935)	(85,993)	(80,035)	(77,067)	(79,163)	(80,002)	(79,780)
Operating income	121,043	124,340	114,286	85,433	86,364	87,107	75,666	69,210	61,013	77,562
Non-operating revenues (expenses):										
Interest earned on investments	19,401	14,184	5,919	4,427	4,419	4,554	4,526	4,968	4,756	4,495
Net change in fair value of investments	5,184	(1,102)	2,307	1,186	(239)	2,229	(485)	(119)	189	678
Interest expense on bonds outstanding	(80,180)	(38,071)	(33,841)	(39,195)	(42,854)	(40,539)	(41,093)	(42,615)	(44,496)	(53,784)
Other	25,317	9,366	6,655	5,246	1,248	3,383	3,860	1,452	1,490	2,814
Net non-operating expenses	(30,278)	(15,623)	(18,960)	(28,336)	(37,426)	(30,373)	(33,192)	(36,314)	(38,061)	(45,797)
Change in net position	\$ 90,765	\$ 108,717	\$ 95,326	\$ 57,097	\$ 48,938	\$ 56,734	\$ 42,474	\$ 32,896	\$ 22,952	\$ 31,765

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).

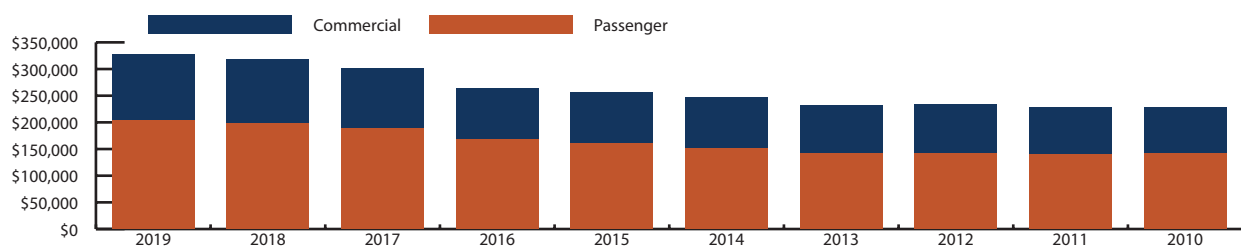
CHANGES IN NET POSITION AND COMPONENTS, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)



**SCHEDULE 3: TOLL REVENUES BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Turner Turnpike										
Passenger	\$ 39,468	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879	\$ 27,126	\$ 27,833
Commercial	39,767	38,835	36,231	31,220	30,936	30,798	29,210	29,322	28,552	27,971
Total	79,235	76,931	73,068	64,196	61,920	60,263	57,302	57,201	55,678	55,804
Will Rogers Turnpike										
Passenger	24,207	23,756	23,005	20,443	19,341	18,432	17,638	17,589	17,638	18,294
Commercial	43,538	42,365	39,105	34,912	34,434	33,810	32,250	33,160	32,384	31,830
Total	67,745	66,121	62,110	55,355	53,775	52,242	49,888	50,749	50,022	50,124
H. E. Bailey Turnpike										
Passenger	25,242	23,844	22,948	20,335	19,270	18,607	17,910	17,788	17,357	17,759
Commercial	9,070	8,760	7,641	6,315	6,334	6,550	5,833	5,731	5,404	5,297
Total	34,312	32,604	30,589	26,650	25,604	25,157	23,743	23,519	22,761	23,056
Indian Nation Turnpike										
Passenger	10,344	9,945	9,309	8,306	8,366	7,880	7,642	7,623	7,448	7,791
Commercial	7,923	7,881	7,356	6,246	6,376	6,380	6,322	6,424	5,959	6,047
Total	18,267	17,826	16,665	14,552	14,742	14,260	13,964	14,047	13,407	13,838
Muskogee Turnpike										
Passenger	16,010	15,212	14,389	13,172	12,840	12,086	12,047	12,015	11,415	12,040
Commercial	5,695	5,853	5,767	5,217	5,129	5,043	4,276	4,357	4,303	4,402
Total	21,705	21,065	20,156	18,389	17,969	17,129	16,323	16,372	15,718	16,442
Cimarron Turnpike										
Passenger	8,050	7,855	7,908	6,877	6,735	6,481	6,212	6,032	5,770	5,891
Commercial	5,811	5,717	5,562	4,866	4,914	5,100	5,039	4,885	4,314	4,075
Total	13,861	13,572	13,470	11,743	11,649	11,581	11,251	10,917	10,084	9,966
John Kilpatrick Turnpike										
Passenger	40,727	39,562	37,316	33,208	31,100	28,387	25,607	25,445	24,902	23,805
Commercial	4,824	4,421	3,801	3,104	3,106	2,788	2,416	2,590	2,480	2,200
Total	45,551	43,983	41,117	36,312	34,206	31,175	28,023	28,035	27,382	26,005
Cherokee Turnpike										
Passenger	6,840	6,778	6,628	5,764	5,436	5,041	4,891	4,840	4,720	4,906
Commercial	3,549	3,197	3,102	2,858	2,771	2,749	2,651	2,650	2,604	2,588
Total	10,389	9,975	9,730	8,622	8,207	7,790	7,542	7,490	7,324	7,494
Chickasaw Turnpike										
Passenger	722	697	660	518	492	461	436	424	428	424
Commercial	294	291	274	292	278	314	274	256	258	247
Total	1,016	988	934	810	770	775	710	680	686	671
Creek Turnpike										
Passenger	32,510	31,726	30,324	26,189	24,992	23,414	21,827	22,241	22,084	22,561
Commercial	2,838	2,925	2,916	2,246	2,217	2,284	2,173	2,246	2,478	2,508
Total	35,348	34,651	33,240	28,435	27,209	25,698	24,000	24,487	24,562	25,069
Totals										
Passenger	204,120	197,471	189,324	167,788	159,556	150,254	142,302	141,876	138,888	141,304
Commercial	123,309	120,245	111,755	97,276	96,495	95,816	90,444	91,621	88,736	87,165
Total Revenues	\$ 327,429	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469

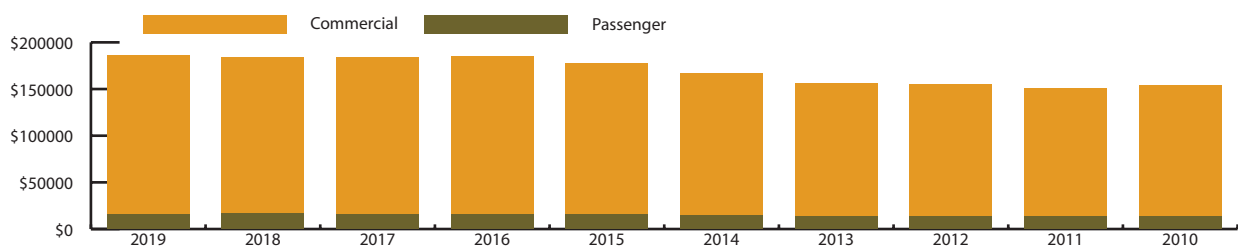
TOLL REVENUE BY TYPE, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)



**SCHEDULE 4: TOLL TRANSACTIONS BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF TRANSACTIONS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Turner Turnpike										
Passenger	16,174	15,971	16,762	16,848	15,771	15,010	14,146	14,049	13,248	13,761
Commercial	2,766	2,795	2,735	2,582	2,544	2,553	2,416	2,356	2,279	2,253
Total	18,940	18,766	19,497	19,430	18,315	17,563	16,562	16,405	15,527	16,014
Will Rogers Turnpike										
Passenger	12,687	12,787	13,064	13,112	12,637	12,272	11,472	11,364	11,146	11,799
Commercial	3,468	3,404	3,355	3,279	3,265	3,234	3,089	3,090	3,030	3,005
Total	16,155	16,191	16,419	16,391	15,902	15,506	14,561	14,454	14,176	14,804
H. E. Bailey Turnpike										
Passenger	19,277	18,659	18,311	18,478	17,558	16,994	16,500	16,261	15,778	16,151
Commercial	2,416	2,427	2,211	2,070	2,048	2,012	1,666	1,616	1,535	1,578
Total	21,693	21,086	20,522	20,548	19,606	19,006	18,166	17,877	17,313	17,729
Indian Nation Turnpike										
Passenger	5,202	5,104	5,114	5,227	5,244	4,992	4,879	4,913	4,798	5,073
Commercial	1,454	1,445	1,370	1,313	1,340	1,320	1,312	1,339	1,261	1,291
Total	6,656	6,549	6,484	6,540	6,584	6,312	6,191	6,252	6,059	6,364
Muskogee Turnpike										
Passenger	10,588	10,368	10,290	10,672	10,360	9,808	9,848	9,741	9,222	9,825
Commercial	1,495	1,639	1,726	1,805	1,775	1,670	1,189	1,155	1,149	1,200
Total	12,083	12,007	12,016	12,477	12,135	11,478	11,037	10,896	10,371	11,025
Cimarron Turnpike										
Passenger	6,321	6,387	6,745	6,767	6,634	6,389	6,114	5,964	5,735	6,024
Commercial	1,188	1,192	1,202	1,181	1,205	1,223	1,206	1,167	1,016	969
Total	7,509	7,579	7,947	7,948	7,839	7,612	7,320	7,131	6,751	6,993
John Kilpatrick Turnpike										
Passenger	50,179	49,228	48,785	49,863	47,027	42,846	38,649	37,940	36,866	36,044
Commercial	1,297	1,235	1,166	1,138	1,166	1,043	930	948	867	817
Total	51,476	50,463	49,951	51,001	48,193	43,889	39,579	38,888	37,733	36,861
Cherokee Turnpike										
Passenger	3,929	3,993	4,058	4,241	4,024	3,714	3,580	3,516	3,429	3,687
Commercial	510	459	461	470	451	436	417	417	417	428
Total	4,439	4,452	4,519	4,711	4,475	4,150	3,997	3,933	3,846	4,115
Chickasaw Turnpike										
Passenger	1,037	1,029	998	904	854	798	759	731	719	746
Commercial	172	160	167	235	218	241	215	202	192	191
Total	1,209	1,189	1,165	1,139	1,072	1,039	974	933	911	937
Creek Turnpike										
Passenger	44,764	44,252	43,958	43,821	41,958	39,440	36,609	37,368	36,788	38,202
Commercial	1,289	1,397	1,408	1,224	1,196	1,201	1,175	1,147	1,209	1,244
Total	46,053	45,649	45,366	45,045	43,154	40,641	37,784	38,515	37,997	39,446
Totals										
Passenger	170,158	167,778	168,085	169,933	162,067	152,263	142,556	141,847	137,729	141,312
Commercial	16,055	16,153	15,801	15,297	15,208	14,933	13,615	13,437	12,955	12,976
Total Transactions	186,213	183,931	183,886	185,230	177,275	167,196	156,171	155,284	150,684	154,288

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



**SCHEDULE 5: TOLL REVENUES BY PRINCIPAL REVENUE PAYERS
PAYMENT METHOD, CLASS AND TURNPIKE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS/TRANSACTIONS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Toll revenues										
Electronic Tolls	\$ 233,461	\$ 217,339	\$ 198,661	\$ 165,832	\$ 155,530	\$ 144,859	\$ 133,606	\$ 132,086	\$ 128,034	\$ 126,539
Cash	93,968	99,729	102,418	99,232	100,521	101,211	99,140	101,411	99,590	101,930
Percentage of total revenues										
Electronic Tolls	71.3%	68.5%	66.0%	62.6%	60.7%	58.9%	57.4%	56.6%	56.2%	55.4%
Cash	28.7%	31.5%	34.0%	37.4%	39.3%	41.1%	42.6%	43.4%	43.8%	44.6%
Toll transactions										
Electronic Tolls	\$ 146,993	\$ 141,545	\$ 138,238	\$ 135,560	\$ 127,609	\$ 118,050	\$ 108,415	\$ 106,870	\$ 103,423	\$ 102,279
Cash	39,220	42,387	45,648	49,670	49,666	49,146	47,756	48,414	47,261	52,009
Percentage of total transactions										
Electronic Tolls	78.9%	77.0%	75.2%	73.2%	72.0%	70.6%	69.4%	68.8%	68.6%	66.3%
Cash	21.1%	23.0%	24.8%	26.8%	28.0%	29.4%	30.6%	31.2%	31.4%	33.7%
Turner Turnpike										
2-axle vehicles	\$ 39,468	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879	\$ 27,126	\$ 27,833
3-axle vehicles	1,820	1,826	1,755	1,390	1,395	1,335	1,265	824	792	808
4-axle vehicles	1,730	1,786	1,733	1,544	1,521	1,481	1,451	1,536	1,512	1,595
5-axle vehicles	34,724	33,755	31,480	27,368	27,000	27,064	25,601	26,136	25,447	24,817
6-axle vehicles	1,493	1,468	1,263	918	1,020	918	893	826	801	751
Total	79,235	76,931	73,068	64,196	61,920	60,263	57,302	57,201	55,678	55,804
Will Rogers Turnpike										
2-axle vehicles	24,207	23,756	23,005	20,443	19,340	18,432	17,638	17,589	17,638	18,294
3-axle vehicles	1,192	1,179	1,137	935	1,000	918	875	799	685	707
4-axle vehicles	1,860	1,908	1,865	1,685	1,585	1,515	1,455	1,443	1,497	1,579
5-axle vehicles	39,219	37,998	34,976	31,540	30,998	30,543	29,073	30,019	29,450	28,842
6-axle vehicles	1,267	1,280	1,127	752	852	834	847	899	752	702
Total	67,745	66,121	62,110	55,355	53,775	52,242	49,888	50,749	50,022	50,124
H.E. Bailey Turnpike										
2-axle vehicles	25,242	23,844	22,948	20,335	19,270	18,607	17,910	17,788	17,357	17,759
3-axle vehicles	860	794	719	622	573	578	356	358	346	446
4-axle vehicles	703	731	703	593	591	607	594	598	586	611
5-axle vehicles	7,141	6,934	6,004	4,944	5,013	5,196	4,739	4,623	4,341	4,125
6-axle vehicles	366	301	215	156	157	169	144	152	131	115
Total	34,312	32,604	30,589	26,650	25,604	25,157	23,743	23,519	22,761	23,056
Indian Nation Turnpike										
2-axle vehicles	10,344	9,945	9,309	8,307	8,366	7,880	7,642	7,623	7,448	7,791
3-axle vehicles	475	437	364	292	245	216	215	247	228	239
4-axle vehicles	611	620	576	537	578	580	571	577	573	592
5-axle vehicles	6,660	6,653	6,277	5,324	5,459	5,479	5,425	5,474	5,039	5,094
6-axle vehicles	177	171	140	92	94	105	111	126	119	122
Total	18,267	17,826	16,666	14,552	14,742	14,260	13,964	14,047	13,407	13,838

(Continued)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Muskogee Turnpike										
2-axle vehicles	\$ 16,010	\$ 15,212	\$ 14,389	\$ 13,172	\$ 12,840	\$ 12,086	\$ 12,047	\$ 12,015	\$ 11,415	\$ 12,040
3-axle vehicles	854	1,051	1,084	1,038	1,024	936	281	221	232	263
4-axle vehicles	346	355	368	339	321	330	337	347	345	371
5-axle vehicles	4,371	4,318	4,188	3,726	3,674	3,661	3,574	3,705	3,632	3,668
6-axle vehicles	124	129	127	114	110	116	84	84	94	100
Total	21,705	21,065	20,156	18,389	17,969	17,129	16,323	16,372	15,718	16,442
Cimarron Turnpike										
2-axle vehicles	8,050	7,855	7,908	6,877	6,735	6,481	6,212	6,032	5,770	5,891
3-axle vehicles	249	253	243	219	243	196	198	195	164	165
4-axle vehicles	430	443	446	394	406	391	371	351	318	331
5-axle vehicles	5,004	4,880	4,763	4,162	4,163	4,390	4,364	4,218	3,749	3,505
6-axle vehicles	128	141	110	91	102	123	106	121	83	74
Total	13,861	13,572	13,470	11,743	11,649	11,581	11,251	10,917	10,084	9,966
John Kilpatrick Turnpike										
2-axle vehicles	40,727	39,562	37,316	33,208	31,100	28,387	25,607	25,445	24,902	23,805
3-axle vehicles	399	402	368	379	412	335	278	264	230	221
4-axle vehicles	382	365	339	315	323	292	259	280	291	286
5-axle vehicles	3,827	3,443	2,966	2,323	2,264	2,056	1,776	1,915	1,820	1,574
6-axle vehicles	216	211	128	87	107	105	103	131	139	119
Total	45,551	43,983	41,117	36,312	34,206	31,175	28,023	28,035	27,382	26,005
Cherokee Turnpike										
2-axle vehicles	6,840	6,778	6,628	5,764	5,436	5,041	4,891	4,840	4,720	4,906
3-axle vehicles	303	204	178	163	155	137	111	119	130	134
4-axle vehicles	211	251	244	217	210	196	192	193	192	194
5-axle vehicles	2,977	2,705	2,635	2,442	2,367	2,340	2,309	2,299	2,244	2,227
6-axle vehicles	58	37	45	36	39	76	39	39	38	33
Total	10,389	9,975	9,730	8,622	8,207	7,790	7,542	7,490	7,324	7,494
Chickasaw Turnpike										
2-axle vehicles	722	697	660	517	492	461	436	424	428	424
3-axle vehicles	66	43	52	104	93	100	95	89	88	80
4-axle vehicles	18	21	21	21	22	23	20	18	20	21
5-axle vehicles	198	217	188	153	144	171	154	144	144	142
6-axle vehicles	12	10	12	15	19	20	5	5	6	4
Total	1,016	988	933	810	770	775	710	680	686	671
Creek Turnpike										
2-axle vehicles	32,510	31,726	30,324	26,189	24,992	23,414	21,827	22,241	22,084	22,561
3-axle vehicles	407	455	441	312	302	279	268	256	275	302
4-axle vehicles	315	335	322	289	264	263	246	225	240	240
5-axle vehicles	2,022	2,020	2,007	1,554	1,597	1,684	1,599	1,689	1,866	1,866
6-axle vehicles	94	115	146	91	54	58	60	76	97	100
Total	35,348	34,651	33,240	28,435	27,209	25,698	24,000	24,487	24,562	25,069
All Turnpikes										
2-axle vehicles	204,120	197,471	189,324	167,788	159,555	150,254	142,302	141,876	138,888	141,304
3-axle vehicles	6,625	6,644	6,341	5,454	5,442	5,030	3,942	3,372	3,170	3,365
4-axle vehicles	6,606	6,815	6,617	5,934	5,821	5,678	5,496	5,568	5,574	5,820
5-axle vehicles	106,143	102,923	95,484	83,536	82,679	82,584	78,614	80,222	77,732	75,860
6-axle vehicles	3,935	3,863	3,313	2,352	2,554	2,524	2,392	2,459	2,260	2,120
Total	\$ 327,429	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497	\$ 227,624	\$ 228,469

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS**

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

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS**

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

WILL ROGERS TURNPIKE

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

H.E. BAILEY TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Wichita Falls	5.10	5.50	6.70	7.25	9.35	10.75	15.25	16.50	18.45	21.00	5.10	5.50	6.70	7.25	9.35	10.75	15.25	16.50	18.45	21.00
	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	2.75	3.00	3.50	3.95	4.25	4.80	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	3.35	3.75	6.00	6.25	7.30	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	0.85	0.90	1.30	1.45	1.30	1.45
Lawton	Wichita Falls	1.60	1.75	2.15	2.25	3.00	3.50	5.30	6.00	6.35	7.75	1.60	1.75	2.15	2.25	3.00	3.50	5.30	6.00	6.35	7.75
	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	2.55	2.75
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	2.55	2.75
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	1.40	1.45	1.90	2.05	2.50	2.60
	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	1.40	1.45	1.90	2.05	2.50	2.60
	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	2.75	3.00	3.50	3.95	4.25	4.80	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	0.45	0.60	0.70	0.85	0.90	1.70	1.75	1.90	2.05
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	3.80	3.00	4.95	3.95	6.30	4.80	8.10
	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	1.40	1.45	1.90	2.05	2.50	2.60
	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	0.45	0.60	0.70	0.85	0.90	1.70	1.75	1.90	2.05
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	3.80	3.00	4.95	3.95	6.30	4.80	8.10
	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	1.40	1.45	1.90	2.05	2.50	2.60

WILL ROGERS TURNPIKE

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

H.E. BAILEY TURNPIKE

Toll Rates Effective:																					
		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Wichita Falls	5.05	5.50	6.65	7.00	9.15	10.75	15.00	16.00	17.80	20.75	4.45	4.75	5.85	6.25	8.10	9.25	13.30	14.25	15.80	18.00
	Chickasha	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75
Chickasha	State Hwy 62	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.60	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50	
	Lawton	1.95	2.00	2.15	2.25	3.25	3.75	5.85	6.25	7.20	7.75	1.70	1.75	1.90	2.00	2.90	3.25	5.20	5.50	6.40	6.75
Elgin	Lawton	0.30	0.30	0.60	0.60	0.80	0.85	1.25	1.40	1.25	1.40	0.25	0.25	0.50	0.50	0.70	0.75	1.10	1.25	1.10	1.25
Lawton	Wichita Falls	1.55	1.75	2.10	2.25	2.95	3.50	5.30	5.50	5.85	7.50	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	5.20	6.50
	Walters	0.70	0.75	0.90	1.00	1.35	1.50	1.95	2.00	2.35	2.50	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.20	2.25
Walters	Wichita Falls	0.90	1.00	1.20	1.25	1.40	1.50	1.95	2.00	2.35	2.50	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.20	2.25
H.E. Bailey Spur	State Hwy 76	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	State Hwy 9	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	Chickasha	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75
	Oklahoma City	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75
State Hwy 9	Chickasha	1.55	2.40	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00
	Oklahoma City	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	SH-76-Spur	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75
State Hwy 76	Chickasha	1.55	2.40	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00
	Oklahoma City	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25

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

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

CIMARRON TURNPIKE																					
Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	3.30	4.25	4.35	5.50	6.85	8.25	12.45	14.75	14.85	17.25	3.30	3.75	4.35	4.75	6.85	7.75	12.45	13.25	14.85	15.75
	US 177	2.40	3.25	3.10	4.50	5.10	6.25	9.45	11.25	10.70	12.50	2.40	2.75	3.10	3.50	5.10	5.75	9.45	10.25	10.70	11.50
	Morrison	1.95	2.75	2.40	3.50	4.00	5.00	7.10	8.75	8.75	10.50	1.95	2.25	2.40	2.75	4.00	4.50	7.10	7.50	8.75	9.50
	Stillwater	1.65	2.50	2.60	3.75	4.25	5.25	7.90	9.50	9.35	11.00	1.65	2.00	2.60	3.00	4.25	4.75	7.90	8.50	9.35	10.00
	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	2.90	3.25	5.40	5.75	6.55	7.00
	Sh 99-Hallet	0.55	1.00	0.90	1.25	1.25	1.75	2.00	2.50	2.55	3.00	0.55	0.75	0.90	1.00	1.25	1.50	2.00	2.25	2.55	2.75
SH 99-Hallet	State Hwy 18	0.55	1.00	0.90	1.25	1.25	1.75	2.00	2.50	2.55	3.00	0.55	0.75	0.90	1.00	1.25	1.50	2.00	2.25	2.55	2.75
State Hwy 18	I-35	2.20	2.75	2.80	3.25	3.95	4.75	7.05	8.25	8.30	9.50	2.20	2.50	2.80	3.00	3.95	4.50	7.05	7.50	8.30	8.75
	US 177	1.30	1.75	1.55	2.25	2.20	2.75	4.05	4.75	4.15	4.75	1.30	1.50	1.55	1.75	2.20	2.50	4.05	4.50	4.15	4.50
	Morrison	0.85	1.25	0.85	1.25	1.10	1.50	1.70	2.25	2.20	2.75	0.85	1.00	0.85	1.00	1.10	1.25	1.70	1.75	2.20	2.50
	Stillwater	0.55	1.00	1.05	1.50	1.35	1.75	2.50	3.00	2.80	3.25	0.55	0.75	1.05	1.25	1.35	1.50	2.50	2.75	2.80	3.00
US 177	I-35	1.05	1.50	1.05	1.50	1.55	2.25	3.00	3.50	3.80	4.50	1.05	1.25	1.05	1.25	1.55	1.75	3.00	3.25	3.80	4.25

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

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

CIMARRON TURNPIKE																					
Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	3.25	3.50	4.25	4.75	6.65	7.50	12.15	13.25	14.50	15.25	2.85	3.00	3.75	4.00	5.90	6.50	10.80	11.50	12.90	13.50
	US 177	2.35	2.75	3.10	3.50	4.95	5.50	9.25	10.00	10.45	11.00	2.05	2.25	2.70	3.00	4.40	4.75	8.20	8.75	9.30	9.75
	Morrison	1.90	2.25	2.35	2.75	3.90	4.50	6.95	7.50	8.55	9.00	1.65	1.75	2.05	2.25	3.45	3.75	6.15	6.50	7.60	8.00
	Stillwater	1.65	2.00	2.60	3.00	4.10	4.75	7.75	8.50	9.10	9.75	1.40	1.50	2.25	2.50	3.65	4.00	6.85	7.25	8.10	8.50
	State Hwy 18	1.10	1.25	1.55	1.75	2.80	3.25	5.30	5.75	6.40	6.75	0.95	1.00	1.35	1.50	2.50	2.75	4.70	5.00	5.70	6.00
	SH 99-Hallett	0.55	0.75	0.85	1.00	1.20	1.50	1.95	2.00	2.50	2.75	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25
SH 99-Hallett	State Hwy 18	0.55	0.75	0.85	1.00	1.20	1.50	1.95	2.00	2.50	2.75	0.45	0.50	0.75	0.75	1.05	1.25	1.70	1.75	2.20	2.25
State Hwy 18	I-35	2.15	2.25	2.70	3.00	3.85	4.25	6.85	7.50	8.10	8.50	1.90	2.00	2.40	2.50	3.40	3.75	6.10	6.50	7.20	7.50
	US 177	1.25	1.50	1.55	1.75	2.15	2.25	3.95	4.25	4.05	4.25	1.10	1.25	1.35	1.50	1.90	2.00	3.50	3.75	3.60	3.75
	Morrison	0.80	1.00	0.80	1.00	1.10	1.25	1.65	1.75	2.15	2.25	0.70	0.75	0.70	0.75	0.95	1.00	1.45	1.50	1.90	2.00
	Stillwater	0.55	0.75	1.05	1.25	1.30	1.50	2.45	2.75	2.70	3.00	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 177	I-35	1.05	1.25	1.05	1.25	1.55	1.75	2.95	3.25	3.70	4.00	0.90	1.00	0.90	1.00	1.35	1.50	2.60	2.75	3.30	3.50

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35	Eastern	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15
	US 77-Brdwy Ext	0.55	0.80	0.75	1.15	1.10	1.50	1.85	2.35	2.25	2.80	0.55	0.70	0.75	1.00	1.10	1.35	1.85	2.15	2.25	2.60
	Western	0.70	1.50	1.00	2.20	1.40	2.90	2.25	4.90	2.80	5.90	0.70	1.35	1.00	2.00	1.40	2.65	2.25	4.55	2.80	5.50
	Pennsylvania	0.85	1.50	1.15	2.20	1.65	2.90	2.65	4.90	3.25	5.90	0.85	1.35	1.15	2.00	1.65	2.65	2.65	4.55	3.25	5.50
	May Ave	0.90	1.50	1.40	2.20	2.00	2.90	3.00	4.90	3.70	5.90	0.90	1.35	1.40	2.00	2.00	2.65	3.00	4.55	3.70	5.50
	Hefner Pkwy	1.10	1.50	1.65	2.20	2.15	2.90	3.75	4.90	4.55	5.90	1.10	1.35	1.65	2.00	2.15	2.65	3.75	4.55	4.55	5.50
	Meridian	1.25	1.50	1.70	2.20	2.40	2.90	4.15	4.90	5.00	5.90	1.25	1.35	1.70	2.00	2.40	2.65	4.15	4.55	5.00	5.50
	MacArthur	1.30	1.50	1.80	2.20	2.55	2.90	4.45	4.90	5.20	5.90	1.30	1.35	1.80	2.00	2.55	2.65	4.45	4.55	5.20	5.50
	Rockwell	1.40	2.00	2.40	3.10	3.30	4.25	4.50	6.80	5.95	8.25	1.40	1.80	2.40	2.85	3.30	3.90	4.50	6.30	5.95	7.65
	SH 3-NW Exp	1.80	2.30	2.65	3.35	3.70	4.40	6.00	7.25	7.25	8.70	1.80	2.05	2.65	3.00	3.70	4.00	6.00	6.70	7.25	8.10
	Wilshire	2.05	3.00	2.85	4.10	3.80	5.80	6.75	9.80	8.30	11.80	2.05	2.70	2.85	3.75	3.80	5.30	6.75	9.10	8.30	11.00
	SH 66-39th Exp	2.20	3.00	2.90	4.10	4.05	5.80	7.50	9.80	9.10	11.80	2.20	2.70	2.90	3.75	4.05	5.30	7.50	9.10	9.10	11.00
	NW 10th	2.45	3.00	3.20	4.10	4.45	5.80	8.30	9.80	9.95	11.80	2.45	2.70	3.20	3.75	4.45	5.30	8.30	9.10	9.95	11.00
I-40	2.55	3.00	3.30	4.10	4.60	5.80	8.65	9.80	10.40	11.80	2.55	2.70	3.30	3.75	4.60	5.30	8.65	9.10	10.40	11.00	
Eastern	US 77-Brdwy Ext	0.35	0.80	0.55	1.15	0.75	1.50	1.00	2.35	1.25	2.80	0.35	0.70	0.55	1.00	0.75	1.35	1.00	2.15	1.25	2.60
	Western	0.35	1.50	0.55	2.20	0.75	2.90	1.15	4.90	1.25	5.90	0.35	1.35	0.55	2.00	0.75	2.65	1.15	4.55	1.25	5.50
	Pennsylvania	0.50	1.50	0.70	2.20	0.95	2.90	1.55	4.90	1.85	5.90	0.50	1.35	0.70	2.00	0.95	2.65	1.55	4.55	1.85	5.50
	May Ave	0.70	1.50	0.95	2.20	1.30	2.90	2.25	4.90	2.80	5.90	0.70	1.35	0.95	2.00	1.30	2.65	2.25	4.55	2.80	5.50
	Hefner Pkwy	0.85	1.50	1.10	2.20	1.50	2.90	2.65	4.90	3.25	5.90	0.85	1.35	1.10	2.00	1.50	2.65	2.65	4.55	3.25	5.50
	Meridian	0.90	1.50	1.25	2.20	1.70	2.90	3.00	4.90	3.65	5.90	0.90	1.35	1.25	2.00	1.70	2.65	3.00	4.55	3.65	5.50
	MacArthur	1.00	1.50	1.35	2.20	1.85	2.90	3.35	4.90	4.10	5.90	1.00	1.35	1.35	2.00	1.85	2.65	3.35	4.55	4.10	5.50
	Rockwell	1.15	2.00	1.85	3.10	2.60	4.25	3.75	6.80	4.55	8.25	1.15	1.80	1.85	2.85	2.60	3.90	3.75	6.30	4.55	7.65
	SH 3-NW Exp	1.40	2.30	2.20	3.35	3.00	4.40	4.90	7.25	5.90	8.70	1.40	2.05	2.20	3.00	3.00	4.00	4.90	6.70	5.90	8.10
	Wilshire	1.65	3.00	2.40	4.10	3.25	5.80	5.60	9.80	6.80	11.80	1.65	2.70	2.40	3.75	3.25	5.30	5.60	9.10	6.80	11.00
	SH 66-39th Exp	1.85	3.00	2.50	4.10	3.40	5.80	6.35	9.80	7.75	11.80	1.85	2.70	2.50	3.75	3.40	5.30	6.35	9.10	7.75	11.00
NW 10th	2.15	3.00	2.80	4.10	3.80	5.80	7.15	9.80	8.65	11.80	2.15	2.70	2.80	3.75	3.80	5.30	7.15	9.10	8.65	11.00	
I-40	2.20	3.00	2.90	4.10	4.05	5.80	7.50	9.80	9.10	11.80	2.20	2.70	2.90	3.75	4.05	5.30	7.50	9.10	9.10	11.00	
US 77-Brdwy Ext	Western	0.35	1.50	0.55	2.20	0.75	2.90	1.00	4.90	1.25	5.90	0.35	1.35	0.55	2.00	0.75	2.65	1.00	4.55	1.25	5.50
	Pennsylvania	0.35	1.50	0.55	2.20	0.75	2.90	1.00	4.90	1.25	5.90	0.35	1.35	0.55	2.00	0.75	2.65	1.00	4.55	1.25	5.50
	May Ave	0.50	1.50	0.70	2.20	0.95	2.90	1.55	4.90	1.85	5.90	0.50	1.35	0.70	2.00	0.95	2.65	1.55	4.55	1.85	5.50
	Hefner Pkwy	0.55	1.50	0.85	2.20	1.15	2.90	1.85	4.90	2.25	5.90	0.55	1.35	0.85	2.00	1.15	2.65	1.85	4.55	2.25	5.50
	Meridian	0.70	1.50	0.95	2.20	1.35	2.90	2.25	4.90	2.80	5.90	0.70	1.35	0.95	2.00	1.35	2.65	2.25	4.55	2.80	5.50
	MacArthur	0.85	1.50	1.10	2.20	1.55	2.90	2.65	4.90	3.25	5.90	0.85	1.35	1.10	2.00	1.55	2.65	2.65	4.55	3.25	5.50
	Rockwell	1.00	2.00	1.65	3.10	2.25	4.25	3.20	6.80	3.70	8.25	1.00	1.80	1.65	2.85	2.25	3.90	3.20	6.30	3.70	7.65
	SH 3-NW Exp	1.25	2.30	2.00	3.35	2.65	4.40	4.10	7.25	5.00	8.70	1.25	2.05	2.00	3.00	2.65	4.00	4.10	6.70	5.00	8.10
	Wilshire	1.30	3.00	2.10	4.10	2.90	5.80	5.10	9.80	5.30	11.80	1.30	2.70	2.10	3.75	2.90	5.30	5.10	9.10	5.30	11.00
	SH 66-39th Exp	1.70	3.00	2.15	4.10	3.00	5.80	5.90	9.80	6.80	11.80	1.70	2.70	2.15	3.75	3.00	5.30	5.90	9.10	6.80	11.00
	NW 10th	1.85	3.00	2.50	4.10	3.40	5.80	6.35	9.80	7.65	11.80	1.85	2.70	2.50	3.75	3.40	5.30	6.35	9.10	7.65	11.00
I-40	2.05	3.00	2.60	4.10	3.65	5.80	6.75	9.80	8.20	11.80	2.05	2.70	2.60	3.75	3.65	5.30	6.75	9.10	8.20	11.00	
Western	Pennsylvania	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15
	May Ave	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15
	Hefner Pkwy	0.35	0.50	0.60	0.80	0.85	1.15	1.55	1.90	1.65	2.35	0.35	0.45	0.60	0.70	0.85	1.00	1.55	1.75	1.65	2.15
	Meridian	0.35	0.50	0.60	0.80	0.85	1.15	1.70	1.90	1.70	2.35	0.35	0.45	0.60	0.70	0.85	1.00	1.70	1.75	1.70	2.15
	MacArthur	0.35	0.50	0.60	0.80	0.85	1.15	1.70	1.90	1.75	2.35	0.35	0.45	0.60	0.70	0.85	1.00	1.70	1.75	1.75	2.15
	Rockwell	0.70	1.00	1.15	1.70	1.55	2.50	2.65	3.80	3.25	4.70	0.70	0.90	1.15	1.55	1.55	2.25	2.65	3.50	3.25	4.30
	SH 3-NW Exp	0.90	1.30	1.50	1.95	2.00	2.65	3.75	4.25	4.50	5.15	0.90	1.15	1.50	1.70	2.00	2.35	3.75	3.90	4.50	4.75
	Wilshire	1.25	2.00	1.75	2.70	2.40	4.05	4.55	6.80	5.10	8.25	1.25	1.80	1.75	2.45	2.40	3.65	4.55	6.30	5.10	7.65
	SH 66-39th Exp	1.55	2.00	2.05	2.70	2.85	4.05	5.30	6.80	6.35	8.25	1.55	1.80	2.05	2.45	2.85	3.65	5.30	6.30	6.35	7.65
	NW 10th	1.65	2.00	2.10	2.70	3.00	4.05	5.95	6.80	7.20	8.25	1.65	1.80	2.10	2.45	3.00	3.65	5.95	6.30	7.20	7.65
I-40	1.70	2.00	2.15	2.70	3.05	4.05	6.00	6.80	7.25	8.25	1.70	1.80	2.15	2.45	3.05	3.65	6.00	6.30	7.25	7.65	

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35	Eastern	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	US 77-Brdwy Ext	0.55	0.70	0.75	1.00	1.10	1.30	1.80	2.10	2.20	2.55	0.45	0.60	0.65	0.85	0.95	1.15	1.60	1.85	1.95	2.25
	Western	0.70	1.30	1.00	1.95	1.35	2.60	2.20	4.45	2.70	5.35	0.60	1.15	0.85	1.70	1.20	2.30	1.95	3.95	2.40	4.75
	Pennsylvania	0.80	1.30	1.15	1.95	1.60	2.60	2.60	4.45	3.15	5.35	0.70	1.15	1.00	1.70	1.40	2.30	2.30	3.95	2.80	4.75
	May	0.85	1.30	1.35	1.95	1.95	2.60	2.95	4.45	3.60	5.35	0.75	1.15	1.20	1.70	1.70	2.30	2.60	3.95	3.20	4.75
	LHP-Portland	1.10	1.30	1.60	1.95	2.10	2.60	3.65	4.45	4.45	5.35	0.95	1.15	1.40	1.70	1.85	2.30	3.25	3.95	3.95	4.75
	Meridian	1.20	1.30	1.65	1.95	2.30	2.60	4.05	4.45	4.90	5.35	1.05	1.15	1.45	1.70	2.05	2.30	3.60	3.95	4.35	4.75
	MacArthur	1.25	1.30	1.75	1.95	2.50	2.60	4.35	4.45	5.05	5.35	1.10	1.15	1.55	1.70	2.20	2.30	3.85	3.95	4.50	4.75
	Rockwell	1.35	1.70	2.30	2.75	3.20	3.80	4.40	6.15	5.80	7.45	1.20	1.50	2.05	2.40	2.85	3.35	3.90	5.45	5.15	6.60
	SH 3-NW Exp	1.75	2.00	2.60	2.95	3.60	3.90	5.85	6.55	7.10	7.90	1.55	1.75	2.30	2.55	3.20	3.45	5.20	5.80	6.30	7.00
	Wilshire	2.00	2.60	2.75	3.65	3.70	5.20	6.60	8.90	8.10	10.70	1.75	2.30	2.45	3.20	3.30	4.60	5.85	7.90	7.20	9.50
	SH 66-39 Exp	2.15	2.60	2.80	3.65	3.95	5.20	7.30	8.90	8.85	10.70	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50
NW 10th	2.40	2.60	3.10	3.65	4.35	5.20	8.10	8.90	9.70	10.70	2.10	2.30	2.75	3.20	3.85	4.60	7.20	7.90	8.65	9.50	
I-40	2.50	2.60	3.20	3.65	4.50	5.20	8.40	8.90	10.15	10.70	2.20	2.30	2.85	3.20	4.00	4.60	7.50	7.90	9.05	9.50	
Eastern	US 77-Brdwy Ext	0.35	0.70	0.55	1.00	0.75	1.30	1.00	2.10	1.20	2.55	0.30	0.60	0.45	0.85	0.65	1.15	0.85	1.85	1.05	2.25
	Western	0.35	1.30	0.55	1.95	0.75	2.60	1.15	4.45	1.20	5.35	0.30	1.15	0.45	1.70	0.65	2.30	1.00	3.95	1.05	4.75
	Pennsylvania	0.45	1.30	0.70	1.95	0.90	2.60	1.55	4.45	1.80	5.35	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75
	May	0.70	1.30	0.90	1.95	1.25	2.60	2.20	4.45	2.70	5.35	0.60	1.15	0.80	1.70	1.10	2.30	1.95	3.95	2.40	4.75
	LHP-Portland	0.80	1.30	1.10	1.95	1.50	2.60	2.60	4.45	3.15	5.35	0.70	1.15	0.95	1.70	1.30	2.30	2.30	3.95	2.80	4.75
	Meridian	0.85	1.30	1.20	1.95	1.65	2.60	2.95	4.45	3.55	5.35	0.75	1.15	1.05	1.70	1.45	2.30	2.60	3.95	3.15	4.75
	MacArthur	1.00	1.30	1.30	1.95	1.80	2.60	3.25	4.45	4.00	5.35	0.85	1.15	1.15	1.70	1.60	2.30	2.90	3.95	3.55	4.75
	Rockwell	1.15	1.70	1.80	2.75	2.55	3.80	3.65	6.15	4.45	7.45	1.00	1.50	1.60	2.40	2.25	3.35	3.25	5.45	3.95	6.60
	SH 3-NW Exp	1.35	2.00	2.15	2.95	2.95	3.90	4.80	6.55	5.75	7.90	1.20	1.75	1.90	2.55	2.60	3.45	4.25	5.80	5.10	7.00
	Wilshire	1.60	2.60	2.30	3.65	3.15	5.20	5.45	8.90	6.65	10.70	1.40	2.30	2.05	3.20	2.80	4.60	4.85	7.90	5.90	9.50
	SH 66-39th Exp	1.80	2.60	2.45	3.65	3.35	5.20	6.20	8.90	7.60	10.70	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.75	9.50
	NW 10th	2.10	2.60	2.70	3.65	3.70	5.20	6.95	8.90	8.40	10.70	1.85	2.30	2.40	3.20	3.30	4.60	6.20	7.90	7.50	9.50
I-40	2.15	2.60	2.80	3.65	3.95	5.20	7.30	8.90	8.85	10.70	1.90	2.30	2.50	3.20	3.50	4.60	6.50	7.90	7.90	9.50	
US 77-Brdwy Ext	Western	0.35	1.30	0.55	1.95	0.75	2.60	1.00	4.45	1.20	5.35	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75
	Pennsylvania	0.35	1.30	0.55	1.95	0.75	2.60	1.00	4.45	1.20	5.35	0.30	1.15	0.45	1.70	0.65	2.30	0.85	3.95	1.05	4.75
	May	0.45	1.30	0.70	1.95	0.90	2.60	1.55	4.45	1.80	5.35	0.40	1.15	0.60	1.70	0.80	2.30	1.35	3.95	1.60	4.75
	LHP-Portland	0.55	1.30	0.80	1.95	1.15	2.60	1.80	4.45	2.20	5.35	0.45	1.15	0.70	1.70	1.00	2.30	1.60	3.95	1.95	4.75
	Meridian	0.70	1.30	0.90	1.95	1.30	2.60	2.20	4.45	2.70	5.35	0.60	1.15	0.80	1.70	1.15	2.30	1.95	3.95	2.40	4.75
	MacArthur	0.80	1.30	1.10	1.95	1.55	2.60	2.60	4.45	3.15	5.35	0.70	1.15	0.95	1.70	1.35	2.30	2.30	3.95	2.80	4.75
	Rockwell	1.00	1.70	1.60	2.75	2.20	3.80	3.10	6.15	3.60	7.45	0.85	1.50	1.40	2.40	1.95	3.35	2.75	5.45	3.20	6.60
	SH 3-NW Exp	1.20	2.00	1.95	2.95	2.60	3.90	4.00	6.55	4.90	7.90	1.05	1.75	1.70	2.55	2.30	3.45	3.55	5.80	4.35	7.00
	Wilshire	1.25	2.60	2.05	3.65	2.80	5.20	4.95	8.90	5.20	10.70	1.10	2.30	1.80	3.20	2.50	4.60	4.40	7.90	4.60	9.50
	SH 66-39th Exp	1.65	2.60	2.10	3.65	2.95	5.20	5.75	8.90	6.65	10.70	1.45	2.30	1.85	3.20	2.60	4.60	5.10	7.90	5.90	9.50
	NW 10th	1.80	2.60	2.45	3.65	3.35	5.20	6.20	8.90	7.45	10.70	1.60	2.30	2.15	3.20	2.95	4.60	5.50	7.90	6.65	9.50
	I-40	2.00	2.60	2.55	3.65	3.55	5.20	6.60	8.90	8.00	10.70	1.75	2.30	2.25	3.20	3.15	4.60	5.85	7.90	7.10	9.50
Western	Pennsylvania	0.35	0.40	0.55	0.70	0.75	1.00	1.00	1.70	1.20	2.10	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	May	0.35	0.40	0.55	0.70	0.75	1.00	1.15	1.70	1.35	2.10	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	LHP-Portland	0.35	0.40	0.60	0.70	0.80	1.00	1.55	1.70	1.60	2.10	0.30	0.35	0.50	0.60	0.70	0.85	1.35	1.50	1.40	1.85
	Meridian	0.35	0.40	0.60	0.70	0.80	1.00	1.65	1.70	1.65	2.10	0.30	0.35	0.50	0.60	0.70	0.85	1.45	1.50	1.45	1.85
	MacArthur	0.35	0.40	0.60	0.70	0.80	1.00	1.65	1.70	1.70	2.10	0.30	0.35	0.50	0.60	0.70	0.85	1.45	1.50	1.50	1.85
	Rockwell	0.70	0.80	1.15	1.50	1.55	2.20	2.60	3.40	3.15	4.20	0.60	0.70	1.00	1.30	1.35	1.90	2.30	3.00	2.80	3.70
	SH 3-NW Exp	0.85	1.10	1.50	1.70	1.95	2.30	3.65	3.80	4.40	4.65	0.75	0.95	1.30	1.45	1.70	2.00	3.25	3.35	3.90	4.10
	Wilshire	1.20	1.70	1.70	2.40	2.30	3.60	4.45	6.15	4.95	7.45	1.05	1.50	1.50	2.10	2.05	3.15	3.95	5.45	4.40	6.60
	SH 66-39th Exp	1.55	1.70	2.00	2.40	2.75	3.60	5.20	6.15	6.20	7.45	1.35	1.50	1.75	2.10	2.45	3.15	4.60	5.45	5.50	6.60
	NW 10th	1.60	1.70	2.05	2.40	2.95	3.60	5.80	6.15	7.00	7.45	1.40	1.50	1.80	2.10	2.60	3.15	5.15	5.45	6.25	6.60
	I-40	1.65	1.70	2.10	2.40	3.00	3.60	5.85	6.15	7.10	7.45	1.45	1.50	1.85	2.10	2.65	3.15	5.20	5.45	6.30	6.60

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May Ave	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15
	Hefner Pkwy	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15
	Meridian	0.35	0.50	0.55	0.80	0.75	1.15	1.55	1.90	1.70	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.55	1.75	1.70	2.15
	MacArthur	0.35	0.50	0.55	0.80	0.75	1.15	1.70	1.90	1.70	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.70	1.75	1.70	2.15
	Rockwell	0.70	1.00	1.10	1.70	1.50	2.50	2.25	3.80	2.80	4.70	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	1.30	1.40	1.95	1.85	2.65	3.35	4.25	4.10	5.15	0.90	1.15	1.40	1.70	1.85	2.35	3.35	3.90	4.10	4.75
	Wilshire	1.25	2.00	1.70	2.70	2.15	4.05	4.15	6.80	4.95	8.25	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	2.00	1.85	2.70	2.60	4.05	4.90	6.80	5.90	8.25	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.90	7.65
	NW 10th	1.65	2.00	2.15	2.70	3.00	4.05	5.60	6.80	6.80	8.25	1.65	1.80	2.15	2.45	3.00	3.65	5.60	6.30	6.80	7.65
I-40	1.70	2.00	2.15	2.70	3.05	4.05	5.95	6.80	7.25	8.25	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	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15
	Meridian	0.35	0.50	0.55	0.80	0.75	1.15	1.30	1.90	1.45	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15
	MacArthur	0.35	0.50	0.55	0.80	0.75	1.15	1.30	1.90	1.45	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15
	Rockwell	0.70	1.00	1.05	1.70	1.50	2.50	2.15	3.80	2.60	4.70	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	1.30	1.40	1.95	1.85	2.65	2.95	4.25	3.55	5.15	0.90	1.15	1.40	1.70	1.85	2.35	2.95	3.90	3.55	4.75
	Wilshire	1.15	2.00	1.65	2.70	2.10	4.05	3.75	6.80	4.40	8.25	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	2.00	1.75	2.70	2.30	4.05	4.35	6.80	5.25	8.25	1.30	1.80	1.75	2.45	2.30	3.65	4.35	6.30	5.25	7.65
	NW 10th	1.50	2.00	2.00	2.70	2.70	4.05	5.10	6.80	6.15	8.25	1.50	1.80	2.00	2.45	2.70	3.65	5.10	6.30	6.15	7.65
	I-40	1.55	2.00	2.05	2.70	2.85	4.05	5.40	6.80	6.65	8.25	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	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15
	MacArthur	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15
	Rockwell	0.70	1.00	1.10	1.70	1.50	2.50	2.05	3.80	2.45	4.70	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	1.30	1.40	1.95	1.85	2.65	2.50	4.25	2.95	5.15	0.90	1.15	1.40	1.70	1.85	2.35	2.50	3.90	2.95	4.75
	Wilshire	1.10	2.00	1.50	2.70	2.00	4.05	3.35	6.80	3.75	8.25	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	2.00	1.55	2.70	2.05	4.05	3.75	6.80	4.55	8.25	1.15	1.80	1.55	2.45	2.05	3.65	3.75	6.30	4.55	7.65
	NW 10th	1.35	2.00	1.75	2.70	2.45	4.05	4.55	6.80	5.50	8.25	1.35	1.80	1.75	2.45	2.45	3.65	4.55	6.30	5.50	7.65
	I-40	1.40	2.00	1.85	2.70	2.60	4.05	4.90	6.80	5.95	8.25	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.95	7.65
MacArthur	Rockwell	0.35	0.50	0.55	0.90	0.75	1.35	1.00	1.90	1.25	2.35	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	0.80	0.90	1.15	1.15	1.50	2.05	2.35	2.50	2.80	0.55	0.70	0.90	1.00	1.15	1.35	2.05	2.15	2.50	2.60
	Wilshire	0.95	1.50	1.15	1.90	1.70	2.90	3.05	4.90	3.45	5.90	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	1.50	1.50	1.90	2.05	2.90	3.75	4.90	4.55	5.90	1.15	1.35	1.50	1.75	2.05	2.65	3.75	4.55	4.55	5.50
	NW 10th	1.25	1.50	1.65	1.90	2.25	2.90	4.35	4.90	5.20	5.90	1.25	1.35	1.65	1.75	2.25	2.65	4.35	4.55	5.20	5.50
	I-40	1.30	1.50	1.70	1.90	2.40	2.90	4.45	4.90	5.20	5.90	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	0.80	0.70	1.15	0.95	1.50	1.85	2.35	2.25	2.80	0.55	0.70	0.70	1.00	0.95	1.35	1.85	2.15	2.25	2.60
	Wilshire	0.90	1.50	1.00	1.90	1.50	2.90	2.90	4.90	3.05	5.90	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	1.50	1.30	1.90	1.80	2.90	3.40	4.90	4.10	5.90	1.00	1.35	1.30	1.75	1.80	2.65	3.40	4.55	4.10	5.50
	NW 10th	1.25	1.50	1.65	1.90	2.20	2.90	4.15	4.90	5.00	5.90	1.25	1.35	1.65	1.75	2.20	2.65	4.15	4.55	5.00	5.50
	I-40	1.30	1.50	1.70	1.90	2.40	2.90	4.35	4.90	5.20	5.90	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	0.80	0.55	1.15	0.75	1.50	0.90	2.35	1.10	2.80	0.35	0.70	0.55	1.00	0.75	1.35	0.90	2.15	1.10	2.60
	Wilshire	0.60	1.50	0.75	1.90	1.00	2.90	1.65	4.90	2.00	5.90	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	1.50	0.90	1.90	1.25	2.90	2.25	4.90	2.80	5.90	0.90	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50
	NW 10th	0.95	1.50	1.15	1.90	1.65	2.90	3.00	4.90	3.70	5.90	0.95	1.35	1.15	1.75	1.65	2.65	3.00	4.55	3.70	5.50
I-40	1.00	1.50	1.35	1.90	1.80	2.90	3.35	4.90	4.10	5.90	1.00	1.35	1.35	1.75	1.80	2.65	3.35	4.55	4.10	5.50	
SH 3-NW Exp	Wilshire	0.35	1.50	0.50	1.90	0.70	2.90	1.35	4.90	1.35	5.90	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	1.50	0.60	1.90	0.85	2.90	1.55	4.90	1.85	5.90	0.50	1.35	0.60	1.75	0.85	2.65	1.55	4.55	1.85	5.50
	NW 10th	0.70	1.50	0.90	1.90	1.25	2.90	2.25	4.90	2.80	5.90	0.70	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50
	I-40	0.75	1.50	1.00	1.90	1.40	2.90	2.60	4.90	3.25	5.90	0.75	1.35	1.00	1.75	1.40	2.65	2.60	4.55	3.25	5.50
Wilshire	SH 66-39th Exp	0.35	0.80	0.45	1.30	0.55	1.85	1.00	3.25	1.25	3.95	0.35	0.70	0.45	1.15	0.55	1.70	1.00	2.95	1.25	3.65
	NW 10th	0.55	0.80	0.70	1.30	0.95	1.85	1.75	3.25	2.15	3.95	0.55	0.70	0.70	1.15	0.95	1.70	1.75	2.95	2.15	3.65
	I-40	0.60	0.80	0.90	1.30	1.15	1.85	2.15	3.25	2.60	3.95	0.60	0.70	0.90	1.15	1.15	1.70	2.15	2.95	2.60	3.65
SH 66-39th Exp	NW 10th	0.35	0.50	0.60	0.80	0.75	1.15	0.85	1.90	0.95	2.35	0.35	0.45	0.60	0.70	0.75	1.00	0.85	1.75	0.95	2.15
	I-40	0.35	0.50	0.60	0.80	0.75	1.15	1.15	1.90	1.40	2.35	0.35	0.45	0.60	0.70	0.75	1.00	1.15	1.75	1.40	2.15
SW 15	I-40	0.30	0.35	0.90	1.05	1.20	1.40	2.10	2.45	2.70	3.15	LOCATION NOT OPEN TO TRAFFIC									

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	LHP-Portland	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	Meridian	0.35	0.45	0.55	0.70	0.75	1.00	1.55	1.75	1.70	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.35	1.50	1.45	1.85
	MacArthur	0.35	0.45	0.55	0.70	0.75	1.00	1.70	1.75	1.70	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.45	1.50	1.45	1.85
	Rockwell	0.70	0.90	1.10	1.55	1.50	2.25	2.25	3.50	2.80	4.30	0.60	0.70	0.95	1.30	1.30	1.90	1.95	3.00	2.40	3.70
	SH 3-NW Exp	0.90	1.15	1.40	1.70	1.85	2.35	3.35	3.90	4.10	4.75	0.75	0.95	1.20	1.45	1.60	2.00	2.90	3.35	3.55	4.10
	Wilshire	1.25	1.80	1.70	2.45	2.15	3.65	4.15	6.30	4.95	7.65	1.05	1.50	1.45	2.10	1.85	3.15	3.60	5.45	4.30	6.60
	SH 66-39th Exp	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.90	7.65	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.10	6.60
	NW 10th	1.65	1.80	2.15	2.45	3.00	3.65	5.60	6.30	6.80	7.65	1.40	1.50	1.85	2.10	2.60	3.15	4.85	5.45	5.90	6.60
I-40	1.70	1.80	2.15	2.45	3.05	3.65	5.95	6.30	7.25	7.65	1.45	1.50	1.85	2.10	2.65	3.15	5.15	5.45	6.30	6.60	
May	LHP-Portland	0.35	0.45	0.55	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.00	1.50	1.20	1.85
	Meridian	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85
	MacArthur	0.35	0.45	0.55	0.70	0.75	1.00	1.30	1.75	1.45	2.15	0.30	0.35	0.45	0.60	0.65	0.85	1.10	1.50	1.25	1.85
	Rockwell	0.70	0.90	1.05	1.55	1.50	2.25	2.15	3.50	2.60	4.30	0.60	0.70	0.90	1.30	1.30	1.90	1.85	3.00	2.25	3.70
	SH 3-NW Exp	0.90	1.15	1.40	1.70	1.85	2.35	2.95	3.90	3.55	4.75	0.75	0.95	1.20	1.45	1.60	2.00	2.55	3.35	3.05	4.10
	Wilshire	1.15	1.80	1.65	2.45	2.10	3.65	3.75	6.30	4.40	7.65	1.00	1.50	1.40	2.10	1.80	3.15	3.25	5.45	3.80	6.60
	SH 66-39th Exp	1.30	1.80	1.75	2.45	2.30	3.65	4.35	6.30	5.25	7.65	1.10	1.50	1.50	2.10	2.00	3.15	3.75	5.45	4.55	6.60
	NW 10th	1.50	1.80	2.00	2.45	2.70	3.65	5.10	6.30	6.15	7.65	1.30	1.50	1.70	2.10	2.35	3.15	4.40	5.45	5.35	6.60
	I-40	1.55	1.80	2.05	2.45	2.85	3.65	5.40	6.30	6.65	7.65	1.35	1.50	1.75	2.10	2.45	3.15	4.70	5.45	5.75	6.60
LHP-Portland	Meridian	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	MacArthur	0.35	0.45	0.55	0.70	0.75	1.00	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.60	0.65	0.85	0.85	1.50	1.05	1.85
	Rockwell	0.70	0.90	1.10	1.55	1.50	2.25	2.05	3.50	2.45	4.30	0.60	0.70	0.95	1.30	1.30	1.90	1.75	3.00	2.10	3.70
	SH 3-NW Exp	0.90	1.15	1.40	1.70	1.85	2.35	2.50	3.90	2.95	4.75	0.75	0.95	1.20	1.45	1.60	2.00	2.15	3.35	2.55	4.10
	Wilshire	1.10	1.80	1.50	2.45	2.00	3.65	3.35	6.30	3.75	7.65	0.95	1.50	1.30	2.10	1.70	3.15	2.90	5.45	3.25	6.60
	SH 66-39th Exp	1.15	1.80	1.55	2.45	2.05	3.65	3.75	6.30	4.55	7.65	1.00	1.50	1.35	2.10	1.75	3.15	3.25	5.45	3.95	6.60
	NW 10th	1.35	1.80	1.75	2.45	2.45	3.65	4.55	6.30	5.50	7.65	1.15	1.50	1.50	2.10	2.10	3.15	3.95	5.45	4.75	6.60
	I-40	1.40	1.80	1.85	2.45	2.60	3.65	4.90	6.30	5.95	7.65	1.20	1.50	1.60	2.10	2.25	3.15	4.25	5.45	5.15	6.60
MacArthur	Rockwell	0.35	0.45	0.55	0.85	0.75	1.25	1.00	1.75	1.25	2.15	0.30	0.35	0.45	0.70	0.65	1.05	0.85	1.50	1.05	1.85
	SH 3-NW Exp	0.55	0.70	0.90	1.00	1.15	1.35	2.05	2.15	2.50	2.60	0.45	0.60	0.75	0.85	1.00	1.15	1.75	1.85	2.15	2.25
	Wilshire	0.95	1.35	1.15	1.75	1.70	2.65	3.05	4.55	3.45	5.50	0.80	1.15	1.00	1.50	1.45	2.30	2.65	3.95	3.00	4.75
	SH 66-39th Exp	1.15	1.35	1.50	1.75	2.05	2.65	3.75	4.55	4.55	5.50	1.00	1.15	1.30	1.50	1.75	2.30	3.25	3.95	3.95	4.75
	NW 10th	1.25	1.35	1.65	1.75	2.25	2.65	4.35	4.55	5.20	5.50	1.05	1.15	1.40	1.50	1.95	2.30	3.75	3.95	4.50	4.75
	I-40	1.30	1.35	1.70	1.75	2.40	2.65	4.45	4.55	5.20	5.50	1.10	1.15	1.45	1.50	2.05	2.30	3.85	3.95	4.50	4.75
Rockwell	SH 3-NW Exp	0.55	0.70	0.70	1.00	0.95	1.35	1.85	2.15	2.25	2.60	0.45	0.60	0.60	0.85	0.80	1.15	1.60	1.85	1.95	2.25
	Wilshire	0.90	1.35	1.00	1.75	1.50	2.65	2.90	4.55	3.05	5.50	0.75	1.15	0.85	1.50	1.30	2.30	2.50	3.95	2.65	4.75
	SH 66-39th Exp	1.00	1.35	1.30	1.75	1.80	2.65	3.40	4.55	4.10	5.50	0.85	1.15	1.10	1.50	1.55	2.30	2.95	3.95	3.55	4.75
	NW 10th	1.25	1.35	1.65	1.75	2.20	2.65	4.15	4.55	5.00	5.50	1.05	1.15	1.40	1.50	1.90	2.30	3.60	3.95	4.35	4.75
	I-40	1.30	1.35	1.70	1.75	2.40	2.65	4.35	4.55	5.20	5.50	1.10	1.15	1.45	1.50	2.05	2.30	3.75	3.95	4.50	4.75
Council	SH 3-NW Exp	0.35	0.70	0.55	1.00	0.75	1.35	0.90	2.15	1.10	2.60	0.30	0.60	0.45	0.85	0.65	1.15	0.75	1.85	0.95	2.25
	Wilshire	0.60	1.35	0.75	1.75	1.00	2.65	1.65	4.55	2.00	5.50	0.50	1.15	0.65	1.50	0.85	2.30	1.40	3.95	1.70	4.75
	SH 66-39th Exp	0.90	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50	0.75	1.15	0.75	1.50	1.05	2.30	1.95	3.95	2.40	4.75
	NW 10th	0.95	1.35	1.15	1.75	1.65	2.65	3.00	4.55	3.70	5.50	0.80	1.15	1.00	1.50	1.40	2.30	2.60	3.95	3.20	4.75
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	0.85	1.15	1.15	1.50	1.55	2.30	2.90	3.95	3.55	4.75
	Wilshire	0.35	1.35	0.50	1.75	0.70	2.65	1.35	4.55	1.35	5.50	0.30	1.15	0.40	1.50	0.60	2.30	1.15	3.95	1.15	4.75
	SH 66-39th Exp	0.50	1.35	0.60	1.75	0.85	2.65	1.55	4.55	1.85	5.50	0.40	1.15	0.50	1.50	0.70	2.30	1.35	3.95	1.60	4.75
	NW 10th	0.70	1.35	0.90	1.75	1.25	2.65	2.25	4.55	2.80	5.50	0.60	1.15	0.75	1.50	1.05	2.30	1.95	3.95	2.40	4.75
Wilshire	I-40	0.75	1.35	1.00	1.75	1.40	2.65	2.60	4.55	3.25	5.50	0.65	1.15	0.85	1.50	1.20	2.30	2.25	3.95	2.80	4.75
	SH 66-39th Exp	0.35	0.70	0.45	1.15	0.55	1.70	1.00	2.95	1.25	3.65	0.30	0.60	0.35	1.00	0.45	1.45	0.85	2.55	1.05	3.15
	NW 10th	0.55	0.70	0.70	1.15	0.95	1.70	1.75	2.95	2.15	3.65	0.45	0.60	0.60	1.00	0.80	1.45	1.50	2.55	1.85	3.15
SH 66-39th Exp	I-40	0.60	0.70	0.90	1.15	1.15	1.70	2.15	2.95	2.60	3.65	0.50	0.60	0.75	1.00	1.00	1.45	1.85	2.55	2.25	3.15
	NW 10th	0.35	0.45	0.60	0.70	0.75	1.00	0.85	1.75	0.95	2.15	0.30	0.35	0.50	0.60	0.65	0.85	0.70	1.50	0.80	1.85
I-40	0.35	0.45	0.60	0.70	0.75	1.00	1.15	1.75	1.40	2.15	0.30	0.35	0.50	0.60	0.65	0.85	1.00	1.50	1.20	1.85	

CHEROKEE TURNPIKE

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

CHICKASAW TURNPIKE

Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
SH 1-Roff	US 177-Sulphur	0.65	0.85	0.85	0.95	1.35	1.90	2.20	3.10	2.40	3.10	0.65	0.75	0.85	0.90	1.35	1.75	2.20	2.90	2.40	2.90
	SH-7	0.65	0.85	0.85	0.95	1.35	1.90	2.20	3.10	2.40	3.10	0.65	0.75	0.85	0.90	1.35	1.75	2.20	2.90	2.40	2.90

CHEROKEE TURNPIKE

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

CHICKASAW TURNPIKE

Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
SH 1-Roff	US 177-Sulphur	0.65	0.75	0.80	0.85	1.30	1.70	2.15	2.80	2.30	2.80	0.55	0.65	0.70	0.75	1.15	1.50	1.90	2.50	2.05	2.50
	State Hwy 7	0.65	0.75	0.80	0.85	1.30	1.70	2.15	2.80	2.30	2.80	0.55	0.65	0.70	0.75	1.15	1.50	1.90	2.50	2.05	2.50

CREEK TURNPIKE

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

CREEK TURNPIKE

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

CREEK TURNPIKE

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

CREEK TURNPIKE

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

CREEK TURNPIKE

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

CREEK TURNPIKE

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

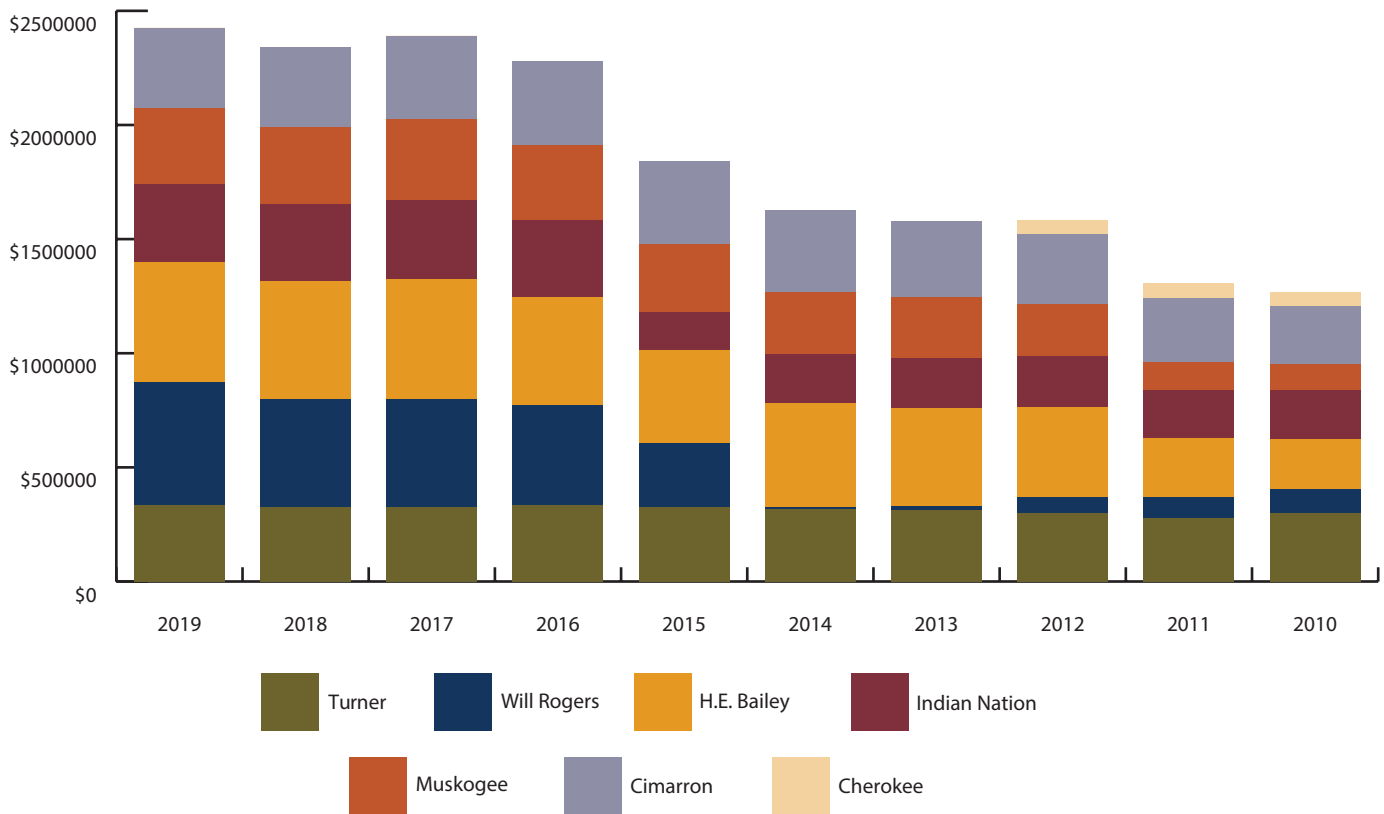
CREEK TURNPIKE																					
Toll Rates Effective:		July 15, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH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

**SCHEDULE 7: CONCESSION REVENUE BY TURNPIKE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Turnpike:										
Turner Turnpike	\$ 333,396	\$ 327,430	\$ 328,076	\$ 334,564	\$ 325,259	\$ 317,829	\$ 313,543	\$ 301,894	\$ 279,587	\$ 300,753
Will Rogers Turnpike	539,961	473,059	470,439	438,204	281,784	7,527	16,398	68,255	89,149	104,416
H.E. Bailey Turnpike	525,718	515,055	526,806	474,055	404,983	455,436	430,030	390,315	259,136	215,340
Indian Nation Turnpike	340,186	338,467	345,773	335,821	166,616	213,086	216,207	227,381	207,842	214,997
Muskogee Turnpike	337,018	335,262	354,614	329,231	299,645	272,041	269,441	224,953	123,500	114,514
Cimarron Turnpike	348,786	352,334	364,342	364,977	360,078	361,087	333,686	309,305	284,658	254,421
Cherokee Turnpike	-	-	-	-	-	-	-	60,000	65,173	65,115
Totals	\$ 2,425,065	\$ 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

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

CONCESSION REVENUE BY TURNPIKE, LAST TEN FISCAL YEARS



**SCHEDULE 8: RATIOS OF OUTSTANDING DEBT
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Net revenue bonds outstanding	\$ 1,970,348	\$ 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
Other long-term debt	15,000	15,000	15,000	69,700	15,000	15,000	18,000	19,490	27,490	33,490
Total outstanding debt	\$ 1,985,348	\$ 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
Electronic Tolls transactions	146,993	141,545	138,238	135,560	127,609	118,050	108,415	106,870	103,423	102,279
Cash transactions	39,220	42,387	45,648	49,670	49,666	49,146	47,756	48,414	47,261	52,009
Total toll transactions	186,213	183,932	183,886	185,230	177,275	167,196	156,171	155,284	150,684	154,288
Debt per Electronic Tolls transaction	\$ 13.51	\$ 14.52	\$ 12.81	\$ 7.41	\$ 7.91	\$ 9.03	\$ 10.36	\$ 11.03	\$ 12.02	\$ 10.53
Debt per cash transaction	50.62	48.49	38.79	20.23	20.32	21.69	23.52	24.35	26.30	20.72
Debt per total transaction	10.66	11.17	9.63	5.43	5.69	6.37	7.19	7.59	8.25	6.98

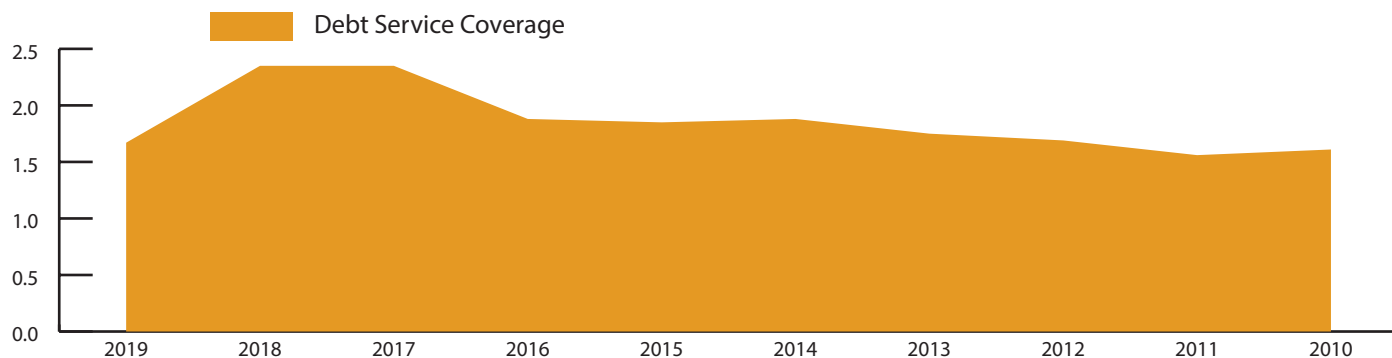
Note: For comparative purposes, the unamortized net debt has been excluded from the calculation of net revenue bonds outstanding, in accordance with GASB 63.

**SCHEDULE 9: PLEDGED-REVENUE COVERAGE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Gross revenues (1)	\$ 349,255	\$ 334,242	\$ 309,121	\$ 271,768	\$ 262,308	\$ 252,252	\$ 238,851	\$ 240,046	\$ 233,689	\$ 234,233
Operating expenses (2)	114,533	105,857	101,888	93,972	85,532	80,555	81,592	86,706	87,918	72,396
Net revenues available for debt service	\$ 234,722	\$ 228,385	\$ 207,233	\$ 177,796	\$ 176,776	\$ 171,697	\$ 157,259	\$ 153,340	\$ 145,771	\$ 161,837
Debt service for revenue bonds outstanding:										
Principal	\$ 57,780	\$ 56,645	\$ 54,590	\$ 56,505	\$ 54,050	\$ 51,780	\$ 49,775	\$ 49,310	\$ 50,955	\$ 48,645
Interest (3)	82,807	40,407	33,676	37,992	41,651	39,335	39,904	41,443	42,785	52,042
Total current debt service	\$ 140,587	\$ 97,052	\$ 88,266	\$ 94,497	\$ 95,701	\$ 91,115	\$ 89,679	\$ 90,753	\$ 93,740	\$ 100,687
Debt service coverage (4)	1.67	2.35	2.35	1.88	1.85	1.88	1.75	1.69	1.56	1.61

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

DEBT SERVICE COVERAGE, LAST TEN FISCAL YEARS

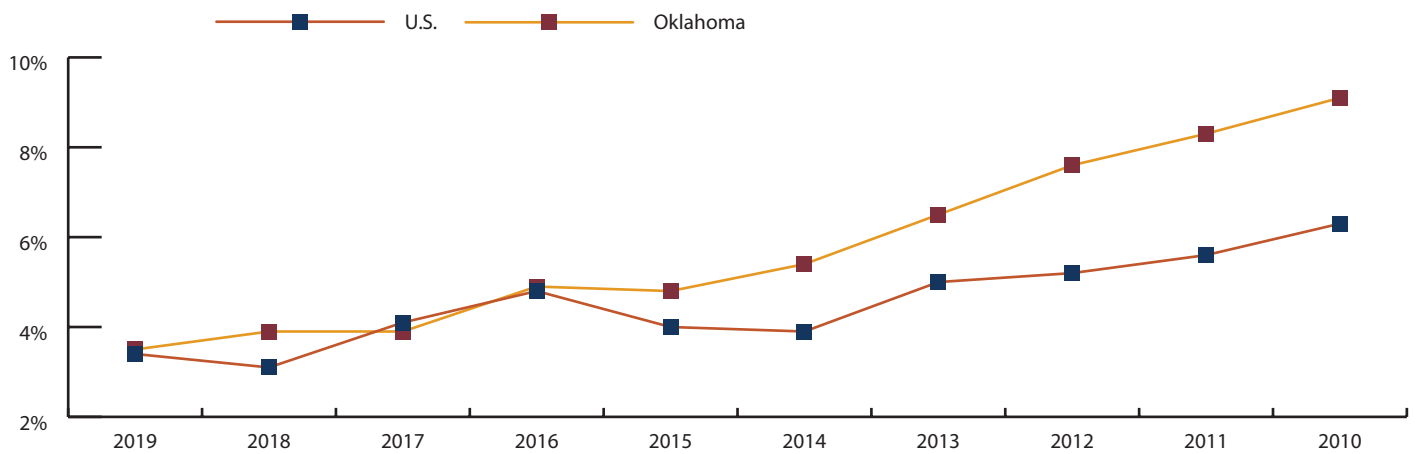


**SCHEDULE 10: DEMOGRAPHIC AND ECONOMIC STATISTICS
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Population:										
Oklahoma (thousands)	3,957	3,943	3,931	3,924	3,911	3,878	3,851	3,815	3,792	3,760
U.S. (thousands)	328,240	327,167	325,719	323,128	321,419	318,857	316,129	313,914	311,592	309,330
Per capita income:										
Oklahoma	\$ *	\$ *	\$ *	\$ 42,692	\$ 44,272	\$ 43,138	\$ 41,861	\$ 41,399	\$ 38,980	\$ 35,912
U.S.	56,690	53,694	50,395	49,495	47,690	46,030	44,408	44,247	42,459	40,274
Total personal income:										
Oklahoma (millions)	\$ 190	\$ 182	\$ 171	\$ 179	\$ 174	\$ 171	\$ 162	\$ 158	\$ 150	\$ 137
U.S.(billions)	18,922	18,017	16,719	16,290	15,612	15,014	14,268	14,623	13,472	12,816
Gross product:										
Oklahoma (millions)	\$ *	\$ *	\$ *	\$ 183	\$ 186	\$ 184	\$ 176	\$ 169	\$ 162	\$ 152
U.S. (billions)	21,429	20,501	19,058	18,566	17,943	17,348	16,663	16,155	15,518	14,964
Total labor force:										
Oklahoma (thousands)	1,846	1,837	1,842	1,824	1,848	1,818	1,797	1,810	1,788	1,767
U.S. (thousands)	164,556	163,240	160,597	159,640	157,833	156,142	155,083	155,597	153,995	153,650
% rate of unemployment:										
Oklahoma	3.4%	3.1%	4.1%	4.8%	4.0%	3.9%	5.0%	5.2%	5.6%	6.3%
U.S.	3.5%	3.9%	3.9%	4.9%	4.8%	5.4%	6.5%	7.6%	8.3%	9.1%

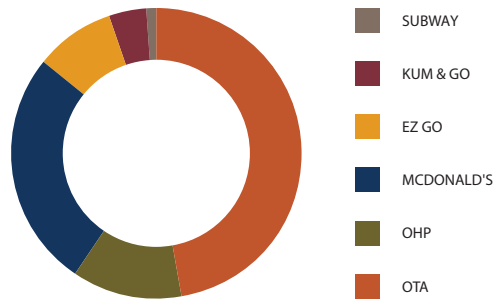
Sources: Web sites of the U.S. Census Bureau, Federal Reserve Bank of St. Louis and Bureau of Labor Statistics

UNEMPLOYMENT RATE, LAST TEN FISCAL YEARS



**SCHEDULE 11A: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM
DECEMBER 31, 2019**

	2019
OTA Employees	517
OHP (troopers assigned to OTA)	135
McDonald's Employees (concessionaire)	290
EZ Go Employees (concessionaire)	99
Kum & Go Employees (concessionaire)	42
Subway Employees (concessionaire)	13
Total	1,096



**SCHEDULE 11B: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS**

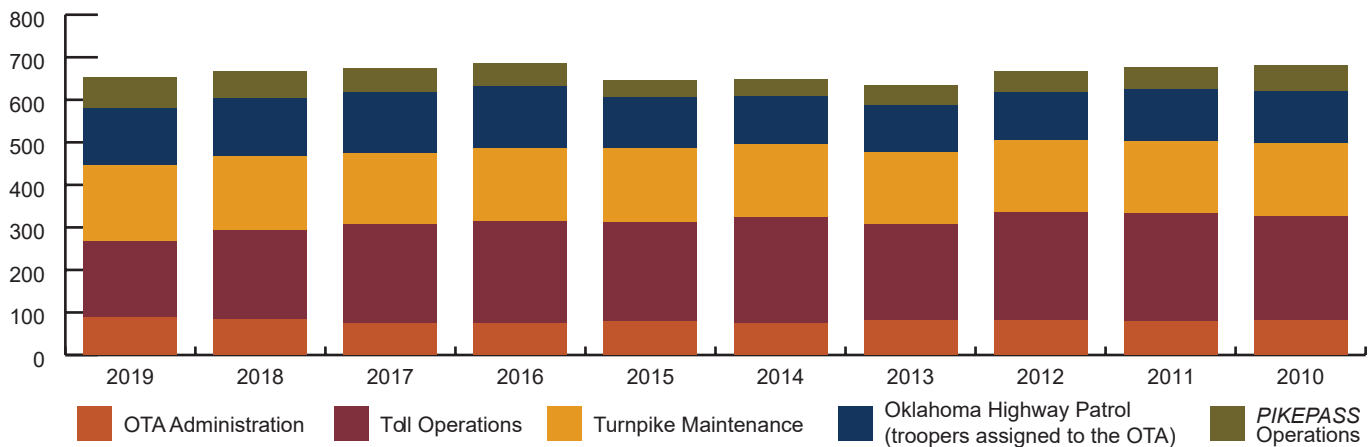
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
OTA Office Employees	160	146	131	128	120	115	126	131	132	142
OTA Field Employees	357	384	400	411	408	421	398	423	426	418
OHP (troopers assigned to OTA)	135	136	143	146	119	111	110	113	120	122
McDonald's Employees (concessionaire)	290	314	312	313	329	374	316	341	*	*
EZ Go Employees (concessionaire)	99	104	106	106	101	90	86	99	*	*
Kum & Go Employees (concessionaire)	42	40	34	32	33	53	10	10	*	*
Subway Employees (concessionaire)	13	14	15	18	15	*	*	*	*	*
Total	1,096	1,138	1,141	1,154	1,125	1,164	1,046	1,117	678	682

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, 2019 AND PRIOR NINE YEARS**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Administration	89	84	75	75	78	75	80	82	78	80
Toll Operations	178	209	231	239	235	249	227	254	255	246
Turnpike Maintenance	179	175	169	172	173	172	171	169	171	172
Highway Patrol (troopers assigned to OTA)	135	136	143	146	119	111	110	113	120	122
PIKEPASS Operations	71	62	56	53	42	40	46	49	54	62
Total	652	666	674	685	647	647	634	667	678	682

FULL-TIME EMPLOYEES, LAST TEN FISCAL YEARS



Sources: Employment records from OTA and concessionaires.

**SCHEDULE 13: CAPITAL ASSET STATISTICS
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Turnpikes under operation (total length in miles)	607.0	600.9	600.9	600.9	600.9	600.9	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)	31.4	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	13.3	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:	2,449.0	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
Right-of-Way area: (000's acres)	33	33	33	33	33	33	33	33	33	33
Facilities:	303	303	303	304	303	296	291	288	273	268
Interchanges	88	88	88	88	88	88	87	86	85	84
Service areas	16	16	16	17	18	18	16	19	11	11
Maintenance buildings	195	195	195	195	193	186	184	180	174	170
Administration building	1	1	1	1	1	1	1	1	1	1
PIKEPASS customer service centers/stores	3	3	3	3	3	3	3	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 2019, total lane miles were expanded by completion of the widening project on the Turner Turnpike.</i>										
<i>In 2018, total lane miles were expanded by partial completion of the widening project on the Turner Turnpike.</i>										
<i>In 2014, total lane miles were reduced for the US Highway 7 to US Highway 177 segment on the Chickasaw Turnpike which was transferred to the ODOT.</i>										
<i>In 2013, total lane miles were expanded by completion of the widening projects on the John Kilpatrick and Creek Turnpikes.</i>										
<i>In 2013, the OTA partnered with the Department of Tourism to establish an additional full service PIKEPASS store within the Tourism Information Center in Oklahoma City.</i>										
<i>Sources: Various OTA Divisions.</i>										

SCHEDULE 14: INSURANCE IN FORCE, AS OF DECEMBER 31, 2019

Insurance		Policy	Coverage	Deductible	Annual or Last Premium	
Fire & extended coverage for buildings & contents, bridges and computers	08/01/19-07/31/20	State of Oklahoma	\$ 180,879,313	Buildings & Contents	\$ 10,000	\$ 160,802
		Certificate #978	1,322,138,218	Bridges (100%)	200,000	531,103
Auto liability	07/01/19-06/30/20	State of Oklahoma	175,000	Bodily injury	0	49,364
		Certificate #978	25,000	Property damage		
			1,000,000	Per occurrence		
Comprehensive general liability, personal and injury liability	07/01/19-06/30/20	State of Oklahoma	175,000	Bodily injury	0	20,218
		Certificate #978	25,000	Property damage		
			1,000,000	Per occurrence		
Directors & Officer's insurance	10/30/19-10/30/20	State of Oklahoma	35,000,000	Aggregate	150,000	20,885
		Certificate #978	5,000,000	Per occurrence		
Public Employee	07/01/19-06/30/20	State of Oklahoma Certificate #978	50,000	Per employee (Provided by State)	5,000	N/A
Workers compensation	07/01/19-06/30/20	State Risk Management	100,000,000	Liabilities (Okla)	0	462,415
		#00338640	100,000	Employee injuries		
Health benefits	01/01/19-12/31/19	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, & dental	Various	7,771,039
Surety bond	06/27/17 – 06/20/20	Travelers C&S Ins. #106769464	25,000	Guy Berry	n/a	251
	04/04/19 – 06/30/20	#1107119226	100,000	John Jones	n/a	326
	04/01/19 – 03/31/20	#106461440	25,000	Dana Weber	n/a	100
	04/01/19 – 03/31/20	#105639652	25,000	Gene Love	n/a	100
	03/01/19 – 03/31/20	#107077778	25,000	John Titsworth	n/a	100
	03/01/19 – 03/31/20	#107077794	25,000	Todd Cone	n/a	100

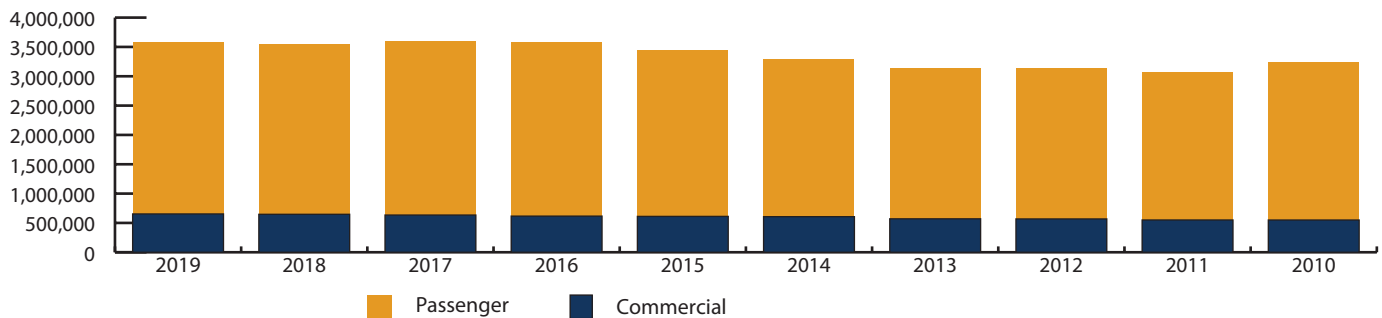
SCHEDULE 15: OPERATING INDICATORS
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(CONCESSION INFORMATION PRESENTED IN 000'S OF DOLLARS/GALLONS)

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Concessions:										
Concessionaire restaurant sales (\$)	20,646	20,321	23,742	22,867	18,971	17,345	18,087	19,669	18,237	16,830
Concessionaire service station sales (\$)	18,837	18,184	14,991	14,738	15,991	13,277	12,878	14,024	12,362	11,442
Concessionaire gasoline sales (gallons)	22,463	22,380	19,534	20,052	21,671	18,114	16,688	18,536	16,753	16,925
Concessionaire diesel sales (gallons)	13,492	15,864	14,493	15,089	18,729	14,203	13,756	15,576	14,211	12,724
Concessionaire rent paid to OTA (\$)	2,425	2,342	2,390	2,277	1,838	1,627	1,579	1,582	1,309	1,269
Highway Patrol:										
Total citations	24,012	23,838	26,968	29,180	26,042	27,774	28,775	24,615	24,296	26,506
Total warnings	88,002	96,115	112,493	100,959	87,193	90,924	106,748	108,922	107,090	110,502
Motorist assists	18,598	20,504	21,449	20,467	18,820	19,431	17,098	16,404	16,361	14,366
Accidents	1,560	1,594	1,434	1,513	1,480	1,209	1,111	1,065	1,082	1,035
Accidents per 100 million miles	43.67	44.86	39.99	42.21	42.98	36.65	35.41	33.95	35.35	31.93
Fatalities	18	28	25	33	20	29	31	26	28	16
Fatalities per 100 million miles	0.50	0.79	0.70	0.92	0.58	0.88	0.99	0.83	0.91	0.49
PIKEPASS:										
Total active PIKEPASS accounts	787,193	744,672	705,584	715,127	634,151	596,716	624,455	593,851	568,359	544,788
Total active PIKEPASS transponders	1,949,652	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
Total customer service calls received	740,319	709,974	703,857	677,614	644,520	604,331	577,287	812,758	790,967	576,611
Turnpike maintenance:										
Joint and crack sealing (linear feet)	976,971	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
Fence Repair/Replacement (linear feet)	68,169	188,447	101,156	182,750	40,363	110,336	143,098	109,069	135,830	64,920
Vegetation management (acres)	34,804	51,951	58,115	72,526	56,401	59,160	33,781	35,799	39,176	44,367
Snow removal operations (lane miles)	75,533	70,857	69,833	33,963	188,811	107,296	128,842	31,198	150,123	99,843
Turnpike operations:										
Average toll collected (\$):										
<i>(toll revenues / transactions)</i>										
Passenger	1.20	1.18	1.13	0.99	0.98	0.99	1.00	1.00	1.01	1.00
Commercial	7.68	7.48	7.07	6.36	6.35	6.42	6.64	6.82	6.85	6.71
Average trip length (miles):										
<i>(mileage / transactions)</i>										
Passenger	17.2	17.4	17.6	17.5	17.5	17.7	18.0	18.1	18.2	19.1
Commercial	40.7	40.3	40.2	40.3	40.2	40.6	41.9	42.3	42.5	42.4
Average toll/mile (\$)										
<i>(toll revenues / mileage)</i>										
Passenger	7.0	6.8	6.4	5.7	5.6	5.6	5.5	5.5	5.5	5.3
Commercial	18.9	18.6	17.6	15.8	15.8	15.8	15.9	16.1	16.1	15.9
Sources: Various OTA Divisions.										

**SCHEDULE 16: MILEAGE BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2019 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF MILES)**

	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Turner Turnpike										
Passenger	750,991	743,350	757,489	757,721	714,505	681,093	652,340	655,342	636,552	686,571
Commercial	205,665	203,490	199,541	190,940	187,862	187,426	178,292	175,053	170,080	169,781
Total	956,656	946,840	957,030	948,661	902,367	868,519	830,632	830,395	806,632	856,352
Will Rogers Turnpike										
Passenger	478,684	489,693	520,497	532,815	506,834	487,844	464,490	464,919	463,645	526,936
Commercial	231,542	228,131	225,626	223,236	222,240	218,596	209,567	212,378	207,935	206,842
Total	710,226	717,824	746,123	756,051	729,074	706,440	674,057	677,297	671,580	733,778
H. E. Bailey Turnpike										
Passenger	411,059	397,822	392,253	395,135	374,259	360,895	347,672	344,941	335,805	348,423
Commercial	58,310	56,917	51,524	47,591	47,219	48,631	42,728	41,650	39,571	40,337
Total	469,369	454,739	443,777	442,726	421,478	409,526	390,400	386,591	375,376	388,760
Indian Nation Turnpike										
Passenger	166,576	163,324	165,703	168,221	170,181	162,806	158,411	159,112	154,274	163,302
Commercial	48,108	47,929	46,387	43,814	44,470	44,070	43,532	44,282	41,501	42,161
Total	214,684	211,253	212,090	212,035	214,651	206,876	201,943	203,394	195,775	205,463
Muskogee Turnpike										
Passenger	261,923	257,302	255,785	267,656	260,353	245,281	242,865	240,361	228,228	243,141
Commercial	35,082	37,436	39,091	40,316	39,760	38,471	29,813	28,963	28,699	29,559
Total	297,005	294,738	294,876	307,972	300,113	283,752	272,678	269,324	256,927	272,700
Cimarron Turnpike										
Passenger	135,061	135,680	143,046	144,280	141,341	135,738	129,921	126,763	120,531	127,426
Commercial	30,736	30,685	31,021	30,369	30,835	31,425	31,163	30,240	26,342	25,070
Total	165,797	166,365	174,067	174,649	172,176	167,163	161,084	157,003	146,873	152,496
John Kilpatrick Turnpike										
Passenger	330,655	327,107	324,885	322,702	301,964	276,294	249,628	247,880	242,998	247,779
Commercial	16,028	15,026	13,610	12,660	12,723	11,425	9,778	10,448	9,968	9,137
Total	346,683	342,133	338,495	335,362	314,687	287,719	259,406	258,328	252,966	256,916
Cherokee Turnpike										
Passenger	79,124	80,661	82,105	83,678	79,127	73,447	70,971	70,306	68,269	74,677
Commercial	14,086	12,744	12,863	13,004	12,587	12,166	11,720	11,724	11,639	11,651
Total	93,210	93,405	94,968	96,682	91,714	85,613	82,691	82,030	79,908	86,328
Chickasaw Turnpike										
Passenger	17,723	17,588	17,052	15,448	14,592	13,641	12,967	12,506	12,293	12,762
Commercial	2,936	2,724	2,851	4,024	3,727	4,120	3,670	3,437	3,287	3,245
Total	20,659	20,312	19,903	19,472	18,319	17,761	16,637	15,943	15,580	16,007
Creek Turnpike										
Passenger	287,187	293,263	292,723	280,208	268,935	255,112	237,910	246,231	248,216	261,342
Commercial	10,833	12,078	11,990	10,220	10,083	10,307	10,089	10,116	11,211	11,831
Total	298,020	305,341	304,713	290,428	279,018	265,419	247,999	256,347	259,427	273,173
Totals										
Passenger	2,918,983	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
Commercial	653,326	647,161	634,504	616,174	611,506	606,637	570,352	568,291	550,233	549,614
Total Mileage	3,572,309	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

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





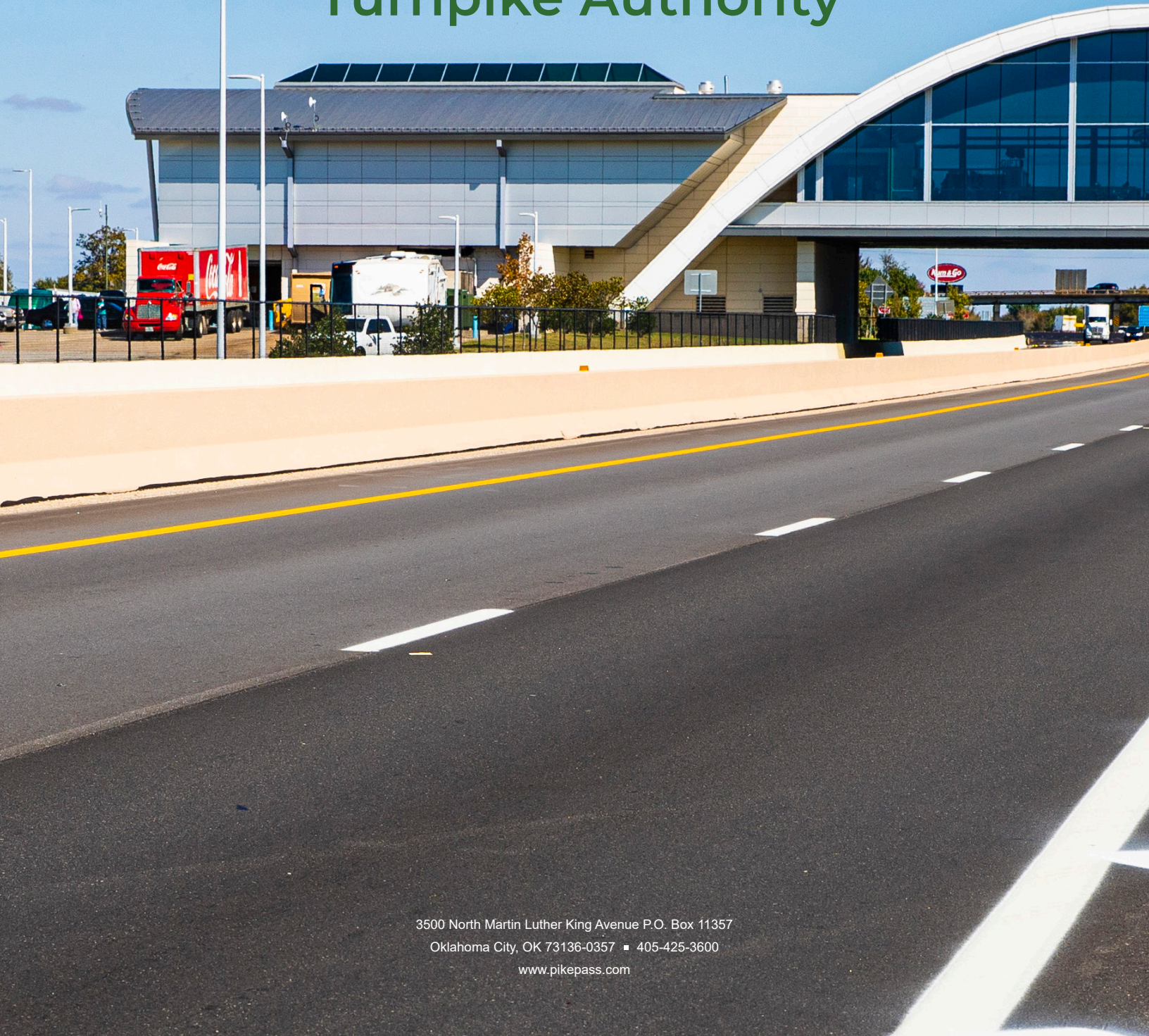
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OKLAHOMA

Turnpike Authority



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