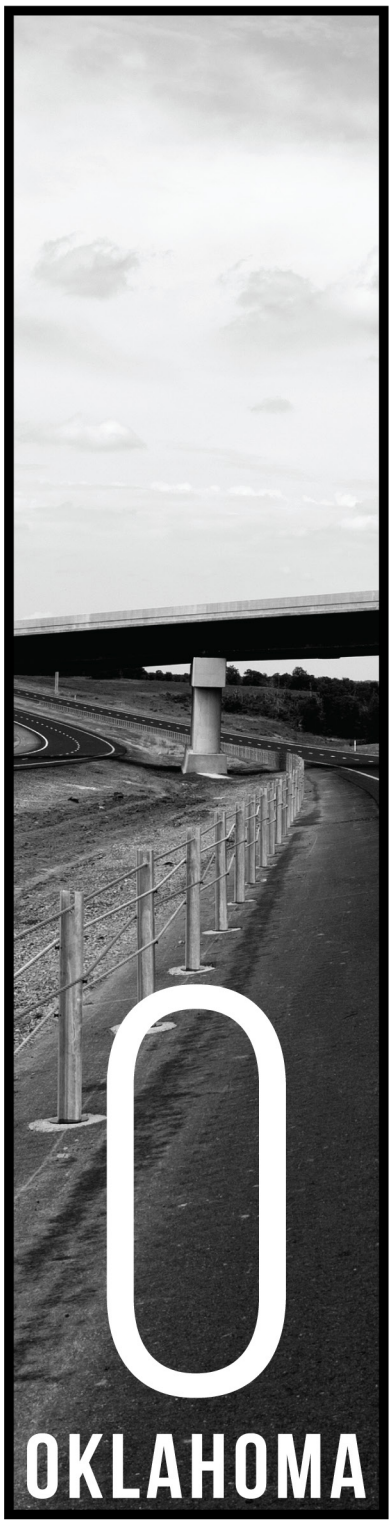
OKLAHOMA
Turnpike Authority

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the years ended December 31, 2020 and 2019



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 CITY, OKLAHOMA
PREPARED BY THE CONTROLLER DIVISION

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DESCRIPTION OF THE OKLAHOMA TURNPIKE SYSTEM

TURNER TURNPIKE

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

WILL ROGERS TURNPIKE

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

H.E. BAILEY TURNPIKE

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

INDIAN NATION TURNPIKE

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

CHICKASAW TURNPIKE

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

CHEROKEE TURNPIKE

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

MUSKOGEE TURNPIKE

Authorized by the State Legislature in 1965 and opened in 1969. Four-lane, limited access highway extending 53.1 miles from Tulsa to I-40 near 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.

KICKAPOO TURNPIKE

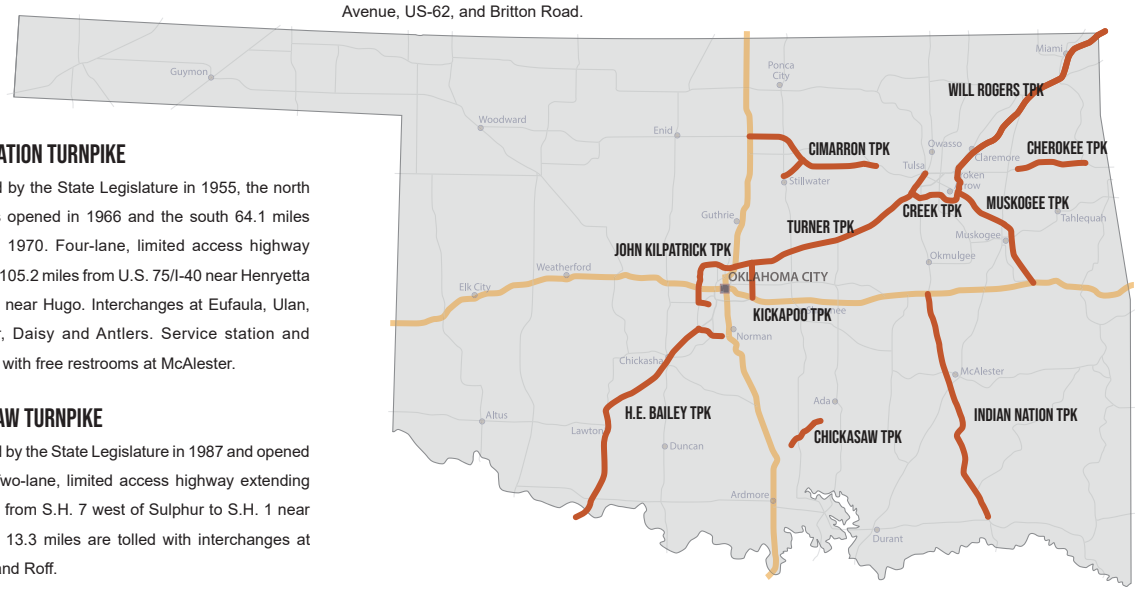
Authorized by the Oklahoma Turnpike Authority Board in 2015 and opened in 2021. This 4 lane divided highway extends 20 miles to connect I-40 to I-44 on the eastern side of Oklahoma County. This Turnpike was Oklahoma's first newly constructed 80mph facility. Access provided at 89th Street, 29th Street, Reno Avenue, US-62, and Britton Road.

CIMARRON TURNPIKE

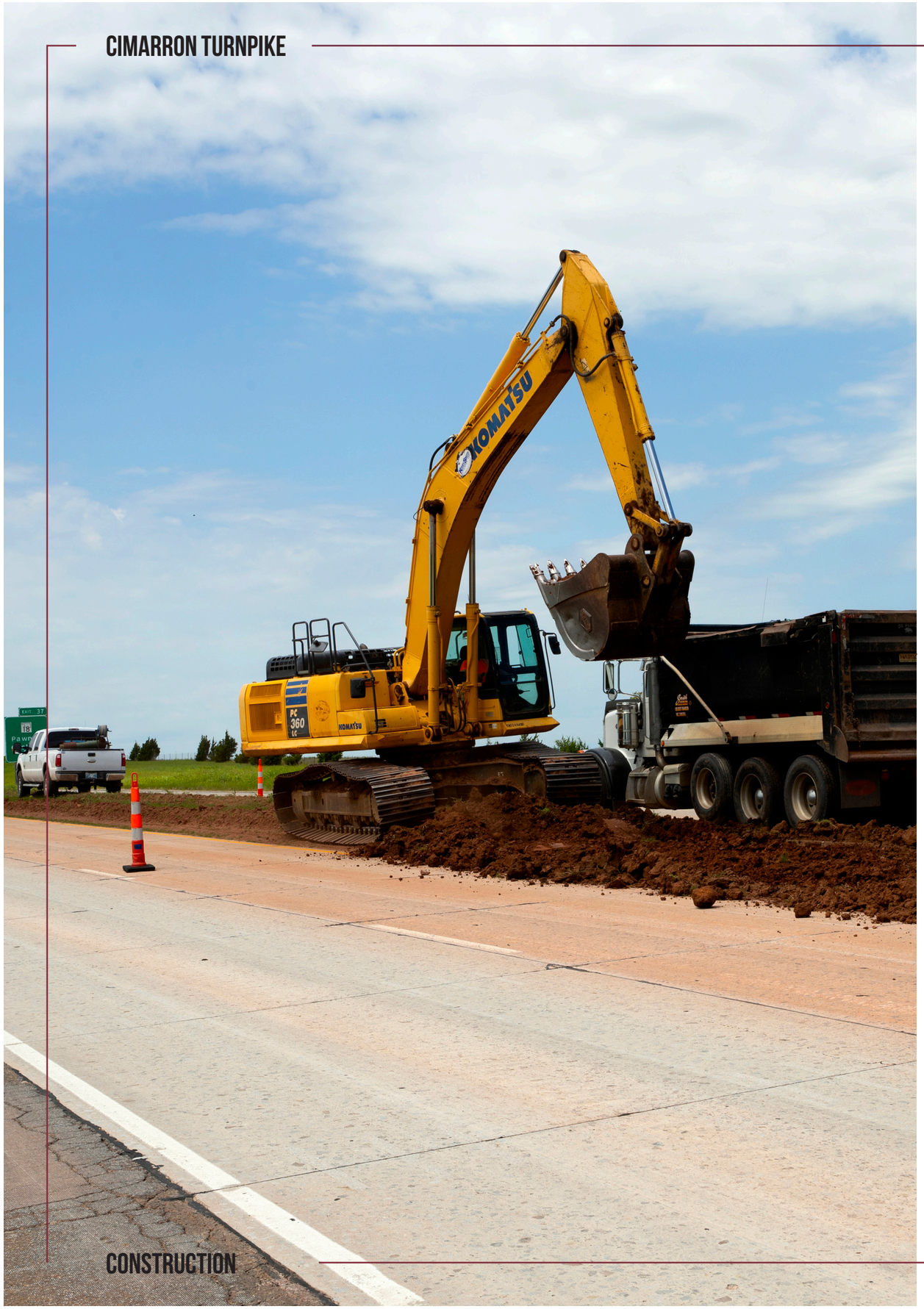
Authorized by the State Legislature in 1965 and opened in 1975. Four-lane, limited access highway extending 59.2 miles on main route from I-35/U.S. 64 east of Enid to Tulsa, and 8.5 miles on a spur connecting the main route with Stillwater and Oklahoma State University. Interchanges at U.S. 77, U.S.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

CREEK TURNPIKE

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



Luther / Jones
EXIT 1 MILE
Luther 1
Okla City 28
Lawton 128
SPEED LIMIT
75
MINIMUM SPEED
60



CONSTRUCTION

OKLAHOMA
Turnpike Authority

April 30, 2021

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 for the year ended December 31, 2020. The Controller Division has prepared this Annual Report in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA.

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

An audit of the financial statements has been performed in accordance with generally accepted auditing standards in compliance with the requirements of Section 711 of the OTA's Trust Agreement dated February 1, 1989, as amended (the Trust Agreement). The required audit has been performed for the year ended December 31, 2020, by the OTA's independent auditors, BKD, LLP. Their report is included in the Financial Section of the Annual Report. The Financial Section also includes Management's Discussion and Analysis which provides an overview and brief analysis of the basic financial statements. Readers are encouraged to review this information.

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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 eleven turnpikes covering approximately 616.7 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

In December 2019, a novel strain of coronavirus, now commonly identified as COVID-19, was reported to have surfaced in China. With the globalization experienced in recent years, the spread of this virus caused business disruption throughout the world. In March 2020, the World Health Organization declared the outbreak of COVID-19 to be a pandemic, and the U.S. and Oklahoma economy began to experience the pronounced effects of these circumstances. On March 15, 2020, Oklahoma Governor Kevin Stitt issued the first of a series of Executive Orders, declaring a state of emergency for all Oklahoma counties due to COVID-19 pandemic concerns and outlining several measures to promote the health and safety of Oklahoma citizens. As part of the emergency plan to help Oklahoma slow the spread of COVID-19, a 'Safer at Home' order was issued for adults over 65 and vulnerable individuals, gatherings were limited to no more than 10 people, elective and minor medical procedures were postponed, businesses that provided non-critical services were closed, and there was an emphasis on telework whenever possible. After several weeks, Governor Stitt issued another series of Executive Orders to establish the Open Up and Recover Safely Plan to safely and slowly reopen Oklahoma's economy beginning in late April throughout the summer. Despite this phased approach to reopening, Oklahoma continued to experience the effects of the spread of the virus which in turn slowed the economic recovery of the State throughout the end of the year.

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 that the result of severely restricting economic activity (in an attempt to stall the pace of COVID-19 transmission) was a collapse in measured economic activity as communities followed sheltered in place protocols and remained at home for safety. They also state that Oklahoma's oil and natural gas industry is at the end of an unparalleled contraction, with new drilling all but shut down in the State and the industry activity continuing on a slow crawl with an uncertain future. In this report, Dr. Evans and Mr. Long caution that even with the expectation that widespread vaccination would end this pandemic period and that personal income would be artificially supported by federal economic policy, the State's economy remains vulnerable to national and global uncertainties with regards to COVID-19 and hence there could be a delay in the improvement of economic conditions.

According to the February 2021 news release from the Bureau of Economic Analysis (BEA), U.S. GDP in the 4th quarter of 2020 increased at an annual rate of 4.1%. The January 2021 "Oklahoma Economic Indicators", prepared by senior economist Monty Evans, attributes the national increase in real GDP for the 3rd quarter of 2020 to healthcare and social assistance, durable goods manufacturing and accommodation and food services. Locally, Oklahoma's real GDP for the 3rd quarter 2020 increased to 24.2% from the previous quarter decline of 31.1%. 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. For 2020, overall statewide crude production decreased below levels seen prior to the economic slowdown caused by the COVID-19 pandemic.

The Oklahoma unemployment rate for November 2020 was 5.9%, less than the national rate of 6.7% for December 2020. According to the January 2021 "Oklahoma Economic Indicator" report, in November 2020 the unemployment rates for all of Oklahoma's 77 counties were higher than the previous year. Regarding Oklahoma's leading index for 2020, the Federal Reserve Bank of Philadelphia noted that they expect to suspend the release of upcoming state leading indexes until further notice as the standard approach for estimating changes in coincident indexes may not be reliable in the coming months due to the impact of the COVID-19 pandemic on the economy and on initial unemployment claims during 2020.

According to State Treasurer Randy McDaniel, gross receipts to the Treasury in January 2021 were approximately $1.2 billion, a decrease of 5.7% from January 2020. Gross income tax collections generated $432.4 million, a decrease of 8.0% from the previous January. Two main factors are stated to have impacted the income tax remittances: (1) Due to the calendar structure of January 2021 in regards to weekends, this month had two less tax collection days than January 2020, and (2) a pause in stimulus-related unemployment payments in late December 2020. Also, sales and use tax collections, including remittances on behalf of cities and counties, totaled $506.4 million in January 2021, $8.1 million and 1.6% more than January 2020. This growth is attributed to the increase of use tax receipts, collected on out-of-state purchases including internet sales. Additionally, gross production taxes on oil and natural gas decreased by $30.8 million, or 34.9% from last January. Treasurer McDaniel commented that Oklahoma's economy is not immune to the fiscal impact caused by the pandemic; however, he anticipates economic recovery as public health improves and economic activity increases.

At the end of 2020, Kimberly Amadeo, President of WorldMoneyWatch.com reported that a forecast released on the Federal Open Market Committee (FOMC) meeting on December 16, 2020 predicts the U.S. GDP growth will rebound from a 2.4% contraction rate in 2020 up to a 4.2% growth rate in 2021 and slow in the subsequent following years. The unemployment rate is expected to decrease to 5.0% in 2021 compared to the 6.7% unemployment rate estimate in 2020. Inflation is anticipated to be 1.8% in 2021. Also, Kimberly Amadeo stated that the FOMC lowered the fed funds rate to a range of 0.0% and 0.25% after holding an emergency meeting in March 2020 to address the pandemic's economic impact. Later, the FOMC announced on September 16, 2020 it would keep the benchmark rate at 0.1% until inflation reached 2.0%; their December 16, 2020 forecast predicted this would occur in 2023. Additionally, the Fed is working on keeping long-term rates low as a means to make borrowing cheaper and hence encourage consumers and businesses spending. According to Kimberly Amadeo, the U.S. economy is improving from the decline caused by the pandemic, however, she also states that this is a cautiously positive outlook based on expert review of key economic indicators.

The OTA remains committed to customer convenience, quality roadways and fiscal responsibility. Oklahoma geographically serves as a transportation crossroads for three of the nation's most important transportation and shipping corridors, as U.S. Interstates 35, 40, and 44 intersect within the State. The Turnpike System comprises critical components of that infrastructure, contributing a key role in the movement of goods through Oklahoma. 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.

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 then 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.

With the March 2020 declaration of the COVID-19 pandemic and national and gubernatorial responses to help slow the effects of the spread of the pandemic, the OTA experienced a decline in revenue and net income amounts in 2020. Staff closely monitored and adjusted revenue expectations and expenses as necessary. Revenues projections were revised to take these circumstances into consideration and a series of financial strategies were incorporated.

On July 1, 2020, the OTA issued a $50.0 million subordinate Junior Obligation Note with DNT Asset Trust, secured by the General Fund. This transaction was structured as a line of credit which was fully drawn at closing and all proceeds were deposited into the Reserve Maintenance Fund; the Authority thereby fully funded the Trust-required Reserve Maintenance deposit for the remainder of 2020, 2021 and into 2022. This also allowed the Authority to meet its debt service ratio since the Reserve Maintenance Fund was sufficiently funded. It is the intention of the Authority to repay this loan at the end of the three-year term, or before, by issuing revenue bonds. Additionally on October 29, 2020, the Authority closed on the delivery of $187.2 million in Series 2020A Refunding Second Senior Revenue Bonds, and $179.2 million in Series 2020B Refunding Second Senior Revenue Bonds. These bonds were issued for the purpose of refunding the remaining Series 2011AB Bonds, as well as refunding a portion of the 2017C Bonds. The 2020A Bonds were structured as tax-exempt fixed rate "AA-" bonds, and the 2020B Bonds were structured as taxable fixed rate "AA-" bonds. The combined total all-in-cost of capital for the Series 2020AB Bonds was 1.27%.

The 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 2020 totaled $302.6 million, a decrease of 7.6% over 2019 net toll revenues of $327.4 million related to the disruptions caused by the pandemic. Revenue projections for 2021 are estimated to be approximately $323.7 million. Adjusted revenue projections, along with the financing activities undertaken by the Authority throughout the year, will provide the necessary funds to meet its financial commitments and 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; as stated above, with the issuance of the Junior Obligation Note, these requirements are fulfilled through mid-2022. 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 2021-2025 is approximately $614.5 million. This plan includes $102.2 million for paving rehabilitation, $61.3 million for dowel bar retrofit grinding, $71.8 million for bridge rehabilitation, $30.8 million in concession area redevelopment, $39.3 million in interchanges and toll plaza improvements, $72.0 million for other roadway improvements, $38.0 million for *PIKEPASS* (the Authority's electronic tolling process) and toll collection related items, $15.0 million for highway patrol related items, $10.1 million for maintenance machinery and equipment, $7.2 million in maintenance building improvements, $10.0 million in concrete panel lifting, $6.3 million for fencing, $68.5 million in All Electronic Tolls (AET) roadway conversion and $21.0 million for various other capital projects. The remaining $61.0 million included in the Capital Plan has been allocated for the Gilcrease Expressway (the Gilcrease) construction along with contributions from other partners.

The Consulting Engineer performed the 2020 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 2021 Capital Plan. Total funding for the 2021 Capital Plan portion is approximately $96.0 million, with $75.5 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. Driving Forward construction projects continued to progress during 2020. The southwest extension of the John Kilpatrick Turnpike was fully opened during the second quarter of 2020. All lane restrictions on the turnpike, SH-152 and City streets were removed and opened to traffic. The Kickapoo Turnpike, when fully completed, will allow for a connection from Eastern Oklahoma County to vital intersections for travel, thus helping reduce driving time to access Tulsa from the OKC Metro and alleviate current congested traffic. In October 2020, the northern section of the Kickapoo Turnpike (from US-62 to I-44) opened to the public. Work continues on the southern portion, with an anticipated full opening in spring 2021. In addition, a construction contract has been awarded to Sherwood Construction for the next section on the Turner Turnpike. This reconstruction and widening begins at the Creek Turnpike interchange and extends east approximately 4 miles. Work is expected to begin in early 2021 and continue through spring 2022. As the Driving Forward program nears 90.0% completion at December 2020, several construction projects are in the final auditing stages.

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 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 2019, based on the recommendation of the designated selection committee, the Authority awarded the proposal to provide build-finance services on the Gilcrease to the AECOM/Duit Team. Construction on this project started in early 2020, with construction approximately 45.0% complete at December 2020. On May 8, 2020, the U.S. Department of Transportation and the OTA executed a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement of up to just over $120.1 million. Upon achievement of substantial completion of the construction of the project, the TIFIA loan proceeds will become available in one disbursement. Loan proceeds will be used towards the partial repayment of the project company's interim financing.

Although Driving Forward continues to be a top priority for the OTA, achieving system maintenance, rehabilitation and improvements identified in the Capital Plan is also important. Over a dozen Capital Plan projects are underway; several of these are part of the Authority's program to improve safety and pavement conditions in rural areas. Dowel bar retrofit/grinding and cable barrier installation projects are currently underway on the H.E. Bailey, Cimarron, and Indian Nation Turnpikes. Safety and pavement conditions have been improved already for approximately 120 miles of rural turnpikes. In addition, bridge rehabilitation projects are underway on the Indian Nation and Cimarron Turnpikes. Pavement rehabilitation projects are underway on the Turner and Will Rogers Turnpikes. Also, the new eastbound Turner Turnpike service plaza located near Chandler has opened and is serving turnpike patrons. Multiple divisions from the OTA worked together to prepare for the AET conversion on the Kilpatrick Turnpike, as well as across the Turnpike System. Several divisions also worked together to identify and prioritize projects for the new 2021-2025 Capital Plan. This plan was approved by the Authority Board in December 2020. Upon approval of the Capital Plan, several new projects were identified to begin the design phase. Also, one project on the Turner Turnpike remains in design for Driving Forward.

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.

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.

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 a third-party service provider. Expansion of this AET system is anticipated for the John Kilpatrick Turnpike in mid-2021.

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 eleven 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 fifth consecutive year, the OTA and the ODOT earned the Keep America Beautiful 2020 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 2020 "Great American Clean Up." The OTA and the ODOT were nominated by KOB for their partnership in assisting with the supplies, publicity and volunteers for this effort. The OTA and the KOB partnership has made it possible for this statewide nonprofit organization to be recognized nationally for being one of a few states to have had 100.0% county participation in the Great American Clean Up, and the only state to do it for eleven consecutive years.

Early 2021, the OTA was a recipient of one construction award. The American Concrete Pavement Association presented the OTA with a silver award for the National Award for Excellence in Concrete Pavement" for the I-40 and John Kilpatrick Turnpike Extension project; Duit Construction was OTA's contractor.

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the OTA for its comprehensive financial annual report for the year ended December 31, 2019. In order to be awarded a Certificate of Achievement, the governmental unit must publish an easily readable and efficiently organized Annual Report 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 comprehensive annual financial report 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

GENE LOVE
CHAIRMAN

TIM GATZ
EXECUTIVE DIRECTOR

JULIE PORTER
CONTROLLER

ORGANIZATIONAL CHART

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

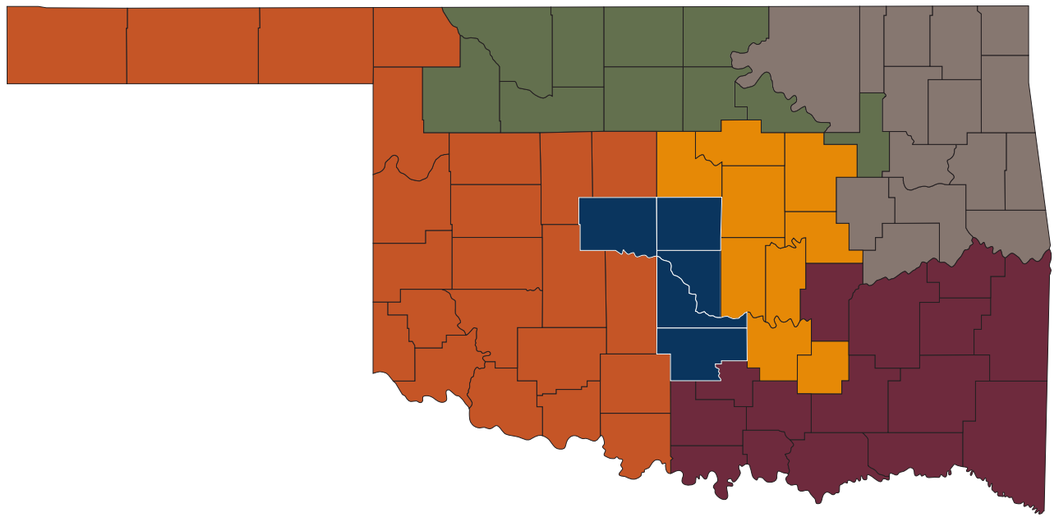
- Finance and Administration
  Alan Freeman, Assistant Executive Director
  - Revenue and Finance
    Wendy Smith, Director
  - Controller
    Julie Porter, Controller
  - Administrative Services
    Cheryl O'Rourke, Director
  - Information Technology
    Joni Seymour, CIO
  - Highway Patrol
    Major Mike Mize, Liaison
- Maintenance, Engineering and Construction
  Joe Echelle, Assistant Executive Director
  - Maintenance
    Mark Kalka, Director
  - Engineering
    Darian Butler, Director
  - Construction
    TJ Dill, Director
- Toll and Customer Service
  David Machamer, Assistant Executive Director
  - Customer Service
    Marcus Williams, Director
  - Toll Operations
    Mary Biswell, Director

- Series 2020 A & B Bondholders
- Series 2018A Bondholders
- Series 2017 A, B, C, D, E Bondholders
- Trustee
- General Counsel
- Consulting Engineer
- Consulting Traffic Engineer
- Independent Auditors

OKLAHOMA TURNPIKE AUTHORITY MEMBERS

Chairman
GENE LOVE
District 5

Vice Chairman
JOHN D. JONES
District 1



Secretary & Treasurer
DANA WEBER
District 4

Member
TODD CONE
District 2

Member
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

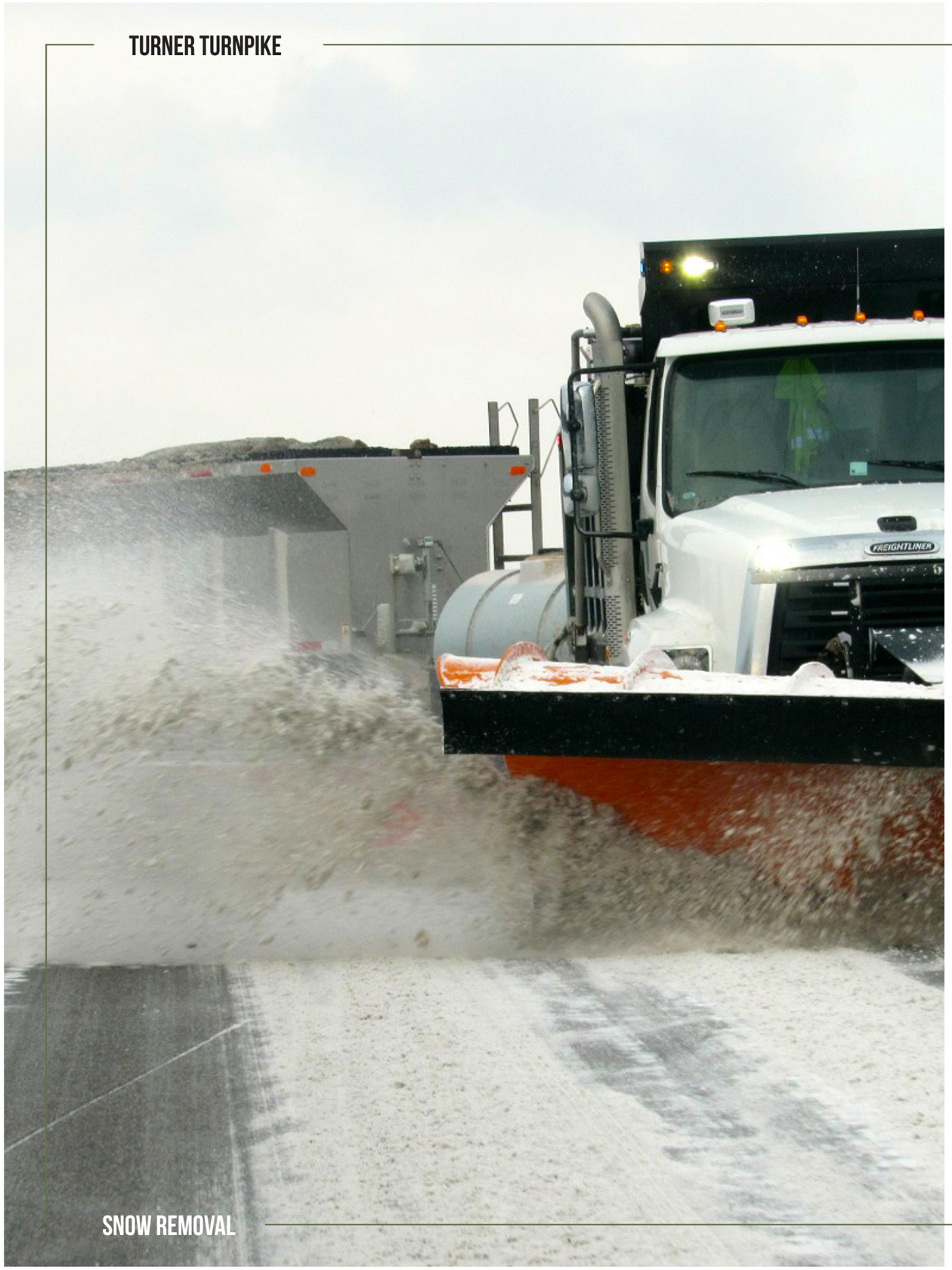
For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

December 31, 2019

Christopher P. Morrill

Executive Director/CEO

SNOW REMOVAL



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CPAs & Advisors

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Independent Auditor's Report

Members
Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

Report on the Financial Statements

We have audited the accompanying financial statements of the Oklahoma Turnpike Authority (the Authority), a component unit of the State of Oklahoma, as of and for the year ended December 31, 2020, 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 entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of December 31, 2020, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Prior Year Audited by Other Auditors

The 2019 financial statements of the Authority were audited by other auditors, and their report thereon, dated March 31, 2020, expressed an unmodified opinion.

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Oklahoma Turnpike Authority

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, pension information, and OPEB information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other 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 introductory section, schedule of budget compared to actual operating expense, schedule of annual debt service requirements, and the statistical section, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The schedule of budget compared to actual operating expense and schedule of annual debt service requirements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of budget compared to actual operating expense and schedule of annual debt service requirements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory section and the statistical section have 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 them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we also have issued our report dated March 30, 2021, 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 Authority's internal control over financial reporting and compliance.

BKD, LLP

Tulsa, Oklahoma
March 30, 2021

MANAGEMENT'S DISCUSSION AND ANALYSIS YEARS ENDED DECEMBER 31, 2020 AND 2019

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, 2020 and 2019. 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, which includes depreciation. The OTA's Financial Statements provide information about the OTA's overall financial status. The Notes to Financial Statements include explanation for certain items. Other supplementary information provides further required details.

The OTA's Trust Agreement (the Trust) defines the flow of funds and establishes various unrestricted and restricted accounts. These accounts are referred to as "Funds" for discussion purposes but are consolidated for enterprise fund financial statement presentation. The Revenue Fund provides for the general operations of the Turnpike System and is directly impacted by fluctuations in operating results. The monies held in restricted accounts are held for specific purposes. A monthly transfer is made to the Reserve Maintenance Fund from revenues to fund budgeted Capital Plan projects. The required Reserve Maintenance Fund deposit is established by the Consulting Engineer during the annual review and evaluation of the Turnpike System. Based on the System improvements identified by the Consulting Engineer to be necessary in the next few years, the required necessary annual deposits for the years 2020-2022 were decreased. Residual funds not needed for other required purposes are transferred to the General Fund to be utilized as programmed.

In late 2015, the Authority embarked on a Governor-initiated, multi-million dollar turnpike expansion and improvement program known as "Driving Forward: Investing in Oklahoma's Future" (Driving Forward). Driving Forward was characterized as "ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come." Driving Forward projects include reconstruction projects for the Muskogee, H.E. Bailey and Turner Turnpikes, as well as 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 projects on the Turnpike System. The Gilcrease fulfills a critical transportation need in western Tulsa and is being separately funded through an innovative partnership to leverage available resources. Partners include the Oklahoma Department of Transportation (the ODOT), municipalities and governmental entities, the U.S. Department of Transportation, and Gilcrease Developers LLC (a competitively selected build-finance partner).

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 of 2.5% became effective in January 2018. The third phase of the increase became effective mid-2019 for 'non-*PIKEPASS*' tolls.

In March 2020, the Word Health Organization (WHO) declared the outbreak of the COVID-19 virus to be a pandemic. Due to the globalization in recent years, this outbreak and the resulting national and gubernatorial responses created a global economic disruption. Locally, a 'Safer at Home' order was issued for individuals over 65 or considered vulnerable, gatherings were limited to no more than 10, non-critical businesses were closed, school districts modified their education programs to provide distance learning and telework was emphasized when possible. A variety of precautions were implemented to allow staff to safely continue to offer essential services. With this significant disruption in traffic and revenue, staff closely monitored and adjusted revenue expectations and expenses as necessary.

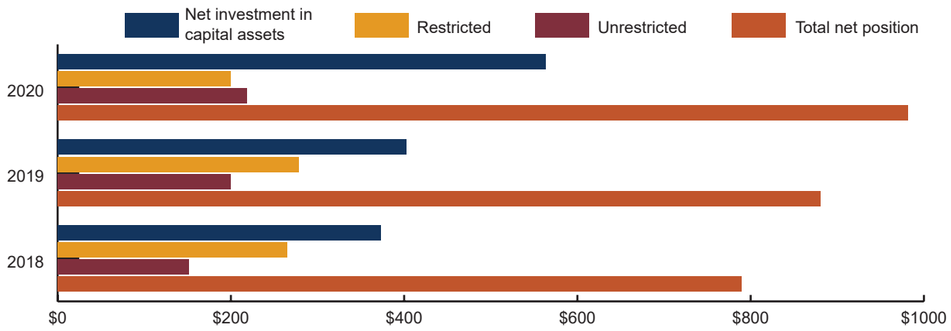
TABLE A-1 – STATEMENTS OF NET POSITION DECEMBER 31, 2020 AND 2019 (MILLIONS OF DOLLARS)

	2020	2019	2018
Current assets	$ 536.7	$ 717.3	$ 1,035.2
Noncurrent restricted and other assets	194.7	197.7	190.9
Capital assets	2,291.0	2,075.4	1,746.8
Total assets	**3,022.4**	**2,990.4**	**2,972.9**
Total deferred outflows	**72.6**	**78.1**	**89.5**
Current Liabilities	121.8	214.8	226.0
Noncurrent Liabilities	1,978.2	1,971.1	2,044.1
Total liabilities	**2,100.0**	**2,185.9**	**2,270.1**
Total deferred inflows	**13.1**	**2.0**	**2.5**
Net Position:			
Net investment in capital assets	563.6	402.7	373.1
Restricted	199.8	278.4	264.9
Unrestricted	218.5	199.5	151.8
Total net position	**$ 981.9**	**$ 880.6**	**$ 789.8**

TABLE A-2 – STATEMENTS OF REVENUES, EXPENSES & CHANGES IN NET POSITION DECEMBER 31, 2020 AND 2019 (MILLIONS OF DOLLARS)

	2020	2019	2018
Operating Revenues:			
Toll revenue	$ 302.6	$ 327.4	$ 317.7
Concession revenue	2.6	2.4	2.4
Total operating revenues	**305.2**	**329.8**	**320.1**
Operating expenses and depreciation:			
Toll Operations	32.7	24.0	22.1
Turnpike Maintenance	27.2	25.6	21.1
Engineering	2.7	1.9	1.6
Construction	3.0	1.4	0.8
Highway Patrol	20.0	17.2	21.8
Customer Service	12.5	22.3	19.1
Administrative Services	2.3	1.8	1.8
Information Technology	12.1	10.7	8.7
Controller	1.6	1.3	1.3
Finance and Revenue	4.8	3.7	3.9
Executive	4.1	4.6	3.7
Authority	0.0	0.0	0.0
Depreciation and amortization	97.4	94.3	89.9
Total operating expenses and depreciation	**220.4**	**208.8**	**195.8**
Operating income	**84.8**	**121.0**	**124.3**
Net non-operating revenues (expenses)	**16.5**	**(30.2)**	**(15.6)**
Change in net position	**101.3**	**90.8**	**108.7**
Total net position, beginning of year	880.6	789.8	681.1
Total net position, end of year	**$ 981.9**	**$ 880.6**	**$ 789.8**

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, despite the negative impact to traffic and revenues following the global pandemic declaration by the WHO. The OTA's total net position at December 31, 2020 increased $101.3 million to approximately $981.9 million, as compared to $880.6 million at December 31, 2019; net position was $789.8 million at December 31, 2018.

In order to address decreased traffic and its impact on revenue and cash flows, the OTA embarked on a series of transactions to help counter-balance this shortfall. On July 1, 2020 the Authority closed on a Junior Obligation Note with DNT Asset Trust in the amount of $50.0 million. The full line was drawn at closing and deposited in the Reserve Maintenance Fund, thereby satisfying the Trust-required annual deposit for the remainder of 2020, 2021 and into the following year. Also, in October 2020, the Authority issued an additional Series 2020A and 2020B to fund the defeasance of the Series 2011AB and portions of the Series 2017C Bonds. This adjusted the annual debt service requirements due January 1, 2021 and decreased the Trust-required deposits to be funded from revenues. Any amounts in excess of required deposits were then transferred to the General Fund in accordance with the Trust. The 'Unrestricted' net position has increased $19.0 million when compared to December 31, 2019. The Unrestricted category includes current and other assets less current liabilities.

Monies held in the Revenue and General Funds totaled approximately $204.6 million at December 31, 2020, as compared to $186.1 million and $161.0 million at the close of 2019 and 2018, 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 typically 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. As previously noted, based on the System improvements identified by the Consulting Engineer to be necessary in the next few years, the required Reserve Maintenance deposits for the years 2020-2022 were decreased. This adjustment was a reflection of the capital investment the OTA routinely also makes 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. The General Fund monies are then utilized for programmed projects, determined annually through the budgeting process.

Another portion of the change in total net position is reflected in the 'Restricted' category, which is comprised of the monies restricted for debt service and reserve maintenance. Total 'Restricted' has decreased approximately $78.6 million as compared to 2019 and $65.1 million when compared to 2018 due to the issuance of the Series 2020AB Bonds which impacted annual debt service requirements due January 1, 2021.

The 'Net investment in capital assets' category increased by $160.9 million when compared to December 31, 2019, and similarly reflected a $190.5 million increase when compared to December 31, 2018. These increases are related to the various activities associated with the Driving Forward projects.

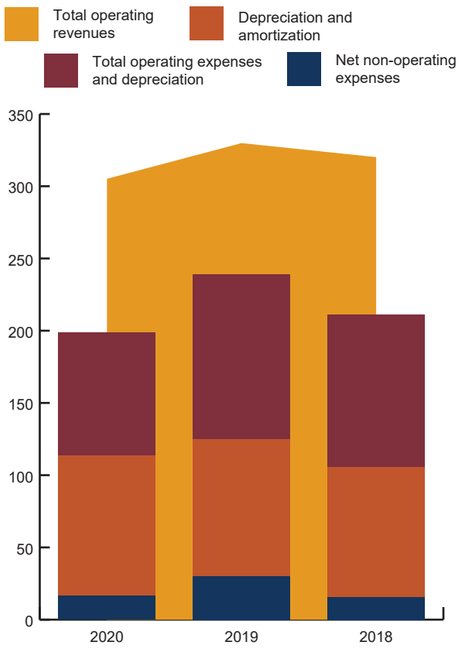
CHANGES IN NET POSITION

As depicted in Table A-2, the OTA's total operating revenues at December 31, 2020, were approximately $305.2 million, 7.5% and 4.7% decreases when compared to revenues of $329.8 million and $320.1 million for 2019 and 2018, respectively. Year-to-date toll revenues reported just over revised 2020 projections of $302.6 million. Total toll transactions for 2020 reported just above 166.0 million, a decrease compared to 186.2 million and 183.9 million transactions for 2019 and 2018. Due to the national and local responses to the COVID-19 pandemic, passenger traffic declined as many employees transitioned to remote work, and limited discretionary travel in efforts to reduce the spread of the pandemic. However, due to the continued need to ship medical supplies and groceries, as well as the increased shift towards on-line purchasing and shipping activities of the average consumer, commercial traffic continued to be robust during the COVID-19 pandemic. In 2020, the OTA derived almost 41.1% of its revenues from the commercial sector.

The OTA is fully interoperable with all tolling entities participating in the Central United States Interoperability HUB (the HUB). Current interoperable partners include the Kansas Turnpike Authority and the following partners in Texas: the North Texas Tollway Authority, the Central Texas Regional Mobility Authority (CTRMA), Ft. Bend County Toll Road Authority (Ft. Bend), Texas Department of Transportation, and Harris County Toll Road Authority. Interoperability allows customers with a *PIKEPASS* transponder to travel on these other interoperable toll systems. Conversely, customers with eligible transponders from interoperable partners can travel the OTA Turnpike System; CTRMA and Ft. Bend do not issue transponders, and as such, do not have customers traveling on the OTA Turnpike System. Total revenues derived from interoperability for 2020 comprised approximately $14.1 million, or 4.7%, of the $302.6 million of toll revenues. Interoperable transactions have reflected a steady growth rate since the original implementation in late 2014. For 2020, interoperable transactions totaled 5.6 million, or 3.4%, of 166.1 million total 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 2020 is $101.3 million, compared to the $90.8 total change for 2019. The current year increase in the change in net position results from the reflection of net non-operating revenues of $16.5 million as compared to net non-operating expenses of $30.2 million and $15.6 million in 2019 and 2018, respectively. The current year net non-operating revenues derive from the decrease in interest expense, resulting from the previously discussed issuance of the Series 2020AB Bonds, along with the $30.0 million increase in 'Contributed revenue.' As previously noted, one of the partners in the innovative funding partnership to finance and construct the Gilcrease is the ODOT. In May 2018, the ODOT issued Grant Anticipation Revenue Vehicle (GARVEE) bonds of $71.4 million as a funding source for the Gilcrease construction.

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

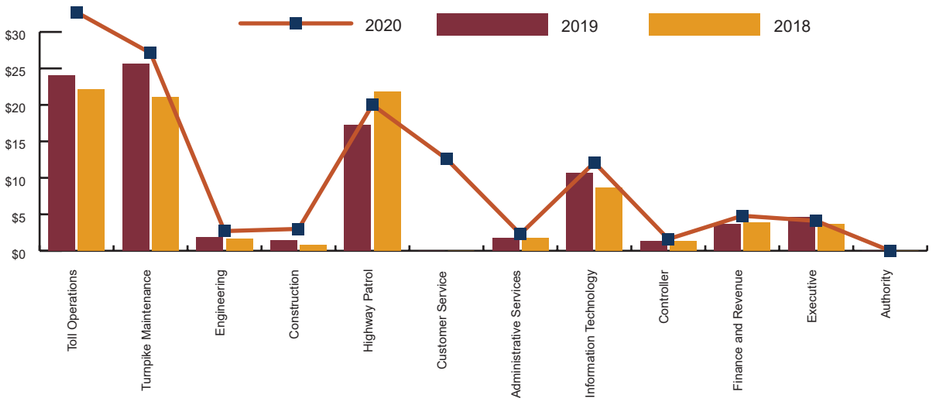


These GARVEE bonds do not constitute indebtedness of the Authority and as such, are not reflected on the Statements of Net Position. These bond proceeds are dedicated as funding for qualified costs incurred by the OTA for the Gilcrease. GARVEE proceeds utilized by the OTA are reflected as 'Contributed revenue' on the Statements of Revenues, Expenses and Changes in Net Position.

In addition to reduced traffic and revenue, the OTA also reported operating expenses of $123.0 million for 2020, an increase as compared to total operating expenses of $114.5 million for 2019 and $105.9 million for 2018, respectively. A portion of the 2020 operating costs were associated with the organization-wide efforts taken to help reduce the potential threat posed by COVID-19, adhere to social distancing policies and provide a safe environment for the traveling public and those employees and troopers performing essential functions. Incorporated strategies included implementing widespread telework practices, staggering work shifts to avoid large gatherings, providing additional cleaning supplies and services and requiring mandatory protective gloves and masks when interacting with each other and the public. The total cost associated with these additional measures was approximately $0.9 million.

In order to maintain trooper staffing levels assigned to the Turnpike System, the OTA provided funding for trooper cadet school for the years 2020, 2018, and 2016. This is reflected in the increase in 2020 Highway Patrol operating expenses of approximately $2.8 million compared with 2019 and a decrease in 2019 of approximately $4.6 million from 2018.

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



Toll Operations operating expenses for 2020 increased to approximately $32.7 million when compared to $24.0 million and $22.1 million for 2019 and 2018, 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 measures in locations along the Turnpike System. The most notable factor to the increase in Toll Operations expense was the reclassification of certain back-office contract management functions from the Customer Service Division to the Toll Operations Division. This corresponding decrease is reflected in the approximate $9.8 million decrease in Customer Service Division operating expenses to $12.5 million for 2020. Another factor in this decrease is the transition to internal processing for PlatePay transactions in late 2019.

Information Technology (IT) operating expenses continue to steadily increase with 2020 increasing to approximately $12.1 million compared with $10.7 million and $8.7 million in 2019 and 2018, respectively. The increase in Information Technology is comprised of costs associated with fiber renovations on the System, as well as certain non-capitalizable equipment necessary to assist the organization in incorporating widespread telework practices to help reduce the potential spread of COVID-19 and meet social distancing policies. Additionally, IT continues its initiative 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.

The increase in Finance and Revenue operating costs results from the issuing costs associated with the Series 2020AB Bonds. These costs are appropriately categorized as period costs.

CAPITAL ASSETS AND DEBT ADMINISTRATION

CAPITAL ASSETS

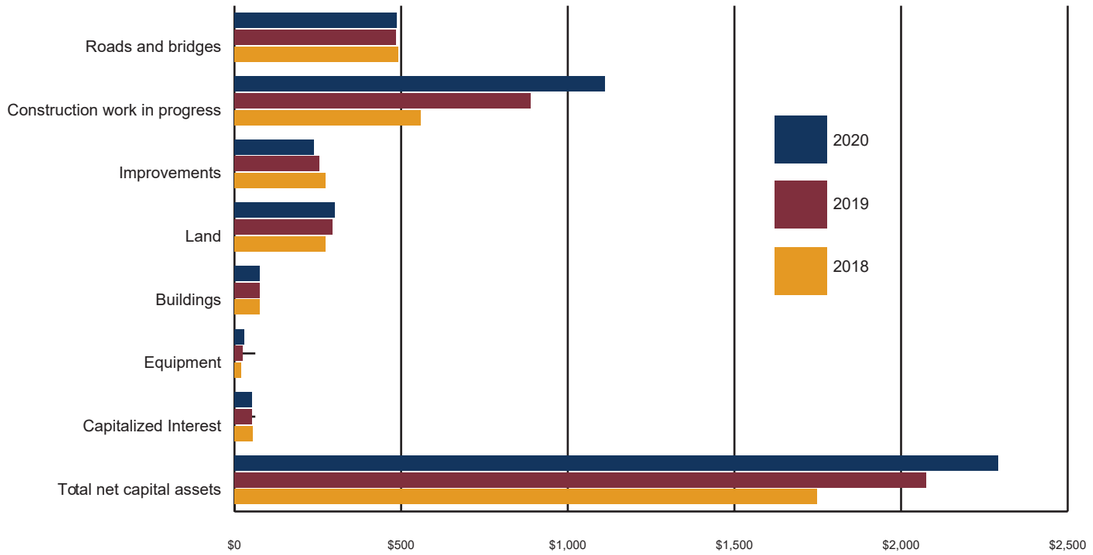
The OTA has invested approximately $4,327.0 million and $4,014.6 million in capital assets as of December 31, 2020 and 2019, respectively. The primary components of depreciable capital assets include 'Roads and Bridges' and 'Improvements'; non-depreciable components include 'CWIP' and 'Land'. In 2020, accumulated depreciation and amortization on capital assets increased to $2,036.0 million, a 5.0% increase as compared to the 2019 balance of $1,939.2 million. This is the result of the capitalization of several projects in the 'Roads and Bridges', 'Improvements' and 'Buildings' categories.

At December 31, 2020 and 2019, net capital assets were $2,291.0 million and $2,075.4 million, an increase of 10.4%. When comparing end of year 2020 to December 31, 2018, net capital assets increased 31.2%. Net capital assets at the close of 2018 were $1,746.8 (see Table A-6).

Capital assets include those associated with Driving Forward and the planned projects in the Capital Plan. At December 31, 2020, numerous projects were in progress across the Turnpike System, funded as appropriate for each project by the Reserve Maintenance, General and Construction Funds. The Construction Funds are associated with proceeds from the Series 2017 and 2018 Bonds related to Driving Forward. The increases in non-depreciable capital assets also result from Driving Forward.

The largest increase in net capital assets is reflected in CWIP, increasing to $1,110.4 million from $888.5 million and $557.7 million in 2019 and 2018, respectively. The Driving Forward program consisted of $824.6 million capacity improvements and new expansions in progress along the Turner, John Kilpatrick and Kickapoo Turnpikes and $107.5 million for the Gilcrease. This is an increase over 2019 combined Driving Forward CWIP outlays of $174.0 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.

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



Approximately $77.9 million in capital projects were transferred from CWIP to other asset categories. Approximately $40.7 million of this transfer increased the 'Roads and Bridges' category as the result of the capitalization of the projects completed on the Indian Nation Turnpike and Driving Forward projects on the Kickapoo and Turner Turnpikes. In the 'Improvements' category, approximately $23.2 million were capitalized from CWIP. A significant portion of this increase was the result of grading and drainage on the Kickapoo Turnpike. These 'Improvements' additions were offset by annual depreciation of $40.5 million.

In the 'Roads and Bridges' category, in 2018, additions of $59.2 million were capitalized, $39.7 million of which was the Driving Forward pavement reconstruction on the Muskogee Turnpike. For years 2020 to 2018, annual depreciation of $38.9 million, $37.3 million and $35.5 million, respectively offset the previous year's additions.

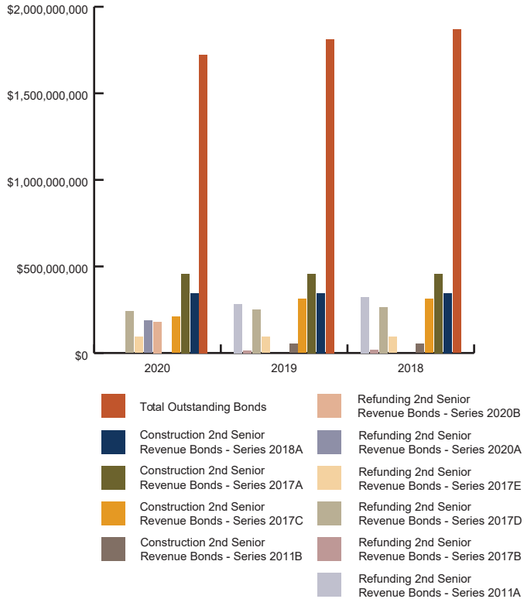
Capital assets were also significantly affected by continued purchases of additional right-of-way in 2020; the OTA began purchasing property in 2015 to plan for the construction of the Driving Forward projects. By the close of 2020, the 'Land' category had increased approximately $4.9 million over 2019. In 2019, land purchases exceeded 2018 balances by approximately $20.6 million. Accordingly, in total, since 2018, 'Land' values have increased approximately $25.5 million. Additional acquisitions are planned through 2021 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 $40.9 million in 2020 from $44.7 million in 2019 as a result of the capitalization of qualifying projects. The amortization expense associated with 'Capitalized interest' was $5.0 million, $4.9 million and $4.7 million for 2020, 2019, and 2018, respectively. For additional information regarding the OTA's capital assets, please see the notes to the financial statements on pages 33 and 42 of this report.

DEBT ADMINISTRATION

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with rules and regulations of the U.S. Treasury Department and the U.S. Securities and Exchange Commission. At December 31, 2020 the OTA's noncurrent long-term debt includes revenue bonds payable, a subordinated Junior Obligation Note and a payable to the ODOT. The OTA had approximately $1,721.2 million in revenue bonds outstanding at December 31, 2020. All of the OTA's bonds are fixed rate bonds, insured and rated Aa3 by Moody's Investors Service, and AA- by both Fitch Ratings and Standard and Poor's Rating Service with a stable rating outlook. The payable to the ODOT at December 31, 2020 and 2019 was approximately $53.8 million and $53.1 million, respectively.

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



As noted previously, the OTA incorporated certain financial strategies in 2020 to address declining revenues resulting from the effects of the pandemic. On July 1, 2020 the Authority closed on a Junior Obligation Note with DNT Asset Trust in the amount of $50.0 million. The full line was drawn at closing and deposited in the Reserve Maintenance Fund, thereby satisfying the Trust-required annual deposit for the remainder of 2020, 2021 and into the following year. This subordinate debt is secured by the credit of the OTA's General Fund.

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

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%.

The OTA previously had other long-term debt to fund a portion of the revenue bond reserve requirement. In conjunction with the terms of the loan agreement with US Bank, the proceeds from this transaction were invested in a US Bank certificate of deposit. In conjunction with the issuance of the Series 2020AB Bonds, the revenue bond reserve requirement was funded in its entirety, and in December 2020, the loan to US Bank was paid in full.

On May 8, 2020, the U.S. Department of Transportation and the OTA executed a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement of up to just over $120.1 million. No proceeds have been currently disbursed from this loan. Upon achievement of substantial completion of the construction of the project by Gilcrease Developers LLC (the Project Company), the TIFIA loan proceeds will become available in one disbursement. Loan proceeds will be used towards the partial repayment of the Project Company's interim financing. Construction on the Gilcrease Expressway began on February 1, 2020 and is expected to be completed in mid-2022.

For more detailed information on the OTA's long-term debt activity, please refer to the notes to the financial statements on pages 53-56.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

According to the "Oklahoma Economic Report," released by Oklahoma State Treasurer on January 8, 2021, revenue collections from all sources fell 3.8% in 2020 in comparison to 2019. The report stated that the Oklahoma economy fell almost 4.0% during the calendar year of 2020; this is due primarily to the decrease in gross production tax on oil and gas, which dropped 40.0% in the current year. The corporate income tax and use tax on out-of-state purchases, which were up by 15.0% and 10.0%, respectively, helped offset the loss of revenue from the oil and gas industry. Revenue from individual income, sales and use, along with motor vehicle taxes, remained flat for the year. Since the OTA does not receive appropriations, the OTA is not directly affected by the state budget fluctuations.

As a result of the pandemic, the Oklahoma unemployment rate was 5.3% in 2020, according to the U.S. Bureau of Labor Statistics. This was up from the Oklahoma unemployment rate of 3.4% in 2019. The U.S. unemployment rate was 6.7 % in 2020, which was up from 3.9% from 2019.

Per the Federal Reserve newsletter issued on January 19, 2021, during the Federal Open Market Committee (FOMC) and the Federal Reserve Bank board meeting, "the FOMC decided to leave the federal fund range rate unchanged at 0 to .25%, effective January 28, 2021." In addition, as reported in the Discount Rate Minutes from federalreserve.gov, "the Board approved maintaining the interest rate (0.10%) paid on required and excess reserve balances, effective January 28, 2021". Furthermore, the Board also "approved the establishment of the interest rate on discounts and advances made under the primary credit program at the existing level of 0.25%."

As noted previously, public response to adhere to social distancing policies and help slow the spread of the pandemic impacted the OTA's total traffic and revenue for 2020. Total toll transactions for 2020 decreased with reported transactions of 166.1 million, a 10.8% decrease when compared to 186.2 million in 2019. Year-to-date net toll revenues for 2020 were approximately $302.6 million, a decrease of 7.6% when compared to the previous year of $327.4 million and a 4.75% decrease when compared to 2018 net toll revenues of $317.7 million.

With these economic conditions in mind, the Authority's 2021 Annual Budget, adopted by the Authority in December 2020, includes approximately $109.5 million for the Operating and Maintenance budget and $130.8 million for the 2021 Capital Plan projects funded through the Reserve Maintenance Fund and General Fund budgets. The OTA's 2021 Annual Budget reflects the Authority's commitment to customer safety and responsiveness to both current economic conditions and customer expectations.

CONTACTING THE OTA'S FINANCIAL MANAGEMENT

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

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STATEMENTS OF NET POSITION, DECEMBER 31, 2020 AND 2019

Assets:	2020	2019
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	$ 192,809,085	$ 174,801,220
Investments-unrestricted (note 3)	11,792,898	11,284,448
Cash and cash equivalents - restricted (note 3)	198,833,627	446,811,643
Investments-restricted (note 3)	112,109,392	58,046,768
Accounts receivable, net (note 14)	9,680,537	14,959,601
Accrued interest receivable-unrestricted	40,773	31,986
Accrued interest receivable-restricted	2,316,455	2,164,083
Tag inventory	3,000,569	2,654,744
Materials inventory	5,856,838	5,871,254
Prepaid expenses	269,282	687,013
Total current assets	536,709,456	717,312,760
Noncurrent assets:		
Cash and cash equivalents - restricted (note 3)	22,830,584	18,621,982
Investments-restricted (note 3)	171,330,873	178,585,212
Total noncurrent cash, cash equivalents and investments	194,161,457	197,207,194
Capital assets: (note 10)		
Depreciable, net	880,988,052	892,277,411
Land	299,589,437	294,641,156
Construction work in progress	1,110,421,494	888,521,111
Net capital assets	2,290,998,983	2,075,439,678
Net OPEB asset	557,086	470,899
Total noncurrent assets	2,485,717,526	2,273,117,771
Total assets	3,022,426,982	2,990,430,531
Deferred Outflows of Resources:		
Unamortized net deferred debit on refunding (note 4)	65,056,117	75,773,366
Related to pensions (note 7)	6,993,389	2,043,030
Related to OPEB (note 9)	506,973	247,541
Total deferred outflows of resources	72,556,479	78,063,937
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 14)	23,304,954	18,232,632
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 14)	15,101,319	44,142,286
Accrued interest payable	32,903,662	41,303,722
Unearned revenue	38,568,550	37,984,637
Arbitrage rebate payable to U.S. Treasury	1,035,558	347,521
Current notes payable and long-term debt (note 4)	10,930,000	72,779,991
Total current liabilities	121,844,043	214,790,789
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 14)	1,785,797	1,761,371
Net pension liability (note 7)	10,601,074	1,613,337
Net OPEB liability (note 9)	1,948,749	2,079,051
Long-term debt, net of unamortized net premiums of $149,823,621 and $159,408,029 in 2020 and 2019, respectively (note 4)	1,910,058,621	1,912,568,038
Payable to Department of Transportation (note 5)	53,777,222	53,092,649
Total noncurrent liabilities	1,978,171,463	1,971,114,446
Total liabilities	2,100,015,506	2,185,905,235
Deferred Inflows of Resources:		
Unamortized net deferred credit on refunding (note 4)	11,591,129	-
Related to pensions (note 7)	85,889	866,440
Related to OPEB (note 9)	1,432,819	1,156,783
Total deferred inflows of resources	13,109,837	2,023,223
Net Position:		
Net investment in capital assets	563,608,038	402,696,235
Restricted for debt service	116,330,071	194,379,692
Restricted for reserve maintenance	83,447,839	83,960,508
Unrestricted	218,472,170	199,529,575
Total net position	$ 981,858,118	$ 880,566,010
Commitments and contingencies (notes 15 and 16)		

See accompanying notes to financial statements

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION, YEARS ENDED DECEMBER 31, 2020 AND 2019

	2020	2019
Operating revenues:		
Tolls	$ 302,617,355	$ 327,429,292
Concessions	2,567,962	2,425,065
Total operating revenues	305,185,317	329,854,357
Operating expenses:		
Toll Operations	32,738,455	24,035,781
Turnpike Maintenance	27,176,480	25,552,508
Engineering	2,681,267	1,912,469
Construction	3,028,354	1,435,382
Highway Patrol	19,977,588	17,173,492
Customer Service	12,550,011	22,299,773
Administrative Services	2,267,440	1,826,396
Information Technology	12,128,366	10,730,900
Controller	1,569,178	1,329,204
Finance and Revenue	4,809,755	3,692,676
Executive	4,097,210	4,539,262
Authority	904	5,216
Total operating expenses before depreciation and amortization	123,025,008	114,533,059
Operating income before depreciation and amortization	182,160,309	215,321,298
Depreciation and amortization	(97,402,031)	(94,277,862)
Operating income	84,758,278	121,043,436
Non-operating revenues (expenses):		
Interest earned on investments	7,593,810	19,401,017
Net increase (decrease) in fair value of investments	5,264,754	5,183,576
Interest expense on revenue bonds outstanding	(51,847,360)	(80,179,671)
Other revenues	8,258,801	8,017,755
Contributed revenue	47,263,825	17,298,782
Net non-operating revenues (expenses)	16,533,830	(30,278,541)
Change in net position	101,292,108	90,764,895
Total net position, beginning of the year	880,566,010	789,801,115
Total net position, end of the year	$ 981,858,118	$ 880,566,010

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2020 AND 2019

	2020	2019
Cash flows from operating activities:		
Receipts from customers	$ 303,510,965	$ 331,551,746
Receipts from concessionaires	2,555,765	2,393,464
Receipts from other sources	8,269,564	8,036,972
Payments to service providers	(74,422,507)	(76,324,109)
Payments to employees	(39,951,176)	(38,939,813)
Net cash flows provided by operating activities	199,962,611	226,718,260
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	43,408,475	47,056,267
Payments to the Department of Transportation (ODOT)	(43,408,475)	(47,056,267)
Reduction to ODOT liability in lieu of cash payment	-	(2,270,388)
Interest earned and recorded as payable to the ODOT	684,573	961,459
Net cash flows provided by (used in) noncapital financing activities	684,573	(1,308,929)
Cash flows from capital and related financing activities:		
Issuance of long-term debt	416,360,000	-
Transfer to escrow for defeased bonds	(412,921,303)	-
Premium on issuance of long-term debt	48,410,965	-
Payment of bond issuance costs	(1,809,120)	-
Increase in bond issuance cost payable	-	(196,500)
Principal payment to retire revenue bonds	(57,780,000)	(56,645,000)
Repayment of other long-term debt	(15,000,000)	-
Interest paid on revenue bonds outstanding	(80,567,379)	(78,406,396)
Interest paid on other long-term debt outstanding	(800,733)	(479,094)
Contributed revenue for construction	47,263,825	17,298,782
Acquisition and construction of capital assets	(336,009,831)	(444,545,502)
Proceeds from disposal of capital assets	376,137	1,607,177
Net cash flows (used in) capital and related financing activities	(392,477,439)	(561,366,533)
Cash flows from investing activities:		
Purchase of investments	(262,710,214)	(224,972,087)
Proceeds from sales and maturities of investments	220,658,232	158,697,562
Interest received	7,432,651	19,069,372
Increase in arbitrage funds payable to U.S. Treasury	688,037	347,521
Net cash flows (used in) investing activities	(33,931,294)	(46,857,632)
Net (decrease) in cash and cash equivalents	(225,761,549)	(382,814,834)
Cash and cash equivalents, January 1 (including $465,433,625 and $871,476,840 for 2020 and 2019 respectively, reported in restricted assets)	640,234,845	1,023,049,679
Cash and cash equivalents, December 31 (including $221,664,211 and $465,433,625 for 2020 and 2019 respectively, reported in restricted assets)	$ 414,473,296	$ 640,234,845

See accompanying notes to financial statements

(Continued)

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2020 AND 2019

	2020	2019
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	$ 84,758,278	$ 121,043,436
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	97,402,031	94,277,862
Payment of bond issuance costs	1,809,120	-
Other non-operating revenue	8,993,217	7,887,620
Changes in assets, deferred outflows of resources, liabilities and deferred inflows of resources:		
(Increase) decrease in accounts receivable	(412,801)	549,694
Decrease (increase) in prepaid expense	417,731	(372,324)
(Increase) decrease in tag inventory	(345,825)	514,525
Decrease (increase) in materials inventory	14,416	(177,208)
(Increase) in net OPEB asset	(86,187)	(322,328)
(Increase) in deferred outflows related to pensions	(3,476,137)	(3,435,332)
(Increase) decrease in deferred outflows related to pensions	(1,474,222)	4,355,481
(Increase) in deferred outflows related to OPEB	(259,432)	(155,230)
Increase in net pension liability	6,732,964	2,966,264
Increase (decrease) in net pension liability related to pension deferrals	2,254,773	(3,592,146)
(Decrease) in net OPEB liability	(199,885)	(269,418)
Increase in net OPEB liability related to OPEB deferrals	69,583	233,851
(Decrease) in deferred inflows related to pensions	(780,551)	(763,335)
Increase in deferred inflows related to OPEB	276,036	243,707
Increase in accounts payable and accrued expenses	3,685,589	368,500
Increase in unearned revenue	583,913	3,364,641
Total adjustments	115,204,333	105,674,824
Net cash flows provided by operating activities	$ 199,962,611	$ 226,718,260
Noncash investing, capital, and financing items:		
(Loss) gain on disposal of capital assets	$ (734,416)	$ 130,135
Unrealized gain on investments	2,209,529	2,158,994
Capital assets included in accounts payable and accrued expenses	26,264,821	53,894,630

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS, YEARS ENDED DECEMBER 31, 2020 AND 2019

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 discretely presented component unit of the State and is presented with other entities to comprise the Major Component Units 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. 88 "Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements" (GASB 88) for the year ended December 31, 2020. GASB 88 establishes standards for certain debt disclosures to be included in the notes to the financials. See 'Direct Borrowings' included in Note 4 for the essential information required with the implementation of GASB 88.

The Authority adopted the provisions of 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. 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.

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 INVESTMENTS

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

F. INVENTORY

Inventories of *PIKEPASS* transponders are valued using the first-in-first-out cost method. These inventories are charged to expense during the period in which they are consumed (provided to customers), in accordance with the consumption method.

Inventories of turnpike maintenance materials and supplies are valued 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, interest costs incurred during periods of construction are recognized as an expense in the period in which the cost is incurred. Interest costs incurred before 2019 and accumulated as a component of construction work in progress (CWIP) will be capitalized upon project completion and then amortize naturally. The amount of interest transferred from CWIP was approximately $3.7 and $3.1 million in 2020 and 2019, respectively.

Prior to 2019, interest costs incurred on revenue bonds used to finance the construction or acquisition of assets were capitalized. The amount of interest capitalized was calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. As projects financed by these revenue bonds were finalized, the interest cost became eligible for capitalization on other qualified assets. Additionally, the Authority allocated and capitalized interest for other constructed assets by applying the cost of borrowing rate to qualifying assets. Amortization of capitalized interest is included in depreciation expense. Approximately $73.0 and $82.8 million in interest expense was incurred in 2020 and 2019, respectively.

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

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

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

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 Plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value. See Notes 7 and 9 for further discussions.

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 2020 Bonds, the Authority recognized a premium addition of approximately $48.4 million in 2020. Amortization expense related to net bond premiums was approximately $13.1 and $13.3 million for 2020 and 2019, 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 2020.

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 was $1.0 and $0.3 million at December 31, 2020 and 2019.

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, deferred outflows of resources, liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

NOTE 2. LEGAL COMPLIANCE BUDGETS

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

The Authority may not expend any amount or incur any obligations for maintenance, repairs and operations in excess of the total amount of the budgeted expenses in the Revenue Fund unless the funding source is other than revenues received from the Turnpike System. The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the budget of monthly deposits. The Director is authorized to approve all line item and inter-division budget transfers. Budget amendments must be approved by the governing body in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2020 or 2019.

NOTE 3. DEPOSITS AND INVESTMENTS

DEPOSITS

At December 31, 2020 and 2019, the carrying amounts of the Authority's cash deposits were $15.9 million and $20.2 million, respectively. The bank balances were $17.3 million and $20.6 million, respectively. At December 31, 2020 and 2019, the carrying amount and bank balances of the Authority's cash equivalents were $398.6 million and $620.1 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 2020 and 2019.

INVESTMENTS

The fair values of the Authority's investments at December 31, 2020 and 2019, were $295.2 million and $247.9 million, respectively.

CREDIT RISK

The Trust Agreement establishes the investment policy for the Authority. Under the terms of the Trust Agreement, the Authority can invest in (a) government obligations, federally issued or guaranteed bonds, debentures or notes; (b) defeased municipal obligations; (c) repurchase agreements meeting certain conditions defined in the Authority's Trust Agreement; (d) certificates of deposit and time deposits in, or interests in money market portfolios meeting certain conditions defined in the Authority's Trust Agreement; (e) commercial paper; (f) obligations and full faith and credit obligations of state or local government issuers; (g) shares of stock in a corporation that is a regulated investment company and invests all of its assets in government obligations; and/or (h) any unsecured or secured agreement with the Federal National Mortgage Association (FNMA) or any bank, trust company or national banking association or a corporation meeting certain conditions defined in the Authority's Trust Agreement. The Authority's 2020 and 2019 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 2020 and 2019 investments in FNMA (Fannie Mae) debt securities, Federal Home Loan Mortgage Corporation (FHLMC) debt securities, and Federal Farm Credit Banks (FFCB) debt securities were rated Aaa by Moody's, AA+ by S&P and AAA by Fitch Rating (Fitch). All of the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U.S. Government. The Authority also has an investment policy for funds not pledged as security under the Trust Agreement. Under this policy, which currently applies only to the Prepaid *PIKEPASS* Fund, these funds can be invested in equity securities, fixed income securities and cash equivalents. The portfolio must be invested with a minimum investment in equity securities of 30% and a maximum of 50% and a minimum investment in fixed income securities of 50% and a maximum of 70%. For equity securities, the ownership of stock of any one issuer is limited to no more than 10% or the percentage of its weighting in the S&P 500 Index, whichever is higher, of the total equity assets of the portfolio. No securities of common stock in non-public corporations, short sales, letter or restricted stock and buying and selling on margin may be purchased. Fixed income securities with a single issuer, with the exception of the U.S. government and its fully guaranteed agencies, must not exceed 10% of the portfolio's market value; total exposure to any one industry shall not exceed 30% of the portfolio's market value. Corporate debt issues must meet or exceed an A credit rating from Moody's and S&P. No fixed income securities of convertible bonds, denominated foreign debt, private placements, fixed income and interest rate futures and other specialized investments may be purchased. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2020 and 2019.

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 2020 and 2019.

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. As of December 31, 2020, the Authority no longer held an investment in certificates of deposit, this was a change from prior year at which certificates of deposit made up 6.1% of total investments at December 31, 2019. The Authority also has a significant investment in a JP Morgan Chase Bank (JP Morgan) repurchase agreement, representing 17.3% and 20.5% of total investments at December 31, 2020 and 2019, 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, 2020:

FAIR VALUE MEASUREMENTS AS OF DECEMBER 31, 2020

Description	Level 1	Level 2	Level 3	2020	%
U.S. Treasuries	$ 92,412,509	$ -	$ -	$ 92,412,509	31.30%
FHLB debt securities	27,086,321	-	-	27,086,321	9.20%
CMO debt securities	-	24,243,431	-	24,243,431	8.20%
FFCB debt securities	21,666,721	-	-	21,666,721	7.30%
OEF	21,447,825	-	-	21,447,825	7.30%
ETF	12,746,451	-	-	12,746,451	4.30%
U.S. Treasury SLGS	-	-	27,300	27,300	-
Repurchase agreement	-	-	50,936,450	50,936,450	17.30%
FHLMC debt securities	39,472,495	-	-	39,472,495	13.40%
FNMA debt securities	5,193,660	-	-	5,193,660	1.70%
Total	**$ 220,025,982**	**$ 24,243,431**	**$ 50,963,750**	**$ 295,233,163**	

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	44.00%
FHLB debt securities	10,368,737	-	-	10,368,737	4.20%
CMO debt securities	-	16,599,640	-	16,599,640	6.70%
FFCB debt securities	12,970,333	-	-	12,970,333	5.20%
OEF	13,382,036	-	-	13,382,036	5.40%
ETF	12,086,337	-	-	12,086,337	4.90%
Certificates of deposit	-	15,000,000	-	15,000,000	6.10%
U.S. Treasury SLGS	-	-	27,300	27,300	-
Repurchase agreement	-	-	50,936,450	50,936,450	20.50%
FHLMC debt securities	2,490,655	-	-	2,490,655	1.00%
FNMA debt securities	5,000,500	-	-	5,000,500	2.00%
Total	**$ 165,353,038**	**$ 31,599,640**	**$ 50,963,750**	**$ 247,916,428**	

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.

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, 2020 and 2019, 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, 2020 and 2019, 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, 2020

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
BOK Short-Term Cash Fund I	0.020 %	12/31/2020	Demand	$ 158,581,689	$ 158,581,689	2
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	1,404,040	1,404,040	1
FFCB	2.220	2/19/2020	2/3/2028	249,912	250,275	1
FFCB	0.690	7/24/2020	7/22/2025	249,975	250,137	1
FFCB	0.700	8/17/2020	8/13/2026	249,562	250,000	1
FFCB	0.720	10/28/2020	10/27/2026	249,825	250,005	1
FHLMC	1.070	10/14/2020	10/27/2028	250,000	246,445	1
FHLMC	0.625	10/15/2020	10/27/2025	125,000	124,670	1
FHLMC	1.080	11/4/2020	11/24/2028	250,000	249,280	1
FHLMC	1.000	12/1/2020	12/23/2027	250,000	250,017	1
FHLMC	0.700	12/8/2020	12/30/2025	250,000	250,022	1
FHLMC	0.320	12/15/2020	6/28/2024	250,000	250,030	1
FHMS	4.094	4/8/2019	9/25/2024	515,342	532,677	2
FHR	3.000	4/17/2019	1/15/2047	82,077	83,615	2
FHR	2.000	9/5/2019	12/15/2026	174,467	181,171	2
FHR	2.500	9/5/2019	7/25/2048	209,630	215,202	2
FHR	2.750	9/26/2019	8/15/2047	184,639	193,618	2
FHR	2.000	11/4/2019	3/15/2026	113,596	114,891	2
FHR	2.500	3/12/2020	5/15/2041	186,876	188,797	2
FHR	1.250	3/31/2020	3/15/2027	147,492	149,000	2
FHR	2.000	4/1/2020	2/15/2042	627,917	637,741	2
FNA	2.739	4/17/2019	4/25/2029	181,349	194,045	2
FNR	3.000	12/9/2020	1/25/2040	83,908	82,771	2
GNMA	3.950	1/9/2020	7/15/2025	195,702	194,126	2
GNR	3.000	1/30/2020	9/20/2049	200,123	199,644	2
GNR	2.650	7/6/2020	1/20/2046	250,370	249,478	2
GNR	3.250	12/9/2020	8/16/2039	27,267	27,122	2
GNR	4.000	12/9/2020	7/20/2039	53,528	53,237	2
U.S. Treasury Notes	1.875	12/3/2020	7/31/2022	3,126,925	3,124,208	1
U.S. Treasury Notes	0.250	12/9/2020	11/15/2023	500,566	501,445	1
U.S. Treasury Notes	0.625	Various	5/15/2030	2,468,436	2,471,929	1
U.S. Treasury SLGS	0.000	11/30/1990	2/21/2021	27,300	27,300	3
				171,717,513	171,778,627	
Revenue Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	21,259,602	21,259,602	2
Total unrestricted cash equivalents & investments				192,977,115	193,038,229	
Restricted:						
Reserve Maintenance Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	9,644,369	9,644,369	2
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	1,678,141	1,678,141	1
FFCB	1.625	12/2/2019	11/19/2021	999,860	1,013,300	1
FFCB	2.550	4/30/2020	3/11/2021	3,061,592	3,014,100	1
FFCB	0.180	7/6/2020	7/13/2021	4,000,000	4,000,000	1
FFCB	0.230	7/13/2020	6/9/2022	1,999,200	2,000,280	1
FFCB	0.280	9/14/2020	9/14/2023	999,000	1,000,130	1
FFCB	0.300	10/2/2020	9/1/2023	999,850	1,000,100	1
FHLB	2.125	7/5/2019	6/10/2022	1,005,506	1,029,010	1
FHLB	1.875	1/2/2020	12/9/2022	1,007,053	1,033,870	1
FHLB	1.625	1/3/2020	12/20/2021	1,001,483	1,014,780	1
FHLB	1.375	3/3/2020	2/17/2023	1,016,772	1,026,120	1

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2020

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
FHLB	1.375 %	3/4/2020	2/18/2021	$ 1,005,982	$ 1,001,580	1
FHLB	0.125	7/6/2020	7/2/2021	3,999,240	4,001,000	1
FHLB	1.875	7/8/2020	6/11/2021	1,244,355	1,234,273	1
FHLB	3.625	7/8/2020	6/11/2021	2,234,107	2,198,666	1
FHLB	0.220	10/2/2020	4/5/2023	3,000,000	3,000,000	1
FHLMC	0.375	4/29/2020	4/20/2023	1,999,860	2,010,120	1
FHLMC	0.300	10/2/2020	9/28/2023	1,804,000	1,804,307	1
FHLMC	0.250	11/13/2020	8/16/2023	2,000,000	2,001,260	1
FHLMC	1.125	Various	8/12/2021	10,104,832	10,061,400	1
FHLMC	2.375	Various	1/13/2022	4,612,034	4,604,040	1
FHR	2.000	10/5/2020	11/15/2039	4,558	4,545	2
FNMA	2.375	4/1/2020	1/19/2023	2,112,374	2,092,020	1
FNMA	1.375	7/2/2020	10/7/2021	1,015,210	1,009,620	1
U.S. Treasury Notes	2.250	4/29/2019	4/15/2022	499,629	513,735	1
U.S. Treasury Notes	2.500	4/29/2019	1/15/2022	1,005,625	1,024,600	1
U.S. Treasury Notes	2.875	4/29/2019	10/15/2021	1,013,984	1,021,600	1
U.S. Treasury Notes	2.125	7/5/2019	12/31/2021	1,006,563	1,020,020	1
U.S. Treasury Notes	0.125	10/2/2020	9/15/2023	1,997,578	1,998,760	1
U.S. Treasury Notes	1.500	10/2/2020	2/28/2023	2,064,766	2,059,060	1
U.S. Treasury Notes	0.375	11/5/2020	3/31/2022	3,009,844	3,010,020	1
U.S. Treasury Notes	1.125	12/7/2020	2/28/2022	4,049,219	4,047,520	1
U.S. Treasury Notes	1.125	Various	7/31/2021	5,052,812	5,029,600	1
U.S. Treasury Notes	2.375	Various	4/15/2021	5,070,353	5,032,200	1
U.S. Treasury Notes	2.500	Various	1/31/2021	2,023,320	2,003,480	1
				89,343,071	89,237,626	
Revenue Bond Reserve Accounts:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	7,201,605	7,201,605	2
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	5,369,723	5,369,723	1
FFCB	2.220	2/19/2020	2/3/2028	849,703	850,935	2
FFCB	0.700	8/17/2020	8/13/2026	873,469	875,000	1
FFCB	0.750	12/16/2020	12/16/2026	875,000	876,199	1
FHLB	3.070	12/18/2018	7/25/2028	1,512,758	1,572,559	1
FHLB	0.980	8/25/2020	8/17/2028	847,450	836,893	1
FHLMC	1.000	7/14/2020	10/29/2027	1,500,000	1,485,990	1
FHLMC	1.150	7/14/2020	6/30/2028	674,865	675,601	1
FHLMC	0.800	8/3/2020	1/28/2027	499,500	492,085	1
FHLMC	1.070	10/14/2020	10/27/2028	900,000	887,202	1
FHLMC	0.625	10/15/2020	10/27/2025	1,700,000	1,695,512	1
FHLMC	1.080	11/4/2020	11/24/2028	1,750,000	1,744,960	1
FHLMC	1.000	12/1/2020	12/23/2027	1,750,000	1,750,122	1
FHLMC	0.700	12/8/2020	12/30/2025	1,000,000	1,000,090	1
FHMS	4.094	4/8/2019	9/25/2024	1,906,764	1,970,903	1
FHMS	3.280	4/29/2020	2/25/2025	938,719	933,539	1
FHR	3.000	10/31/2018	12/15/2041	794,817	863,601	2
FHR	2.000	11/2/2018	1/15/2041	802,418	873,824	2
FHR	2.000	11/16/2018	12/15/2042	154,278	173,115	2
FHR	3.000	1/18/2019	8/15/2044	545,303	576,856	2
FHR	2.250	9/4/2019	6/15/2044	1,188,498	1,226,383	2
FHR	2.500	9/5/2019	7/25/2048	1,677,039	1,721,614	2
FHR	3.000	9/6/2019	8/15/2048	412,440	424,124	2
FHR	2.500	3/12/2020	5/15/2041	1,272,815	1,285,903	2
FHR	3.000	3/31/2020	4/15/2040	110,753	109,713	2
FHR	1.500	7/23/2020	12/15/2027	2,273,238	2,274,841	2
FHR	3.000	8/26/2020	10/25/2049	655,844	659,290	2
FHR	2.000	10/13/2020	12/25/2042	373,800	372,064	2
GNMA	3.950	1/9/2020	7/15/2025	1,290,619	1,280,225	2
GNR	3.000	9/3/2019	3/20/2045	810,337	807,045	2
GNR	3.500	9/18/2019	2/20/2049	1,239,168	1,291,836	2
GNR	3.000	1/30/2020	9/20/2049	1,360,835	1,357,576	2
GNR	2.500	3/13/2020	4/20/2045	652,711	668,885	2

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2020

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
GNR	1.750 %	6/8/2020	10/20/2042	$ 268,156	$ 269,616	2
GNR	2.650	7/6/2020	1/20/2046	1,701,376	1,695,316	2
JP Morgan Chase Repo	5.991	5/23/2002	1/1/2022	50,936,450	50,936,450	3
U.S. Treasury Notes	0.625	Various	5/15/2030	16,404,132	16,428,354	1
U.S. Treasury Notes	1.875	Various	7/31/2022	30,218,275	30,192,798	1
				145,292,858	145,708,347	
2017 Bond Service Accounts:						
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	33,739,038	33,739,038	1
2017A Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	464,928	464,928	2
2017C Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	4,934	4,934	2
2018 Bond Service Accounts						
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	10,689,264	10,689,264	1
2018A Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	109,321,264	109,321,264	2
2020 Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2020	Demand	7,076,501	7,076,501	2
Turnpike Trust Fund:						
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	8,955,703	8,955,703	1
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	1,303,553	1,303,553	1
FFCB	1.625	12/2/2019	11/19/2021	1,999,720	2,026,600	1
FFCB	2.550	4/30/2020	3/11/2021	2,041,061	2,009,400	1
FFCB	0.280	9/14/2020	9/14/2023	1,998,000	2,000,260	1
FHLB	2.125	7/5/2019	6/10/2022	1,005,506	1,029,010	1
FHLB	2.250	11/15/2019	6/11/2021	1,009,460	1,009,180	1
FHLB	1.875	1/2/2020	12/9/2022	2,014,106	2,067,740	1
FHLB	1.625	1/3/2020	12/20/2021	2,002,966	2,029,560	1
FHLB	1.375	3/4/2020	2/18/2021	1,005,982	1,001,580	1
FHLB	0.125	7/6/2020	7/2/2021	1,999,620	2,000,500	1
FHLMC	0.375	4/29/2020	4/20/2023	1,999,860	2,010,120	1
FHLMC	0.375	10/2/2020	9/23/2025	996,860	998,810	1
FHLMC	1.125	Various	8/12/2021	1,818,833	1,811,052	1
FHLMC	2.375	Various	1/13/2022	3,088,049	3,069,360	1
FHR	2.000	10/5/2020	11/15/2039	4,558	4,545	2
FNMA	2.375	4/1/2020	1/19/2023	2,112,374	2,092,020	1
GNR	2.000	11/19/2020	4/20/2066	99,559	100,937	2
U.S. Treasury Notes	2.000	5/1/2019	4/30/2024	492,715	530,060	1
U.S. Treasury Notes	2.000	5/1/2019	10/31/2022	990,664	1,034,260	1
U.S. Treasury Notes	2.125	5/1/2019	2/29/2024	991,719	1,061,410	1
U.S. Treasury Notes	2.125	5/1/2019	12/31/2022	994,688	1,039,890	1
U.S. Treasury Notes	2.625	5/1/2019	12/31/2023	1,014,180	1,073,520	1
U.S. Treasury Notes	2.750	5/1/2019	8/31/2023	1,018,476	1,069,070	1
U.S. Treasury Notes	2.875	5/1/2019	10/31/2023	1,024,414	1,076,740	1
U.S. Treasury Notes	2.375	7/5/2019	3/15/2022	1,014,453	1,027,070	1
U.S. Treasury Notes	1.375	10/31/2019	1/31/2021	1,995,078	2,001,840	1
U.S. Treasury Notes	0.125	10/2/2020	9/15/2023	998,789	999,380	1
U.S. Treasury Notes	2.125	Various	6/30/2021	2,003,398	2,019,940	1
				47,994,344	48,453,110	
Prepaid *PIKEPASS* Fund:						
Invesco Stit Treas-Inst	0.010	12/31/2020	Demand	2,881,205	2,881,205	1
DFA S/T Extended Quality-Inst (open-end fund)	0.470	Various	Demand	3,564,037	3,646,311	1
Ishares Inter Govt Cr Bond (exchange-traded fund)	1.840	Various	Demand	4,584,127	5,017,934	1

(Continued)

SCHEDULE OF CASH, CASH EQUIVALENTS AND INVESTMENTS AS OF DECEMBER 31, 2020

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
"Ishares Morgan Stanley Capital International Europe Asia Far East Index (exchange-traded fund)"	2.130 %	Various	Demand	$ 2,573,335	$ 3,045,350	1
Ishares RSSLL 1000 L/C Idx-K (open-end fund)	1.400	Various	Demand	7,489,475	11,822,233	1
Ishares RSSLL 2000 (exchange-traded fund)	1.370	Various	Demand	613,280	1,129,894	1
Vanguard Emerg Mkt Stk Idx-Adm (open-end fund)	1.870	Various	Demand	562,234	894,460	1
Vanguard Intrmd Bd Indx-Inst (open-end fund)	1.960	Various	Demand	4,697,097	5,084,821	1
Vanguard Short Term Treasury (exchange-traded fund)	1.140	Various	Demand	3,545,064	3,553,273	1
				30,509,854	37,075,481	
Gilcrease Expressway Fund:						
Blackrock Liq Fedfd-Csh	0.010	12/31/2020	Demand	19,031,536	19,031,536	1

Total restricted cash equivalents & investments	**493,467,593**	**500,802,030**
Cash balance (unrestricted & restricted)	**-**	**15,866,200**
Total Cash, Cash Equivalents and Investments	**$ 686,444,708**	**$ 709,706,459**

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 RSSLL Midcap (ETF)	1.430	Various	Demand	2,229,702	2,654,282	1
Ishares RSSLL 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**

NOTE 4. LONG-TERM DEBT

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2020

	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2011A	10/5/2011	$ 284,600,000	$ -	$ (284,600,000)	$ -	$ -
Series 2011B	12/7/2011	52,765,000	-	(52,765,000)	-	-
Series 2017A	2/8/2017	456,070,000	-	-	456,070,000	-
Series 2017B	2/8/2017	13,965,000	-	(4,000,000)	9,965,000	5,235,000
Series 2017C	12/21/2017	312,840,000	-	(102,920,000)	209,920,000	-
Series 2017D	12/21/2017	252,840,000	-	(11,850,000)	240,990,000	5,695,000
Series 2017E	12/21/2017	93,550,000	-	-	93,550,000	-
Series 2018A	10/31/2018	344,310,000	-	-	344,310,000	-
Series 2020A	10/29/2020	-	187,195,000	-	187,195,000	-
Series 2020B	10/29/2020	-	179,165,000	-	179,165,000	-
	Total	$ 1,810,940,000	$ 366,360,000	$ (456,135,000)	$ 1,721,165,000	$ 10,930,000

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, 2020

	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)	$ -	$ -
Jr. Obligation Note	7/1/2020	-	50,000,000	-	50,000,000	-
	Total	15,000,000	50,000,000	(15,000,000)	50,000,000	-

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

Debt service requirements as of December 31, 2020:

DEBT SERVICE REQUIREMENTS DECEMBER 31, 2020		
YEAR	TOTAL REVENUE BONDS	
Maturity January 1	Principal	Interest
2021	$ 10,930,000	$ 62,677,735
2022	56,345,000	71,817,815
2023	67,250,000	70,277,590
2024	69,300,000	68,076,413
2025	71,880,000	65,332,705
2026-2030	353,375,000	278,868,677
2031-2035	239,870,000	216,503,235
2036-2040	271,555,000	163,794,663
2041-2045	339,510,000	95,834,733
2046-2048	241,150,000	20,060,474
Total	**$ 1,721,165,000**	**$ 1,113,244,040**

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

DESCRIPTION OF FIXED RATE DEBT

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

The Series 2020AB Bonds refunded and defeased by escrow deposit the outstanding $242.7 million principal of the Series 2011A Bonds, the $52.8 million principal of Series 2011B Bonds and $102.9 million principal of the Series 2017C bonds; the liability was removed the the Statements of Net Postion. Bank of Oklahoma, N.A., serves as the Escrow Trustee on these Series 2011AB Bonds and 2017C Bonds. These Series 2011AB Bonds were fully redeemed as of January 1, 2021. The Series 2017C Bonds remain outstanding at December 31, 2020 and are anticipated to be redeemed January 1, 2022.

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

On February 8, 2017, the Authority closed on the delivery of the Series 2017A Second Senior Revenue Bonds totaling $456.1 million and the Series 2017B Refunding Second Senior Revenue Bonds totaling $23.9 million. The Series 2017A&B bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements, including payment of amounts due under the Wells Fargo revolving credit agreement (short-term debt), (2) currently refunding the outstanding principal of the Series 2007A Bonds, (3) satisfying the Second Senior Bond Reserve Account Requirements and (4) paying the costs of issuance. The Series 2017A&B Bonds were structured as tax-exempt fixed rate “AA-” bonds. The Series 2017A Bonds are series bonds due in annual installments beginning January 1, 2032 through January 1, 2047; the Series 2017B Bonds are series bonds due in annual installments beginning January 1, 2018 through January 1, 2022. Interest commenced on July 1, 2017, and is payable semi-annually on January 1 and July 1 of each year. Interest rates on the Series 2017A Bonds range from 3.5% to 5.0% and the Series 2017B Bonds range from 2.0% and 4.0%.

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

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

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

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

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

On December 15, 2011, the Authority closed on the delivery of the Series 2011B Second Senior Revenue Bonds totaling $159.7 million. The Series 2011B Bonds were issued to provide funds for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects including capacity improvements for the John Kilpatrick and Creek Turnpikes, (2) satisfying the Second Senior Bond Reserve Account Requirements and (3) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate “AA-” bonds. As previously noted, the 2017E bonds refunded certain maturities totaling $101.5 million of the outstanding Series 2011B Bonds. As previously noted, with the issuance of the Series 2020AB Bonds, the remaining Series 2011B Bonds were defeased with Bank of Oklahoma, N.A. serving as the Escrow Trustee; the liability was removed from the Statements of Net Position. These bonds became fully redeemed as of January 1, 2021.

The Authority previously defeased the Series 1989 First Senior and Subordinate Lien Revenue Bonds; the liability was removed from the Statements of Net Position. Bank of New York serves as Escrow Trustee having acquired the trust services of the previous Escrow Trustee, Bank One Trust Company. Of the original issue, only $29.0 million of these Series 1989 Bonds remain outstanding at December 31, 2020 and 2019; 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 BOND RELATED INFORMATION

The Interest, Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balance for the Revenue Bond Reserve Account (the Reserve Account) was approximately $145.7 and $149.7 million as of December 31, 2020 and 2019, respectively. Prior to 2020, the Authority had funded the remainder of the current debt reserve requirement with a ten year term loan with US Bank for $15.0 million. With the issuance of the Series 2020AB Bonds, amounts currently on deposit in the subaccounts of the refunded bonds were not contributed to the defeasance and redemption of the refunded bonds but rather considered in the funding requirements of the debt service due January 1, 2021, as well as funding of certain System improvements and the calculation of the amount now necessary for the Reserve Account. With the Reserve Account sufficiently funded, an amount was eligible to be released from the Reserve Account to repay the term loan with US Bank, and accordingly, as of December 31, 2020, the loan with US Bank was paid in full.

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

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

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

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

As of December 31, 2020 and 2019, the Statements of Net Position reflect a collective net deferred debit of approximately $65.1 and $75.8 million respectively, resulting from accounting losses from the defeasance of debt through its various refundings. On December 31, 2020 the Statements of Net Position present a collective net deferred credit of approximately $11.6 million; this results from accounting gains from the issuance of the Series 2020AB Bonds. The amortization of the December 31, 2020 net deferred debit and net deferred credit resulted in a collective $8.0 million contra expense and is reflected as a component of interest expense in the Statements of Revenues, Expenses and Changes in Net Position. For December 31, 2019, 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 million.

DIRECT BORROWINGS

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

The Note contains certain covenants that the Authority is aware of and monitors for compliance. Failure to comply with certain covenants can create an event of default. Additionally, the Note defines other events of default such as non-payment of the Note or due payment on the Authority's outstanding Bonds, bankruptcy, changes in the validity of the pledge of the General Fund or a ratings downgrade of its long-term unenhanced Second Senior borrowings to below BBB- or Baa3. Should an event of default occur, the Lender can take certain actions including the acceleration of the repayment of the Note, with proper notification. As of December 31, 2020, the Authority has complied with all Note covenants and no events of default have occurred.

YEAR	OTHER LONG-TERM DEBT (JUNIOR OBLIGATION NOTE SERIES 2020A)	
Maturity December 1	Principal	Interest
2021	$ -	$ 568,500
2022	-	1,137,000
2023	-	1,137,000
2024	50,000,000	568,500
Total:	**$ 50,000,000**	**$ 3,411,000**

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 2020 and 2019, the Authority received and subsequently remitted to ODOT $43.4 million and $47.1 million, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of $48.5 million and $47.5 million at December 31, 2020 and 2019, respectively) are invested in interest-bearing obligations in the Turnpike Trust Fund. The interest received thereon ($691,085 and $804,745 during the years ended December 31, 2020 and 2019, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2020 or 2019.

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, 2020 and 2019, is $53.8 million and $53.1 million, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2020	$ 53,092,649	$ 684,573	$ -	$ 53,777,222
2019	$ 54,401,578	$ 961,459	$ (2,270,388)	$ 53,092,649

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, 2020. 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/wp-content/uploads/2020/11/2020_CAFR_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 2020 and 2019. 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, 2020 and 2019, were approximately $3.5 and $3.4 million respectively, and equal to the required contributions for each year.

ACTUARIAL ASSUMPTIONS

The total pension liability as of June 30, 2020 and 2019, were determined based on actuarial valuations prepared as of July 1, 2020 and 2019, respectively, using the following actuarial assumptions:

Actuarial assumptions	2020	2019
Investment return compounded annually, net of investment expense and including inflation	6.50%	7.00%
Salary increases, including inflation	3.25% to 9.25%	3.5% to 9.5%
Mortality rates - active participants and nondisabled pensioners	Pub-2010 Mortality Table projected to 2030 by Scale MP-2019 (male rates set back one year, female rates set forward one year)	RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years)
Annual post-retirement benefit increases	No	No
Assumed inflation rate	2.50%	2.75%
Payroll growth	3.25%	3.50%
Actuarial cost method	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	10 years

The actuarial assumptions used in the July 1, 2020 valuation are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2019. The experience study report is dated May 13, 2020.The actuarial assumptions used in the July 1, 2019 valuation are based on the results of the actuarial experience study which covered the three-year period ending June 30, 2016.

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 2020 and 2019, best estimates for each major asset class used arithmetic real rates of return. Target asset allocations and best estimates of real rates of return for each major asset class as of June 30, 2020 and 2019 are summarized in the following table:

	2020		2019	
Asset Class	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	34.0%	4.7%	38.0%	3.8%
U.S. Small Cap Equity	6.0%	5.8%	6.0%	4.9%
Int's Developed Equity	23.0%	6.5%	-	-
Emerging Market Equity	5.0%	8.5%	-	-
Core Fixed Income	25.0%	0.5%	-	-
Long Term Treasuries	3.5%	-	-	-
U.S. Tips	3.5%	0.3%	-	-
U.S. Fixed	-	-	32.0%	1.4%
Non - U.S Equity	-	-	24.0%	9.2%
Total	100.0%		100.0%	

The discount rate used to measure the total pension liability, net of investment expenses, was 6.5% for 2020 and 7.0% for 2019. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate determined does not use a municipal bond rate.

PENSION LIABILITIES

At December 31, 2020 and 2019, the Authority reported a liability of approximately $10.6 and $1.6 million respectively, for its proportionate share of the net pension liability. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending
2020	$ 1,613,337	$ 12,484,829	$ (3,497,092)	$ 10,601,074
2019	$ 2,239,219	$ 2,980,879	$ (3,606,761)	$ 1,613,337

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 6.5% for 2020 and 7.0% for 2019, as well as what the Authority's proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1% lower or 1% higher than the current rate:

	1% Decrease	Current Discount Rate	1% Increase
	5.5%	6.5%	7.5%
2020	$24,955,814	$10,601,074	$(1,528,507)
	6.0%	7.0%	8.0%
2019	$14,587,088	$1,613,337	$(9,385,925)

PENSION EXPENSE

The net pension liability was measured as of June 30, 2020 and 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2020 and 2019, 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, 2020 the Authority's proportionate share of the net pension liability and corresponding employer pension amounts was approximately 1.19%, a decrease from its proportion of 1.21%, measured as of June 30, 2019. For the years ended December 31, 2020 and 2019, the Authority recognized pension expense of approximately $6.7 and $3.0 million, respectively.

PENSION PLAN FIDUCIARY NET POSITION

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

DEFERRED OUTFLOWS AND INFLOWS

The 2020 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, 2021; the 2019 amounts were similarly recognized in the current year.

	Deferred Outflows of Resources 2020	Deferred Inflows of Resources 2020	Deferred Outflows of Resources 2019	Deferred Inflows of Resources 2019
Difference between expected and actual experience	$ -	$ 57,927	$ -	$ 379,640
Changes of assumptions	3,786,601	-	-	-
Net difference between projected and actual earnings on pension plan investments	1,259,673	-	-	486,800
Changes in proportion and differences between Authority contributions and proportionate share of contributions	210,289	27,962	313,211	-
Authority contributions subsequent to the measurement date	1,736,826	-	1,729,819	-
Total	**$ 6,993,389**	**$ 85,889**	**$ 2,043,030**	**$ 866,440**

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	2020	2019
2020	$ N/A	$ 269,427
2021	2,183,537	(1,015,685)
2022	1,676,182	(49,943)
2023	774,649	242,972
2024	536,306	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 2020 and 2019, 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, 2020 and 2019 was approximately $0.3 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, 2020 and 2019 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, 2020 and 2019.

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 that includes financial statements and required supplementary information for the HISP Plan. That annual report may be obtained at http://www.opers.ok.gov/wp-content/uploads/2020/11/2020_CAFR_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; for financial statement purposes, the Authority treats this plan as a cost-sharing multiple employer plan. 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

Participant data for the EGID Plan is as follows:

	MEASUREMENT DATE	
Participant Data	**July 1, 2020**	**July 1, 2019**
Active Employees	31,280	32,057
Terminated, vested inactive participants	2,682	3,038
Total Participants	33,962	35,095
Authority's active participants	**529**	**524**

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, 2020 and 2019, was determined based on actuarial valuations prepared as of July 1, 2020 and 2019, respectively, using the following actuarial assumptions:

The HISP Plan actuarial assumptions used in the July 1, 2020 valuation are based on the results of the most recent actuarial experience study, which covered the three-year period ending June 30, 2019. The experience study report is dated May 13, 2020. The HISP Plan actuarial assumptions used in the July 1, 2019 valuation are based on the results of the actuarial experience study, which covered the three-year period ending June 30, 2016. The experience report is dated April 13, 2017. The EGID Plan actuarial assumptions used in the June 30, 2020 valuation is based on a measured date of July 1, 2019, with a measurement period of July 1, 2018 to July 1, 2019. 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 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.

In 2020, best estimates for each major asset class used arithmetic real rates of return, for the HISP Plan OPEB liability. In contrast, 2019 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, 2020 and 2019, respectively, for the HISP Plan OPEB liability are as presented. As a non-trusted plan, the EGID Plan does not have any assets, therefore there are not any asset classes with which to measure target allocations and long term expected real rates of return.

Actuarial Assumptions	HISP Plan 2020	EGID Plan 2020	HISP Plan 2019	EGID Plan 2019
Investment return, net of investment expense and including inflations	6.5%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust	7.00%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust
Salary increase, including inflation	3.5% to 9.25%	3.25% to 9.25%	3.5% to 9.5%	3.5% to 9.5%
Mortality Rates	Pub-2010 Below Media projected to 2030 using Scale MP-2019 (male rates set back one year, and female rates set forward one year)	Pub-2010 Public Retirement Plans General Mortality Table weighted by Headcount projected by MP-2019	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
Assumed inflation rates	2.5%	No data	2.75%	No data
Annual post-retirement benefit increases	No	No data	No	No data
Payroll growth	3.25%	No data	3.50%	No data
Actuarial Cost method	Entry age	Entry age	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	No data	10 years	No data
Health Care Trend Rate	N/A based on how OPERS is structured and benefit payments are made	5.3% decreasing to 5.0%	N/A based on how OPERS is structured and benefit payments are made	7.1% decreasing to 4.6%
Plan Participation	No data	40% of retired employees are assumed to participate in the Plan	No data	40% of retired employees are assumed to participate in the Plan
Marital assumptions	No data	“Male participants-25% who elect coverage are assumed to have a spouse who will receive coverage; Female participants-15% who elect coverage are assumed to have a spouse who will receive coverage; Males are assumed to be 3 years older than their spouses”	No data	"Male participants-25% who elect coverage are assumed to have a spouse who will receive coverage; Female participants-15% who elect coverage are assumed to have a spouse who will receive coverage; Males are assumed to be 3 years older than their spouses"

	2020		2019	
Asset Class	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	34.0%	4.7%	38.0%	3.8%
U.S. Small Cap Equity	6.0%	5.8%	6.0%	4.9%
Int's Developed Equity	23.0%	6.5%	-	-
Emerging Market Equity	5.0%	8.5%	-	-
Core Fixed Income	25.0%	0.5%	-	-
Long Term Treasuries	3.5%	-	-	-
U.S. Tips	3.5%	0.3%	-	-
U.S. Fixed	-	-	32.0%	1.4%
Non - U.S Equity	-	-	24.0%	9.2%
Total	100.0%		100.0%	

The discount rate used to measure the HISP Plan OPEB liability was 6.5% for 2020 and 7.0% for 2019. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the HISP Plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on HISP Plan OPEB investments was applied to all periods of projected benefit payments to determine the HISP Plan OPEB liability. The discount rate determined does not use a municipal bond rate.

The discount rate used to measure the EGID Plan OPEB liability was 3.5% and 3.9% for 2020 and 2019, 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 6.5% for 2020 and 7.0% for 2019. The Authority’s proportionate share of the net EGID Plan OPEB liability using the discount rate of 3.5% and 3.9% for 2020 and 2019, 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	5.5%	6.5%	7.5%
2020	$ (141,832)	$ (557,085)	$ (912,963)
	6.0%	7.0%	8.0%
2019	$ (74,381)	$ (470,899)	$ (811,967)
EGID Plan	2.5%	3.5%	4.5%
2020	$ 2,080,138	$ 1,948,749	$ 1,826,075
	2.9%	3.9%	4.9%
2019	$ 2,218,453	$ 2,079,051	$ 1,949,305

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 2020 healthcare trend rates of 5.3% decreasing to 5.0% and the 2019 healthcare trend rates 7.1% decreasing to 4.6%. Also presented is what the Authority’s proportionate share of the net EGID Plan OPEB liability would be if it were calculated using a healthcare trend rate that is 1% lower or 1% higher than the current rate.

	1% Decrease	Current Discount Rate	1% Increase
EGID Plan	4.3% decreasing to 4.0%	5.3% decreasing to 5.0%	6.3% decreasing to 6.0%
2020	$1,783,583	$1,948,749	$2,141,009
	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

OPEB LIABILITIES

At December 31, 2020, the Authority reported an asset of $0.6 million for its proportionate share of the net HISP Plan and a liability of $2.0 million for its proportionate

share of the net EGID Plan for a total OPEB liability of $1.4 million. At December 31, 2019 the Authority reported its proportionate share of the net HISP Plan liability of $0.5 million and its proportionate share of the net EGID Plan liability of $2.1 million for a total OPEB liability of $1.6 million. The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending Balance
2020				
HISP Plan	$ (470,899)	$ 174,185	$ (260,372)	$ (557,086)
EGID Plan	2,079,051	145,767	(276,069)	1,948,749
Total	1,608,152	319,952	(536,441)	1,391,663
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

OPEB EXPENSE

The net HISP Plan OPEB asset was measured as of June 30, 2020 and 2019, and the total HISP Plan OPEB asset used to calculate the HISP Plan asset was determined by an actuarial valuation as of July 1, 2020 and 2019, 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, 2020 the Authority's proportionate share of the net HISP Plan OPEB asset and corresponding employer HISP Plan OPEB amounts was approximately 1.19%, a decrease from its proportion of 1.21%, measured as of June 30, 2019.

The net EGID Plan OPEB liability was measured as of June 30, 2020, 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, 2020. The EGID Plan determined that the number of active employees as of the measurement date was appropriate as the allocation basis. At June 30, 2020 and 2019, the Authority's proportionate share of the net EGID Plan OPEB liability and corresponding employer EGID Plan OPEB amounts was approximately 1.47% and 1.42%, measured as of June 30, 2020 and 2019, respectively. The Authority recognized total OPEB contra expense of approximately $208,000 and approximately $103,000 as of December 31, 2020 and 2019, respectively.

	2020	2019
HISP Plan	$ (176,201)	$ (129,465)
EGID Plan	(31,661)	26,405
Total	$ (207,862)	$ (103,060)

At December 31, 2020 and 2019, 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 2020	Deferred Inflows of Resources 2020	Deferred Outflows of Resources 2019	Deferred Inflows of Resources 2019
Difference between expected and actual experience				
HISP Plan	$ -	$ 471,671	$ -	$ 382,647
EGID Plan	-	17,439	-	13,835
Changes of assumptions				
HISP Plan	196,573	-	70,760	-
EGID Plan	-	187,184	-	65,523
Net difference between projected and actual earnings onOPEB plan investments				
HISP Plan	84,817	–	–	50,874
EGID Plan	-	–	–	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions				
HISP Plan	9,846	529,985	10,423	448,093
EGID Plan	57,354	226,540	-	195,811
Authority contributions subsequent to the measurement date				
HISP Plan	-	-	-	-
EGID Plan	158,383	-	166,358	-
Total	**$ 506,973**	**$ 1,432,819**	**$ 247,541**	**$ 1,156,783**

Year Ended December 31	2020			2019		
	HISP Plan	EGID Plan	Total	HISP Plan	EGID Plan	Total
2020	$ N/A	$ N/A	$ N/A	$ (208,879)	$ (122,857)	$ (331,736)
2021	(228,159)	(168,477)	(396,636)	(208,879)	(102,757)	(311,636)
2022	(191,443)	(111,920)	(303,363)	(171,449)	(46,200)	(217,649)
2023	(154,712)	(60,112)	(214,824)	(134,427)	(3,353)	(137,780)
2024	(97,328)	(26,076)	(123,404)	(76,800)	-	(76,800)
Thereafter	(38,777)	-	(38,777)	-	-	-

OPEB PLAN FIDUCIARY NET POSITION

Detailed information about the HISP and the EGID Plan's fiduciary net position is available in the separately issued OPERS comprehensive annual financial report and the EGID reports as previously noted.

NOTE 10. CAPITAL ASSETS

The following schedules summarize the capital assets of the Authority for the years ended December 31, 2020 and 2019:

2020	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated				
Land	$ 294,641,156	$ 7,194,836	$ (2,246,555)	$ 299,589,437
Construction work in progress	888,521,111	301,922,345	(80,021,962)	1,110,421,494
Total capital assets, not being depreciated	1,183,162,267	309,117,181	(82,268,517)	1,410,010,931
Capital assets, being depreciated:				
Roads and bridges	1,412,030,151	40,749,602	(33,178)	1,452,746,575
Improvements	994,508,994	23,243,116	-	1,017,752,110
Buildings	130,444,793	4,684,428	(103,933)	135,025,288
Equipment	138,919,833	13,820,786	(566,582)	152,174,037
Capitalized interest	155,572,088	3,732,165	-	159,304,253
Total capital assets, being depreciated	2,831,475,859	86,230,097	(703,693)	2,917,002,263
Less accumulated depreciation for:				
Roads and bridges	(926,879,587)	(38,877,997)	33,178	(965,724,406)
Improvements	(739,344,952)	(40,492,265)	-	(779,837,217)
Buildings	(55,451,926)	(4,432,529)	67,349	(59,817,106)
Equipment	(115,360,205)	(8,617,489)	485,741	(123,491,953)
Capitalized interest	(102,161,778)	(4,981,751)	-	(107,143,529)
Total accumulated depreciation	(1,939,198,448)	(97,402,031)	586,268	(2,036,014,211)
Total capital assets, being depreciated, net	892,277,411	(11,171,934)	(117,425)	880,988,052
Total capital assets, net	$ 2,075,439,678	$ 297,945,247	$ (82,385,942)	$ 2,290,998,983

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

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, 2020 and 2019, and accumulated depreciation totaled $15.1 million and $14.0 million respectively. As of December 31, 2020, total future minimum rental payments approximate:

Year	Minimum Lease Rentals
2021	$ 1,509,743
2022	1,512,217
2023	1,512,217
2024	1,523,163
2025	1,569,475
Thereafter	16,280,287
Total	**$ 23,907,102**

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.

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 $47.3 and $17.3 million for 2020 and 2019, respectively.

On May 8, 2020, the U.S. Department of Transportation and the OTA executed a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement of up to just over $120.1 million. The TIFIA loan proceeds will be made available in one disbursement upon achievement of substantial completion of the construction of the project by Gilcrease Developers LLC (the Project Company). Loan proceeds will be used towards the partial repayment of the Project Company’s interim financing. Construction on the Gilcrease Expressway began on February 1, 2020 and is expected to be completed in mid-2022.

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 $1,796.0 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 2020, 2019 or 2018.

NOTE 14. DISAGGREGATION OF RECEIVABLE AND PAYABLE BALANCES

Receivables are primarily comprised of current customer receivables 47.0% and 27.7%, and intergovernmental receivables representing 16.4% and 42.5% at December 31, 2020 and 2019, respectively. Remaining current receivables are comprised of 36.6% and 29.8% other receivables at December 31, 2020 and 2019, respectively. Receivables are shown net of an allowance for uncollectibles of ($4.8 million) and ($3.9 million) at December 31, 2020 and 2019, respectively.

Payable balance are comprised of 74.0% and 79.5% current accounts payable and accrued expenses to contractors and vendors and 10.6% and 7.4% in other payables at December 31, 2020 and 2019 respectively. Current intergovernmental payable balances are comprised of 15.4% and 13.1% at December 31, 2020 and 2019.

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, 2020 and 2019, the Authority had commitments outstanding relating to equipment orders and supplies of $12.5 million and $8.7 million respectively. At December 31, 2020 and 2019, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately $99.7 million and $178.1 million respectively.

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REQUIRED SUPPLEMENTARY INFORMATION
YEARS ENDED DECEMBER 31, 2020 AND 2019

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY
OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN
YEARS ENDED DECEMBER 31, 2020 AND PRIOR SIX YEARS*

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

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

SCHEDULE OF EMPLOYER CONTRIBUTIONS
OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN
TEN YEARS DECEMBER 31, 2020 AND PRIOR NINE YEARS

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Required Contributions	$ 3,476,137	$ 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
Contributions Made	3,476,137	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
Deficiency (Excess)	-	-	-	-	-	-	-	-	-	-
Covered Payroll	17,534,851	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
Contributions as %	19.8%	18.7%	18.3%	17.8%	17.1%	16.5%	16.6%	16.5%	16.4%	16.1%

Notes to Required Supplementary Information, Years Ended December 31, 2020 and 2019

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

The 2.5% inflation rate for 2020 was a decrease from the 2019 inflation rate of 2.75%. The 6.5% investment rate of return for 2020 was a decrease from the 2019 investment rate of return of 7.0%. The payroll growth of 2.5% in 2020 was a decrease from the 2019 payroll growth rate of 2.75%. For 2020, the expectation of retired life mortality for active participants and nondisabled pensioners was based on the Pub-2010 Mortality Table projected to 2030 by Scale MP-2019 (male rates set back one year, female rates set forward one year) rather than on the RP-2014 Mortality Table projected to 2025 by Scale MP-2016 (disabled pensioners set forward 12 years), which was used in 2019. All other assumptions remained consistent for the years ended December 31, 2020 and 2019.

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF THE OPEB LIABILITIY
HEALTH INSURANCE SUBSIDY PLAN
YEARS ENDED DECEMBER 31, 2020 AND PRIOR THREE YEARS*

	2020	2019	2018	2017
Authority's proportion of the net HISP Plan OPEB liability (asset)	1.18%	1.21%	1.15%	1.13%
Authority's proportionate share of the net HISP Plan OPEB liability (asset)	$ (557,085)	$ (470,898)	$ (148,571)	$ 128,998
Authority's covered-employee payroll	$ 18,270,381	$ 18,375,289	$ 17,543,107	$ 18,578,644
Authority's proportionate share of the net HISP Plan liability as a percentage of its covered employee payroll	(3.05%)	(2.56%)	(0.85%)	0.69%
Plan fiduciary net position as a percentage of the total HISP Plan OPEB liability	114.27%	112.11%	103.94%	96.50%

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

REQUIRED SUPPLEMENTARY INFORMATION
YEARS ENDED DECEMBER 31, 2020 AND 2019

SCHEDULE OF EMPLOYER CONTRIBUTIONS
HEALTH INSURANCE SUBSIDY PLAN
YEARS ENDED DECEMBER 31, 2020 AND PRIOR THREE YEARS*

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

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

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

SCHEDULE OF CHANGES IN THE EMPLOYER'S TOTAL OPEB LIABILITY AND RELATED RATIOS
EMPLOYEE GROUP INSURANCE DIVISION PLAN
YEARS ENDED DECEMBER 31, 2020 AND PRIOR TWO YEARS*

Total EGID Plan OPEB liability	2020	2019	2018
Authority's proportion of the net EGID Plan OPEB liability (asset)	1.47%	1.42%	1.42%
Authority's proportionate share of the service cost	$ 76,370	$ 73,801	$ 84,297
Authority's proportionate share of the interest on the total EGID Plan OPEB liability	$ 83,054	$ 75,463	$ 64,043
Authority's proportionate share of expensed portion of current period changes in assumptions to the EGID Plan OPEB liability	$ (65,102)	$ (24,554)	$ (22,921)
Authority's proportionate share of differences between expected and actual experience of the EGID Plan OPEB liability	$ (5,910)	$ (3,833)	$ -
Authority's proportionate share of changes of assumptions or other inputs of the EGID Plan OPEB liability	$ (46,268)	$ 101	$ (82,517)
Authority's proportionate share of benefit payments to the EGID Plan OPEB liability	$ (172,446)	$ (156,545)	$ (180,938)
Authority's proportionate share of the net change in the EGID Plan OPEB liability	$ (130,302)	$ (35,567)	$ (138,036)
Authority's proportionate share of the EGID Plan OPEB liability-beginning	$ 2,079,051	$ 2,114,618	$ 2,252,654
Authority's proportionate share of the EGID Plan OPEB liability-ending	$ 1,948,749	$ 2,079,051	$ 2,114,618
Authority's covered employee payroll	$ 23,684,851	$ 23,046,316	$ 20,837,383
Authority's proportionate share of the total EGID Plan OPEB liability as a percentage of covered-employee payroll	8.2%	9.0%	10.1%
Plan fiduciary net position as a percentage of the total EGID Plan OPEB liability	0.0%	0.0%	0.0%

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

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSES (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2020

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	$ 16,018,150	$ 13,410,066	$ 2,608,084
Contractual services	20,744,474	15,465,508	5,278,966
Commodities	487,405	294,017	193,388
Capital outlay and contingencies	-	-	-
Total	37,250,029	29,169,591	8,080,438
Turnpike Maintenance:			
Personnel services	14,795,724	13,679,051	1,116,673
Contractual services	5,533,684	4,426,989	1,106,695
Commodities	3,451,540	5,255,458	(1,803,918)
Capital outlay and contingencies	-	26,865	(26,865)
Total	23,780,948	23,388,363	392,585
Construction:			
Personnel services	283,998	272,912	11,086
Contractual services	9,150	1,306	7,844
Commodities	2,000	-	2,000
Capital outlay and contingencies	-	-	-
Total	295,148	274,218	20,930
Engineering:			
Personnel services	934,565	707,464	227,101
Contractual services	111,050	84,316	26,734
Commodities	4,700	5,321	(621)
Capital outlay and contingencies	-	-	-
Total	1,050,315	797,101	253,214
Highway Patrol:			
Personnel services	-	-	-
Contractual services	15,800,046	15,530,718	269,328
Commodities	1,394,275	604,513	789,762
Capital outlay and contingencies	-	-	-
Total	17,194,321	16,135,231	1,059,090
Customer Service Operations:			
Personnel services	6,707,889	5,043,668	1,664,221
Contractual services	2,168,725	2,480,743	(312,018)
Commodities	3,380,763	2,934,295	446,468
Capital outlay and contingencies	-	-	-
Total	12,257,377	10,458,706	1,798,671
Administrative Services			
Personnel services	1,022,149	946,560	75,589
Contractual services	322,080	231,746	90,334
Commodities	138,550	84,915	53,635
Capital outlay and contingencies	-	-	-
Total	1,482,779	1,263,221	219,558

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSES (PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2020

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	$ 2,373,337	$ 1,921,726	$ 451,611
Contractual services	4,157,102	3,548,550	608,552
Commodities	252,425	200,944	51,481
Capital outlay and contingencies	-	-	-
Total	6,782,864	5,671,220	1,111,644
Controller:			
Personnel services	1,497,931	1,143,437	354,494
Contractual services	216,685	168,341	48,344
Commodities	7,000	1,173	5,827
Capital outlay and contingencies	-	-	-
Total	1,721,616	1,312,951	408,665
Finance & Revenue:			
Personnel services	474,198	434,990	39,208
Contractual services	259,215	260,082	(867)
Commodities	-	27	(27)
Capital outlay and contingencies	-	-	-
Total	733,413	695,099	38,314
Executive:			
Personnel services	2,235,145	1,798,579	436,566
Contractual services	1,971,915	1,311,503	660,412
Commodities	57,725	80,133	(22,408)
Capital outlay and contingencies	-	-	-
Total	4,264,785	3,190,215	1,074,570
Authority:			
Personnel services	-	-	-
Contractual Services	5,000	904	4,096
Commodities	-	-	-
Contingencies	2,704,190	-	2,704,190
Capital outlay and contingencies	-	-	-
Total	2,709,190	904	2,708,286
Total Expenses	$ 109,522,785	$ 92,356,820	$ 17,165,965

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:	2020	2019
Budgetary basis	$ 92,356,820	$ 92,672,320
Increase (decrease) due to:		
Current expenses reclassified as property and equipment	(26,865)	(180,845)
Non-Revenue Fund operating expenses	27,628,311	24,052,855
Other GAAP adjustments	3,066,742	(2,011,271)
GAAP basis	$ 123,025,008	$ 114,533,059

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2020

2017 SERIES						
	SERIES 2017A REVENUE			SERIES 2017B REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	-	19,801,268	19,801,268	-	-	-
2027	-	19,801,269	19,801,269	-	-	-
2028	-	19,801,269	19,801,269	-	-	-
2029	-	19,801,269	19,801,269	-	-	-
2030	-	19,801,268	19,801,268	-	-	-
2031	-	19,801,269	19,801,269	-	-	-
2032	20,445,000	19,801,268	40,246,268	-	-	-
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	$ 402,276,069	$ 858,346,069	$ 9,965,000	$ 432,900	$ 10,397,900

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2020

2017 SERIES						
	SERIES 2017C REVENUE			SERIES 2017D REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2021	$ -	$ 9,503,322	$ 9,503,322	$ 5,695,000	$ 11,658,350	$ 17,353,350
2022	-	9,503,322	9,503,322	11,315,000	11,430,550	22,745,550
2023	-	9,503,322	9,503,322	33,420,000	10,864,800	44,284,800
2024	-	9,503,322	9,503,322	34,170,000	9,528,000	43,698,000
2025	-	9,503,322	9,503,322	36,415,000	7,819,500	44,234,500
2026	-	9,503,322	9,503,322	38,145,000	5,998,750	44,143,750
2027	-	9,503,322	9,503,322	39,960,000	4,091,500	44,051,500
2028	-	9,503,322	9,503,322	41,870,000	2,093,500	43,963,500
2029	-	9,503,322	9,503,322	-	-	-
2030	-	9,503,322	9,503,322	-	-	-
2031	-	9,503,322	9,503,322	-	-	-
2032	-	9,503,322	9,503,322	-	-	-
2033	-	9,503,322	9,503,322	-	-	-
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	4,391,862	20,421,862	-	-	-
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	937,862	20,417,862	-	-	-
2048	-	-	-	-	-	-
Total	$ 209,920,000	$ 202,820,906	$ 412,740,906	$ 240,990,000	$ 63,484,950	$ 304,474,950

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2020

2017 SERIES				2018 SERIES		
SERIES 2017E REFUNDING				SERIES 2018A REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2021	$ -	$ 4,331,292	$ 4,331,292	$ -	$ 15,069,762	$ 15,069,762
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	-	15,069,763	15,069,763
2026	6,675,000	3,501,243	10,176,243	-	15,069,763	15,069,763
2027	7,125,000	3,167,493	10,292,493	-	15,069,763	15,069,763
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	-	15,069,763	15,069,763
2030	8,465,000	1,027,243	9,492,243	-	15,069,763	15,069,763
2031	15,130,000	603,993	15,733,993	-	15,069,763	15,069,763
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	12,809,299	26,409,299
2037	-	-	-	14,275,000	12,129,299	26,404,299
2038	-	-	-	14,995,000	11,415,550	26,410,550
2039	-	-	-	15,595,000	10,815,750	26,410,750
2040	-	-	-	16,220,000	10,191,950	26,411,950
2041	-	-	-	17,025,000	9,380,950	26,405,950
2042	-	-	-	17,880,000	8,529,700	26,409,700
2043	-	-	-	18,770,000	7,635,700	26,405,700
2044	-	-	-	19,715,000	6,697,199	26,412,199
2045	-	-	-	20,500,000	5,908,600	26,408,600
2046	-	-	-	21,320,000	5,088,600	26,408,600
2047	-	-	-	22,175,000	4,235,800	26,410,800
2048	-	-	-	83,720,000	3,348,799	87,068,799
Total	$ 93,550,000	$ 34,508,068	$ 128,058,068	$ 344,310,000	$ 331,074,875	$ 675,384,875

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2020

2020 SERIES						
SERIES 2020A REFUNDING				SERIES 2020B REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
2021	$ -	$ 1,611,957	$ 1,611,957	$ -	$ 380,633	$ 380,633
2022	14,745,000	9,359,750	24,104,750	25,555,000	2,210,119	27,765,119
2023	11,545,000	8,622,500	20,167,500	17,915,000	2,084,644	19,999,644
2024	11,090,000	8,045,250	19,135,250	17,190,000	1,972,317	19,162,317
2025	11,450,000	7,490,750	18,940,750	17,760,000	1,834,109	19,594,109
2026	18,905,000	6,918,250	25,823,250	10,850,000	1,673,559	12,523,559
2027	19,450,000	5,973,000	25,423,000	11,180,000	1,542,816	12,722,816
2028	20,035,000	5,000,500	25,035,500	11,525,000	1,391,327	12,916,327
2029	17,595,000	3,998,750	21,593,750	10,115,000	1,210,154	11,325,154
2030	33,510,000	3,119,000	36,629,000	19,290,000	1,046,089	20,336,089
2031	20,735,000	1,443,500	22,178,500	25,100,000	713,915	25,813,915
2032	4,005,000	406,750	4,411,750	6,240,000	256,593	6,496,593
2033	4,130,000	206,500	4,336,500	6,445,000	133,540	6,578,540
2034	-	-	-	-	-	-
2035	-	-	-	-	-	-
2036	-	-	-	-	-	-
2037	-	-	-	-	-	-
2038	-	-	-	-	-	-
2039	-	-	-	-	-	-
2040	-	-	-	-	-	-
2041	-	-	-	-	-	-
2042	-	-	-	-	-	-
2043	-	-	-	-	-	-
2044	-	-	-	-	-	-
2045	-	-	-	-	-	-
2046	-	-	-	-	-	-
2047	-	-	-	-	-	-
2048	-	-	-	-	-	-
Total	$ 187,195,000	$ 62,196,457	$ 249,391,457	$ 179,165,000	$ 16,449,815	$ 195,614,815

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2020

TOTAL BONDS				
Maturity Jan. 1	Principal	Interest	Total	Outstanding Principal
2021	10,930,000	62,677,735	73,607,735	1,710,235,000
2022	56,345,000	71,817,815	128,162,815	1,653,890,000
2023	67,250,000	70,277,590	137,527,590	1,586,640,000
2024	69,300,000	68,076,413	137,376,413	1,517,340,000
2025	71,880,000	65,332,705	137,212,705	1,445,460,000
2026	74,575,000	62,466,155	137,041,155	1,370,885,000
2027	77,715,000	59,149,163	136,864,163	1,293,170,000
2028	81,005,000	55,670,923	136,675,923	1,212,165,000
2029	58,815,000	52,015,751	110,830,751	1,153,350,000
2030	61,265,000	49,566,685	110,831,685	1,092,085,000
2031	60,965,000	47,135,762	108,100,762	1,031,120,000
2032	42,030,000	45,037,696	87,067,696	989,090,000
2033	43,885,000	43,181,206	87,066,206	945,205,000
2034	45,520,000	41,548,298	87,068,298	899,685,000
2035	47,470,000	39,600,273	87,070,273	852,215,000
2036	49,600,000	37,471,172	87,071,172	802,615,000
2037	51,835,000	35,231,922	87,066,922	750,780,000
2038	54,335,000	32,733,923	87,068,923	696,445,000
2039	56,640,000	30,431,173	87,071,173	639,805,000
2040	59,145,000	27,926,473	87,071,473	580,660,000
2041	61,920,000	25,147,873	87,067,873	518,740,000
2042	64,830,000	22,238,023	87,068,023	453,910,000
2043	67,875,000	19,193,562	87,068,562	386,035,000
2044	70,940,000	16,130,562	87,070,562	315,095,000
2045	73,945,000	13,124,713	87,069,713	241,150,000
2046	77,080,000	9,990,213	87,070,213	164,070,000
2047	80,350,000	6,721,462	87,071,462	83,720,000
2048	83,720,000	3,348,799	87,068,799	-
Total	$ 1,721,165,000	$ 1,113,244,040	$ 2,834,409,040	

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2020

OTHER LONG-TERM DEBT			
JUNIOR OBLIGATION NOTE, SERIES 2020A			
Maturity Jan. 1	Principal	Interest	Total
2021	$ -	$ 568,500	$ 568,500
2022	-	1,137,000	1,137,000
2023	-	1,137,000	1,137,000
2024	50,000,000	568,500	50,568,500
Totals	$ 50,000,000	$ 3,411,000	$ 53,411,000

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

Independent Auditor's Report

Members
Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

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 the Oklahoma Turnpike Authority (the Authority), which comprise the statement of financial position as of December 31, 2020, and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated March 30, 2021, which contained an *Emphasis of Matter* paragraph related to other auditors who audited the prior year.

Internal Control over Financial Reporting

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

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

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

Members
Oklahoma Turnpike Authority

Compliance and Other Matters

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

Purpose of This Report

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

BKD, LLP

Tulsa, Oklahoma
March 30, 2021

PRAXITY
Empowering Business Globally

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TOLL GANTRY

ROAD CONSTRUCTION

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

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

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

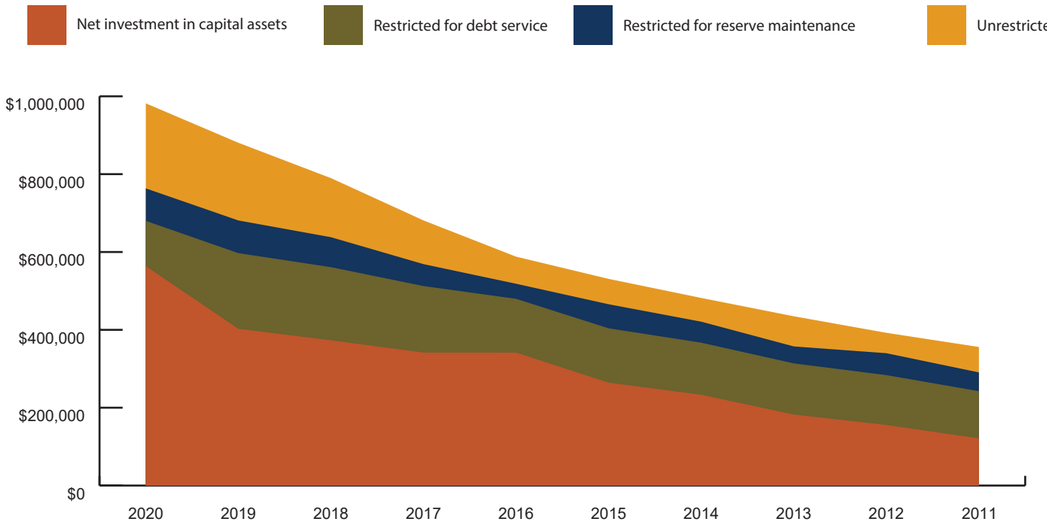
'' Indicates information is not available for the specified period*

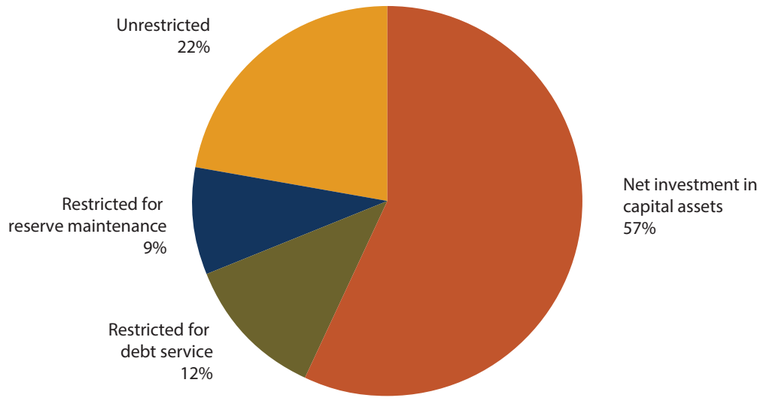
SCHEDULE 1: NET POSITION BY COMPONENT
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Net investment in capital assets	$ 563,608	$ 402,696	$ 373,119	$ 341,664	$ 341,525	$ 264,316	$ 233,186	$ 182,443	$ 155,631	$ 121,115
Restricted for debt service	116,330	194,380	187,944	170,853	138,214	139,621	133,863	131,433	128,114	121,358
Restricted for reserve maintenance	83,448	83,960	76,937	56,302	38,684	61,816	53,948	43,562	56,275	48,188
Unrestricted	218,472	199,530	151,801	112,265	69,600	65,173	60,990	77,454	52,398	65,321
Total net position	**$ 981,858**	**$ 880,566**	**$ 789,801**	**$ 681,084**	**$ 588,023**	**$ 530,926**	**$ 481,987**	**$ 434,892**	**$ 392,418**	**$ 355,982**

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)



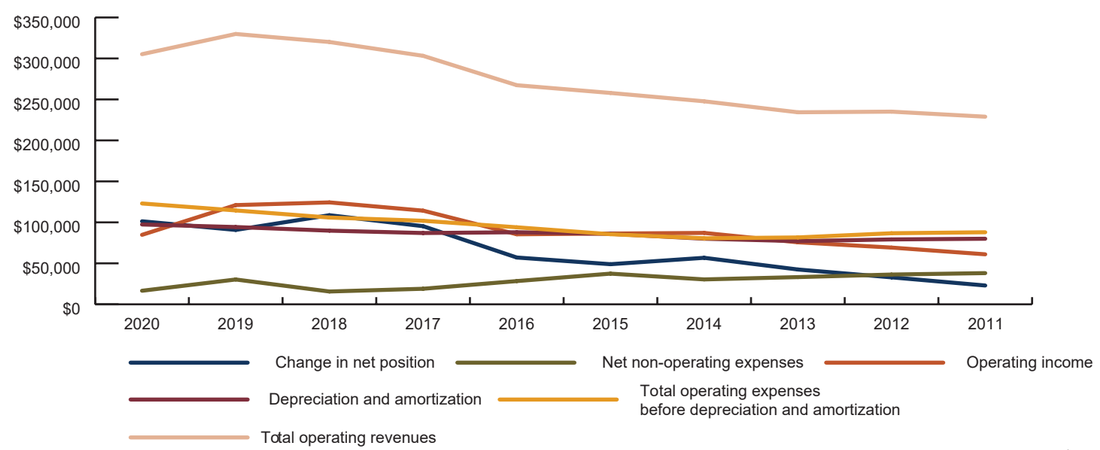


SCHEDULE 2: CHANGES IN NET POSITION
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Operating revenues:										
Tolls	$ 302,617	$ 327,429	$ 317,716	$ 300,812	$ 265,064	$ 256,051	$ 246,070	$ 232,746	$ 233,497	$ 227,624
Concessions	2,568	2,425	2,342	2,390	2,277	1,838	1,627	1,579	1,582	1,309
Total operating revenues	305,185	329,854	320,058	303,202	267,341	257,889	247,697	234,325	235,079	228,933
Operating expenses:										
Toll Operations	32,739	24,036	22,060	19,513	19,291	18,201	19,256	19,318	19,190	18,768
Turnpike Maintenance	27,177	25,553	21,110	21,638	20,844	21,907	21,712	22,120	19,077	19,661
Engineering	2,681	1,912	1,580	3,176	4,548	4,649	3,256	3,683	8,589	8,523
Construction	3,028	1,435	772	601	-	-	-	-	-	-
Highway Patrol	19,978	17,174	21,787	18,616	20,256	15,420	13,663	13,668	13,368	13,350
PIKEPASS Customer Service	12,550	22,300	19,128	18,562	15,125	14,445	12,942	12,238	16,573	18,503
Administrative Services	2,267	1,826	1,813	1,744	1,718	1,630	2,332	2,177	2,124	2,179
Information Technology	12,128	10,731	8,682	6,210	5,541	4,333	3,721	4,642	4,279	3,878
Controller	1,569	1,329	1,317	1,291	1,117	924	924	962	862	859
Finance and Revenue	4,810	3,693	3,929	6,990	2,240	1,236	718	838	1,060	721
Executive	4,097	4,539	3,677	3,591	3,286	2,778	2,027	1,938	1,570	1,474
Authority	1	5	2	2	6	9	4	8	14	2
Total operating expenses before depreciation and amortization	**123,025**	**114,533**	**105,857**	**101,934**	**93,972**	**85,532**	**80,555**	**81,592**	**86,706**	**87,918**
Operating income before depreciation and amortization	182,160	215,321	214,201	201,268	173,368	172,357	167,142	152,733	148,373	141,015
Depreciation and amortization	(97,402)	(94,278)	(89,861)	(86,982)	(87,935)	(85,993)	(80,035)	(77,067)	(79,163)	(80,002)
Operating income	**84,758**	**121,043**	**124,340**	**114,286**	**85,433**	**86,364**	**87,107**	**75,666**	**69,210**	**61,013**
Non-operating revenues (expenses):										
Interest earned on investments	7,594	19,401	14,184	5,919	4,427	4,419	4,554	4,526	4,968	4,756
Net change in fair value of investments	5,264	5,184	(1,102)	2,307	1,186	(239)	2,229	(485)	(119)	189
Interest expense on bonds outstanding	(51,847)	(80,180)	(38,071)	(33,841)	(39,195)	(42,854)	(40,539)	(41,093)	(42,615)	(44,496)
Other	8,259	8,018	9,366	6,655	5,246	1,248	3,383	3,860	1,452	1,490
Contributed revenue	47,264	17,299	-	-	-	-	-	-	-	-
Net non-operating revenues (expenses)	16,534	(30,278)	(15,623)	(18,960)	(28,336)	(37,426)	(30,373)	(33,192)	(36,314)	(38,061)
Change in net position	**$ 101,292**	**$ 90,765**	**$ 108,717**	**$ 95,326**	**$ 57,097**	**$ 48,938**	**$ 56,734**	**$ 42,474**	**$ 32,896**	**$ 22,952**

Note: In March 2020, the COVID-19 virus was declared a pandemic, resulting in national and gubernatorial responses creating a global economic crisis. With the significant disruption in traffic and revenue, revenue and expense expectations were monitored and adjusted as necessary. 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).

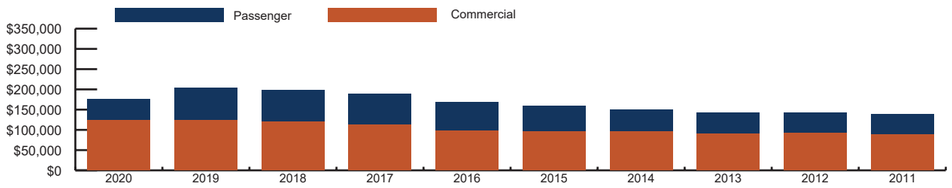
CHANGES IN NET POSITION AND COMPONENTS, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)



SCHEDULE 3: TOLL REVENUES BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Turner Turnpike										
Passenger	$ 32,810	$ 39,468	$ 38,096	$ 36,837	$ 32,976	$ 30,984	$ 29,465	$ 28,092	$ 27,879	$ 27,126
Commercial	40,642	39,767	38,835	36,231	31,220	30,936	30,798	29,210	29,322	28,552
Total	73,452	79,235	76,931	73,068	64,196	61,920	60,263	57,302	57,201	55,678
Will Rogers Turnpike										
Passenger	21,174	24,207	23,756	23,005	20,443	19,341	18,432	17,638	17,589	17,638
Commercial	44,940	43,538	42,365	39,105	34,912	34,434	33,810	32,250	33,160	32,384
Total	66,114	67,745	66,121	62,110	55,355	53,775	52,242	49,888	50,749	50,022
H. E. Bailey Turnpike										
Passenger	22,214	25,242	23,844	22,948	20,335	19,270	18,607	17,910	17,788	17,357
Commercial	8,204	9,070	8,760	7,641	6,315	6,334	6,550	5,833	5,731	5,404
Total	30,418	34,312	32,604	30,589	26,650	25,604	25,157	23,743	23,519	22,761
Indian Nation Turnpike										
Passenger	8,363	10,344	9,945	9,309	8,306	8,366	7,880	7,642	7,623	7,448
Commercial	7,358	7,923	7,881	7,356	6,246	6,376	6,380	6,322	6,424	5,959
Total	15,721	18,267	17,826	16,665	14,552	14,742	14,260	13,964	14,047	13,407
Muskogee Turnpike										
Passenger	15,160	16,010	15,212	14,389	13,172	12,840	12,086	12,047	12,015	11,415
Commercial	5,592	5,695	5,853	5,767	5,217	5,129	5,043	4,276	4,357	4,303
Total	20,752	21,705	21,065	20,156	18,389	17,969	17,129	16,323	16,372	15,718
Cimarron Turnpike										
Passenger	6,683	8,050	7,855	7,908	6,877	6,735	6,481	6,212	6,032	5,770
Commercial	5,679	5,811	5,717	5,562	4,866	4,914	5,100	5,039	4,885	4,314
Total	12,362	13,861	13,572	13,470	11,743	11,649	11,581	11,251	10,917	10,084
John Kilpatrick Turnpike										
Passenger	36,729	40,727	39,562	37,316	33,208	31,100	28,387	25,607	25,445	24,902
Commercial	5,193	4,824	4,421	3,801	3,104	3,106	2,788	2,416	2,590	2,480
Total	41,922	45,551	43,983	41,117	36,312	34,206	31,175	28,023	28,035	27,382
Cherokee Turnpike										
Passenger	5,989	6,840	6,778	6,628	5,764	5,436	5,041	4,891	4,840	4,720
Commercial	3,607	3,549	3,197	3,102	2,858	2,771	2,749	2,651	2,650	2,604
Total	9,596	10,389	9,975	9,730	8,622	8,207	7,790	7,542	7,490	7,324
Chickasaw Turnpike										
Passenger	610	722	697	660	518	492	461	436	424	428
Commercial	286	294	291	274	292	278	314	274	256	258
Total	896	1,016	988	934	810	770	775	710	680	686
Creek Turnpike										
Passenger	28,396	32,510	31,726	30,324	26,189	24,992	23,414	21,827	22,241	22,084
Commercial	2,830	2,838	2,925	2,916	2,246	2,217	2,284	2,173	2,246	2,478
Total	31,226	35,348	34,651	33,240	28,435	27,209	25,698	24,000	24,487	24,562
Kickapoo Turnpike										
Passenger	135	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	158	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	178,263	204,120	197,471	189,324	167,788	159,556	150,254	142,302	141,876	138,888
Commercial	124,354	123,309	120,245	111,755	97,276	96,495	95,816	90,444	91,621	88,736
Total Revenues	**$ 302,617**	**$ 327,429**	**$ 317,716**	**$ 301,079**	**$ 265,064**	**$ 256,051**	**$ 246,070**	**$ 232,746**	**$ 233,497**	**$ 227,624**

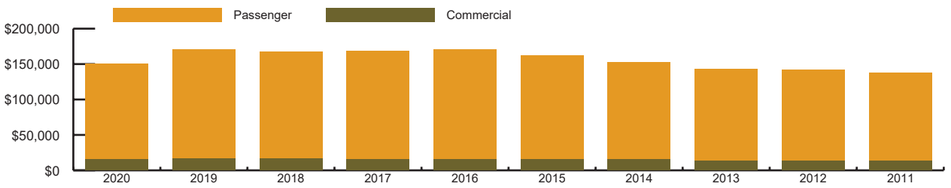
TOLL REVENUE BY TYPE, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)



SCHEDULE 4: TOLL TRANSACTIONS BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF TRANSACTIONS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Turner Turnpike										
Passenger	14,042	16,174	15,971	16,762	16,848	15,771	15,010	14,146	14,049	13,248
Commercial	2,813	2,766	2,795	2,735	2,582	2,544	2,553	2,416	2,356	2,279
Total	16,855	18,940	18,766	19,497	19,430	18,315	17,563	16,562	16,405	15,527
Will Rogers Turnpike										
Passenger	11,079	12,687	12,787	13,064	13,112	12,637	12,272	11,472	11,364	11,146
Commercial	3,605	3,468	3,404	3,355	3,279	3,265	3,234	3,089	3,090	3,030
Total	14,684	16,155	16,191	16,419	16,391	15,902	15,506	14,561	14,454	14,176
H. E. Bailey Turnpike										
Passenger	16,600	19,277	18,659	18,311	18,478	17,558	16,994	16,500	16,261	15,778
Commercial	2,140	2,416	2,427	2,211	2,070	2,048	2,012	1,666	1,616	1,535
Total	18,740	21,693	21,086	20,522	20,548	19,606	19,006	18,166	17,877	17,313
Indian Nation Turnpike										
Passenger	4,150	5,202	5,104	5,114	5,227	5,244	4,992	4,879	4,913	4,798
Commercial	1,322	1,454	1,445	1,370	1,313	1,340	1,320	1,312	1,339	1,261
Total	5,472	6,656	6,549	6,484	6,540	6,584	6,312	6,191	6,252	6,059
Muskogee Turnpike										
Passenger	9,729	10,588	10,368	10,290	10,672	10,360	9,808	9,848	9,741	9,222
Commercial	1,368	1,495	1,639	1,726	1,805	1,775	1,670	1,189	1,155	1,149
Total	11,097	12,083	12,007	12,016	12,477	12,135	11,478	11,037	10,896	10,371
Cimarron Turnpike										
Passenger	4,990	6,321	6,387	6,745	6,767	6,634	6,389	6,114	5,964	5,735
Commercial	1,148	1,188	1,192	1,202	1,181	1,205	1,223	1,206	1,167	1,016
Total	6,138	7,509	7,579	7,947	7,948	7,839	7,612	7,320	7,131	6,751
John Kilpatrick Turnpike										
Passenger	46,280	50,179	49,228	48,785	49,863	47,027	42,846	38,649	37,940	36,866
Commercial	1,392	1,297	1,235	1,166	1,138	1,166	1,043	930	948	867
Total	47,672	51,476	50,463	49,951	51,001	48,193	43,889	39,579	38,888	37,733
Cherokee Turnpike										
Passenger	3,372	3,929	3,993	4,058	4,241	4,024	3,714	3,580	3,516	3,429
Commercial	510	510	459	461	470	451	436	417	417	417
Total	3,882	4,439	4,452	4,519	4,711	4,475	4,150	3,997	3,933	3,846
Chickasaw Turnpike										
Passenger	857	1,037	1,029	998	904	854	798	759	731	719
Commercial	174	172	160	167	235	218	241	215	202	192
Total	1,031	1,209	1,189	1,165	1,139	1,072	1,039	974	933	911
Creek Turnpike										
Passenger	39,069	44,764	44,252	43,958	43,821	41,958	39,440	36,609	37,368	36,788
Commercial	1,281	1,289	1,397	1,408	1,224	1,196	1,201	1,175	1,147	1,209
Total	40,350	46,053	45,649	45,366	45,045	43,154	40,641	37,784	38,515	37,997
Kickapoo Turnpike										
Passenger	128	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	137	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	150,296	170,158	167,778	168,085	169,933	162,067	152,263	142,556	141,847	137,729
Commercial	15,762	16,055	16,153	15,801	15,297	15,208	14,933	13,615	13,437	12,955
Total Transactions	**166,058**	**186,213**	**183,931**	**183,886**	**185,230**	**177,275**	**167,196**	**156,171**	**155,284**	**150,684**

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, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS/TRANSACTIONS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Toll revenues										
Electronic Tolls	$ 221,631	$ 233,461	$ 217,339	$ 198,661	$ 165,832	$ 155,530	$ 144,859	$ 133,606	$ 132,086	$ 128,034
Cash	80,986	93,968	99,729	102,418	99,232	100,521	101,211	99,140	101,411	99,590
Percentage of total revenues										
Electronic Tolls	73.2%	71.3%	68.5%	66.0%	62.6%	60.7%	58.9%	57.4%	56.6%	56.2%
Cash	26.8%	28.7%	31.5%	34.0%	37.4%	39.3%	41.1%	42.6%	43.4%	43.8%
Toll transactions										
Electronic Tolls	134,206	146,993	141,545	138,238	135,560	127,609	118,050	108,415	106,870	103,423
Cash	31,852	39,220	42,387	45,648	49,670	49,666	49,146	47,756	48,414	47,261
Percentage of total transactions										
Electronic Tolls	80.8%	78.9%	77.0%	75.2%	73.2%	72.0%	70.6%	69.4%	68.8%	68.6%
Cash	19.2%	21.1%	23.0%	24.8%	26.8%	28.0%	29.4%	30.6%	31.2%	31.4%
Turner Turnpike										
2-axle vehicles	$ 32,810	$ 39,468	$ 38,096	$ 36,837	$ 32,976	$ 30,984	$ 29,465	$ 28,092	$ 27,879	$ 27,126
3-axle vehicles	1,859	1,820	1,826	1,755	1,390	1,395	1,335	1,265	824	792
4-axle vehicles	1,732	1,730	1,786	1,733	1,544	1,521	1,481	1,451	1,536	1,512
5-axle vehicles	35,561	34,724	33,755	31,480	27,368	27,000	27,064	25,601	26,136	25,447
6-axle vehicles	1,490	1,493	1,468	1,263	918	1,020	918	893	826	801
Total	73,452	79,235	76,931	73,068	64,196	61,920	60,263	57,302	57,201	55,678
Will Rogers Turnpike										
2-axle vehicles	21,174	24,207	23,756	23,005	20,443	19,340	18,432	17,638	17,589	17,638
3-axle vehicles	1,211	1,192	1,179	1,137	935	1,000	918	875	799	685
4-axle vehicles	1,882	1,860	1,908	1,865	1,685	1,585	1,515	1,455	1,443	1,497
5-axle vehicles	40,586	39,219	37,998	34,976	31,540	30,998	30,543	29,073	30,019	29,450
6-axle vehicles	1,261	1,267	1,280	1,127	752	852	834	847	899	752
Total	66,114	67,745	66,121	62,110	55,355	53,775	52,242	49,888	50,749	50,022
H.E. Bailey Turnpike										
2-axle vehicles	22,214	25,242	23,844	22,948	20,335	19,270	18,607	17,910	17,788	17,357
3-axle vehicles	889	860	794	719	622	573	578	356	358	346
4-axle vehicles	669	703	731	703	593	591	607	594	598	586
5-axle vehicles	6,353	7,141	6,934	6,004	4,944	5,013	5,196	4,739	4,623	4,341
6-axle vehicles	293	366	301	215	156	157	169	144	152	131
Total	30,418	34,312	32,604	30,589	26,650	25,604	25,157	23,743	23,519	22,761
Indian Nation Turnpike										
2-axle vehicles	8,363	10,344	9,945	9,309	8,307	8,366	7,880	7,642	7,623	7,448
3-axle vehicles	447	475	437	364	292	245	216	215	247	228
4-axle vehicles	544	611	620	576	537	578	580	571	577	573
5-axle vehicles	6,224	6,660	6,653	6,277	5,324	5,459	5,479	5,425	5,474	5,039
6-axle vehicles	143	177	171	140	92	94	105	111	126	119
Total	15,721	18,267	17,826	16,666	14,552	14,742	14,260	13,964	14,047	13,407
Muskogee Turnpike										
2-axle vehicles	$ 15,160	$ 16,010	$ 15,212	$ 14,389	$ 13,172	$ 12,840	$ 12,086	$ 12,047	$ 12,015	$ 11,415
3-axle vehicles	692	854	1,051	1,084	1,038	1,024	936	281	221	232
4-axle vehicles	374	346	355	368	339	321	330	337	347	345
5-axle vehicles	4,393	4,371	4,318	4,188	3,726	3,674	3,661	3,574	3,705	3,632
6-axle vehicles	133	124	129	127	114	110	116	84	84	94
Total	20,752	21,705	21,065	20,156	18,389	17,969	17,129	16,323	16,372	15,718

(Continued)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Cimarron Turnpike										
2-axle vehicles	$ 6,683	$ 8,050	$ 7,855	$ 7,908	$ 6,877	$ 6,735	$ 6,481	$ 6,212	$ 6,032	$ 5,770
3-axle vehicles	252	249	253	243	219	243	196	198	195	164
4-axle vehicles	408	430	443	446	394	406	391	371	351	318
5-axle vehicles	4,885	5,004	4,880	4,763	4,162	4,163	4,390	4,364	4,218	3,749
6-axle vehicles	134	128	141	110	91	102	123	106	121	83
Total	12,362	13,861	13,572	13,470	11,743	11,649	11,581	11,251	10,917	10,084
John Kilpatrick Turnpike										
2-axle vehicles	36,729	40,727	39,562	37,316	33,208	31,100	28,387	25,607	25,445	24,902
3-axle vehicles	442	399	402	368	379	412	335	278	264	230
4-axle vehicles	356	382	365	339	315	323	292	259	280	291
5-axle vehicles	4,144	3,827	3,443	2,966	2,323	2,264	2,056	1,776	1,915	1,820
6-axle vehicles	251	216	211	128	87	107	105	103	131	139
Total	41,922	45,551	43,983	41,117	36,312	34,206	31,175	28,023	28,035	27,382
Cherokee Turnpike										
2-axle vehicles	5,989	6,840	6,778	6,628	5,764	5,436	5,041	4,891	4,840	4,720
3-axle vehicles	301	303	204	178	163	155	137	111	119	130
4-axle vehicles	223	211	251	244	217	210	196	192	193	192
5-axle vehicles	3,039	2,977	2,705	2,635	2,442	2,367	2,340	2,309	2,299	2,244
6-axle vehicles	44	58	37	45	36	39	76	39	39	38
Total	9,596	10,389	9,975	9,730	8,622	8,207	7,790	7,542	7,490	7,324
Chickasaw Turnpike										
2-axle vehicles	610	722	697	660	517	492	461	436	424	428
3-axle vehicles	82	66	43	52	104	93	100	95	89	88
4-axle vehicles	16	18	21	21	21	22	23	20	18	20
5-axle vehicles	182	198	217	188	153	144	171	154	144	144
6-axle vehicles	6	12	10	12	15	19	20	5	5	6
Total	896	1,016	988	933	810	770	775	710	680	686
Creek Turnpike										
2-axle vehicles	28,396	32,510	31,726	30,324	26,189	24,992	23,414	21,827	22,241	22,084
3-axle vehicles	403	407	455	441	312	302	279	268	256	275
4-axle vehicles	348	315	335	322	289	264	263	246	225	240
5-axle vehicles	1,994	2,022	2,020	2,007	1,554	1,597	1,684	1,599	1,689	1,866
6-axle vehicles	85	94	115	146	91	54	58	60	76	97
Total	31,226	35,348	34,651	33,240	28,435	27,209	25,698	24,000	24,487	24,562
Kickapoo Turnpike										
2-axle vehicles	135	135	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3-axle vehicles	8	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4-axle vehicles	2	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5-axle vehicles	11	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6-axle vehicles	2	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	158	158	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
All Turnpikes										
2-axle vehicles	178,263	204,120	197,471	189,324	167,788	159,555	150,254	142,302	141,876	138,888
3-axle vehicles	6,586	6,625	6,644	6,341	5,454	5,442	5,030	3,942	3,372	3,170
4-axle vehicles	6,554	6,606	6,815	6,617	5,934	5,821	5,678	5,496	5,568	5,574
5-axle vehicles	107,372	106,143	102,923	95,484	83,536	82,679	82,584	78,614	80,222	77,732
6-axle vehicles	3,842	3,935	3,863	3,313	2,352	2,554	2,524	2,392	2,459	2,260
Total	**$ 302,617**	**$ 327,429**	**$ 317,716**	**$ 301,079**	**$ 265,064**	**$ 256,051**	**$ 246,070**	**$ 232,746**	**$ 233,497**	**$ 227,624**

SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2020 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	0.25	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

JOHN KILPATRICK TURNPIKE

Toll Rates Effective:		January 1, 2020										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-40 South	SW 15th St.	0	0	0	0	0	0	0	0	0	0	LOCATION NOT OPEN TO TRAFFIC									
	Sara Rd.	0.3	0.35	0.45	0.55	0.6	0.7	1.05	1.25	1.35	1.6										
	Morgan Rd.	0.45	0.55	0.7	0.85	0.9	1.1	1.6	1.95	2.05	2.5										
	SH 152	0.65	0.75	1	1.15	1.3	1.5	2.3	2.65	2.95	3.4										
Sara Road	I-40 North	0.3	0.35	0.45	0.55	0.6	0.7	1.05	1.25	1.35	1.6										
SW 29th Street	Morgan Rd.	0.3	0.55	0.45	0.85	0.6	1.1	1.05	1.95	1.35	2.5										
	SH 152	0.4	0.75	0.6	1.15	0.8	1.5	1.4	2.65	1.8	3.4										
Morgan Road	I-40 North	0.45	0.55	0.7	0.85	0.9	1.1	1.6	1.95	2.05	2.5										
	SW 29th St.	0.3	0.55	0.45	0.85	0.6	1.1	1.05	1.95	1.35	2.5										
	SH 152	0.3	0.75	0.45	1.15	0.6	1.5	1.05	2.65	1.35	3.4										

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-Brdway 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-Brdway 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-Brdway 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									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May	0.35	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
	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
SH 3-NW Exp	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
	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
Wilshire	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
	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
SH 66-39th Exp	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

KICKAPOO TURNPIKE

Toll Rates Effective:		October 16, 2020										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Turner Turnpike	Britton Rd.	0.6	2.25	0.9	3.5	1.2	4.5	2.1	8	2.7	10.25	LOCATION NOT OPEN TO TRAFFIC									
	NE 23rd St.	1.1	2.25	1.65	3.5	2.2	4.5	3.85	8	4.95	10.25										
	Reno Ave.	1.3	2.25	1.95	3.5	2.6	4.5	4.55	8	5.85	10.25										
	SE 29th St.	1.5	2.25	2.25	3.5	3	4.5	5.25	8	6.75	10.25										
	IH 40	1.9	2.25	2.85	3.5	3.8	4.5	6.65	8	8.55	10.25										
Britton Road	NE 23rd St.	0.55	1.75	0.85	2.75	1.1	3.5	1.95	6.25	2.5	8										
	Reno Ave.	0.75	1.75	1.15	2.75	1.5	3.5	2.65	6.25	3.4	8										
	SE 29th St.	0.95	1.75	1.45	2.75	1.9	3.5	3.35	6.25	4.3	8										
	IH 40	1.3	1.75	1.95	2.75	2.6	3.5	4.55	6.25	5.85	8										
NE 23rd Street	Reno Ave.	0.3	1	0.45	1.5	0.6	2	1.05	3.5	1.35	4.5										
	SE 29th St.	0.45	1	0.7	1.5	0.9	2	1.6	3.5	2.05	4.5										
	IH 40	0.8	1	1.2	1.5	1.6	2	2.8	3.5	3.6	4.5										
Reno Avenue	SE 29th St.	0.3	0.75	0.45	1.25	0.6	1.5	1.05	2.75	1.35	3.5										
	IH 40	0.6	0.75	0.9	1.25	1.2	1.5	2.1	2.75	2.7	3.5										
SE 29th Street	IH 40	0.4	0.5	0.6	0.75	0.8	1	1.4	1.75	1.8	2.25										

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									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
412-Admiral	11th Street	0.35	0.50	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 Tpke.	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									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
412-Admiral	11th Street	0.35	0.40	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 Tpke.	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 Pl	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									
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	0.40	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	2.25
	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									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
101-New Orleans	S 49th West Ave	2.05	2.60	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	3.50
	Yale	0.90	1.40	1.35	2.05	1.75	2.70	3.20	4.65	3.75	6.05	0.75	1.20	1.15	1.80	1.50	2.35	2.80	4.10	3.30	5.35
	Riverside Pkwy	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

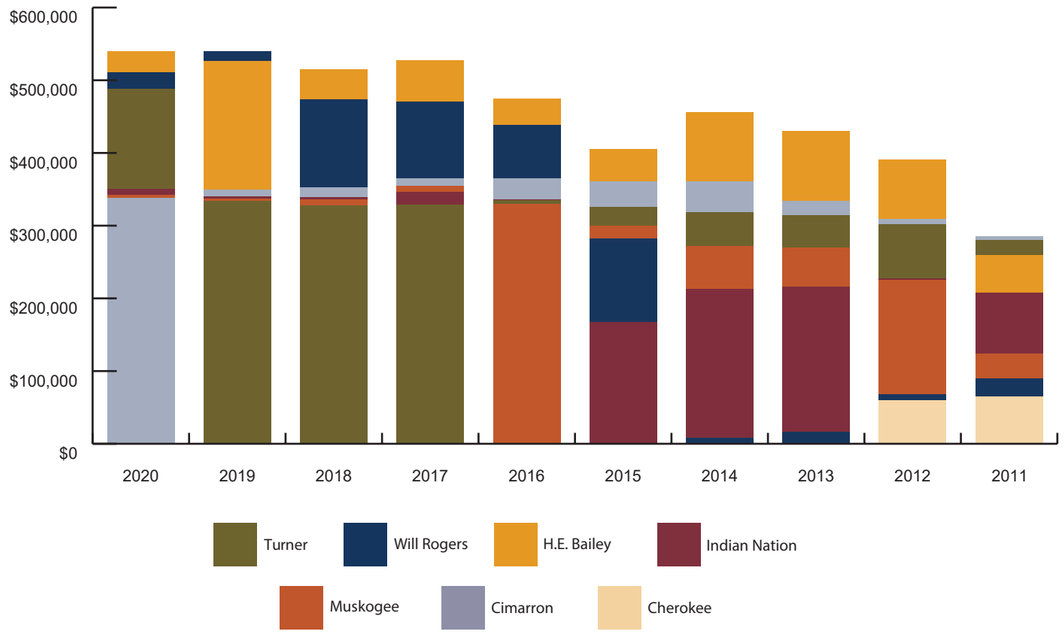
CREEK TURNPIKE

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

SCHEDULE 7: CONCESSION REVENUE BY TURNPIKE
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Turnpike:										
Turner Turnpike	$ 487,339	$ 333,396	$ 327,430	$ 328,076	$ 334,564	$ 325,259	$ 317,829	$ 313,543	$ 301,894	$ 279,587
Will Rogers Turnpike	510,748	539,961	473,059	470,439	438,204	281,784	7,527	16,398	68,255	89,149
H.E. Bailey Turnpike	540,053	525,718	515,055	526,806	474,055	404,983	455,436	430,030	390,315	259,136
Indian Nation Turnpike	350,410	340,186	338,467	345,773	335,821	166,616	213,086	216,207	227,381	207,842
Muskogee Turnpike	341,522	337,018	335,262	354,614	329,231	299,645	272,041	269,441	224,953	123,500
Cimarron Turnpike	337,890	348,786	352,334	364,342	364,977	360,078	361,087	333,686	309,305	284,658
Cherokee Turnpike	-	-	-	-	-	-	-	-	60,000	65,173
Totals	**$ 2,567,962**	**$ 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**

CONCESSION REVENUE BY TURNPIKE, LAST TEN FISCAL YEARS



SCHEDULE 8: RATIOS OF OUTSTANDING DEBT
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Net revenue bonds outstanding	$ 1,721,165	$ 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
Other long-term debt	-	15,000	15,000	15,000	69,700	15,000	15,000	18,000	19,490	27,490
Total outstanding debt	$ 1,721,165	$ 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
Electronic Tolls transactions	134,206	146,993	141,545	138,238	135,560	127,609	118,050	108,415	106,870	103,423
Cash transactions	31,852	39,220	42,387	45,648	49,670	49,666	49,146	47,756	48,414	47,261
Total toll transactions	166,058	186,213	183,932	183,886	185,230	177,275	167,196	156,171	155,284	150,684
Debt per Electronic Tolls transaction	$ 12.82	$ 13.51	$ 14.52	$ 12.81	$ 7.41	$ 7.91	$ 9.03	$ 10.36	$ 11.03	$ 12.02
Debt per cash transaction	54.04	50.62	48.49	38.79	20.23	20.32	21.69	23.52	24.35	26.30
Debt per total transaction	10.36	10.66	11.17	9.63	5.43	5.69	6.37	7.19	7.59	8.25

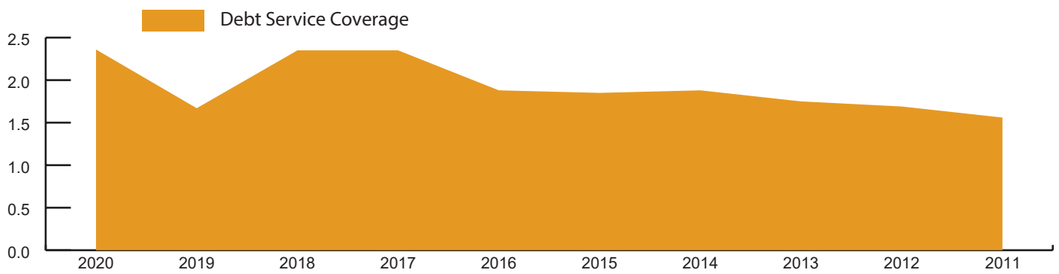
Note: For comparative purposes, the unamortized net debit has been excluded from the calculation of net revenue bonds outstanding, in accordance with GASB 63.

SCHEDULE 9: PLEDGED-REVENUE COVERAGE
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Gross revenues (1)	$ 321,038	$ 349,255	$ 334,242	$ 309,121	$ 271,768	$ 262,308	$ 252,252	$ 238,851	$ 240,046	$ 233,689
Operating expenses (2)	123,025	114,533	105,857	101,888	93,972	85,532	80,555	81,592	86,706	87,918
Net revenues available for debt service	$ 198,013	$ 234,722	$ 228,385	$ 207,233	$ 177,796	$ 176,776	$ 171,697	$ 157,259	$ 153,340	$ 145,771
Debt service for revenue bonds outstanding:										
Principal	$ 10,930	$ 57,780	$ 56,645	$ 54,590	$ 56,505	$ 54,050	$ 51,780	$ 49,775	$ 49,310	$ 50,955
Interest (3)	72,968	82,807	40,407	33,676	37,992	41,651	39,335	39,904	41,443	42,785
Total current debt service	$ 83,898	$ 140,587	$ 97,052	$ 88,266	$ 94,497	$ 95,701	$ 91,115	$ 89,679	$ 90,753	$ 93,740
Debt service coverage (4)	2.36	1.67	2.35	2.35	1.88	1.85	1.88	1.75	1.69	1.56

(1) Includes total operating and other non-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

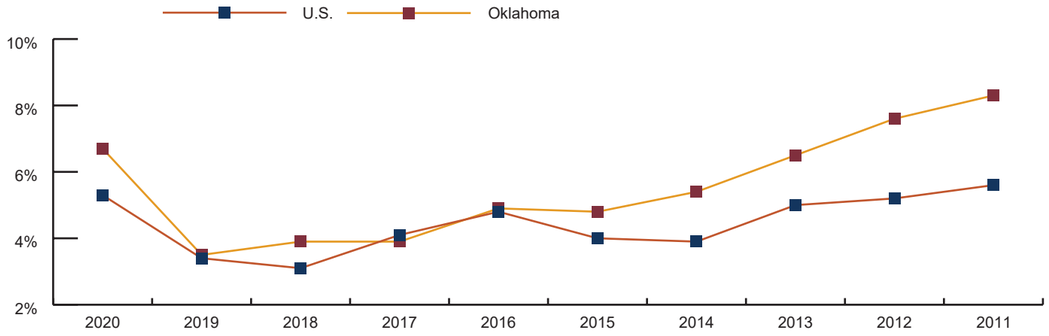


SCHEDULE 10: DEMOGRAPHIC AND ECONOMIC STATISTICS
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Population:										
Oklahoma (thousands)	3,981	3,957	3,943	3,931	3,924	3,911	3,878	3,851	3,815	3,792
U.S. (thousands)	329,484	328,240	327,167	325,719	323,128	321,419	318,857	316,129	313,914	311,592
Per capita income:										
Oklahoma	$ *	$ 47,341	$ 45,843	$ 43,794	$ 42,692	$ 44,272	$ 43,138	$ 41,861	$ 41,399	$ 38,980
U.S.	58,955	56,690	53,694	50,395	49,495	47,690	46,030	44,408	44,247	42,459
Total personal income:										
Oklahoma (millions)	$ 195	$ 190	$ 182	$ 171	$ 179	$ 174	$ 171	$ 162	$ 158	$ 150
U.S.(billions)	19,499	18,922	18,017	16,719	16,290	15,612	15,014	14,268	14,623	13,472
Gross product:										
Oklahoma (millions)	$ *	$ 202	$ 199	$ 185	$ 183	$ 186	$ 184	$ 176	$ 169	$ 162
U.S. (billions)	21,488	21,429	20,501	19,058	18,566	17,943	17,348	16,663	16,155	15,518
Total labor force:										
Oklahoma (thousands)	1,846	1,846	1,837	1,842	1,824	1,848	1,818	1,797	1,810	1,788
U.S. (thousands)	160,567	164,556	163,240	160,597	159,640	157,833	156,142	155,083	155,597	153,995
% rate of unemployment:										
Oklahoma	5.3%	3.4%	3.1%	4.1%	4.8%	4.0%	3.9%	5.0%	5.2%	5.6%
U.S.	6.7%	3.5%	3.9%	3.9%	4.9%	4.8%	5.4%	6.5%	7.6%	8.3%

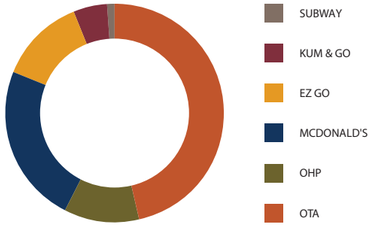
Sources: Web sites of the U.S. Census Bureau, Federal Reserve Bank of St. Louis and Bureau of Labor Statistics

UNEMPLOYMENT RATE, LAST TEN FISCAL YEARS



SCHEDULE 11A: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM
DECEMBER 31, 2020

	2020
OTA Employees	511
OHP (troopers assigned to OTA)	123
McDonald's Employees (concessionaire)	259
EZ Go Employees (concessionaire)	139
Kum & Go Employees (concessionaire)	57
Subway Employees (concessionaire)	11
Total	**1,100**



SCHEDULE 11B: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS

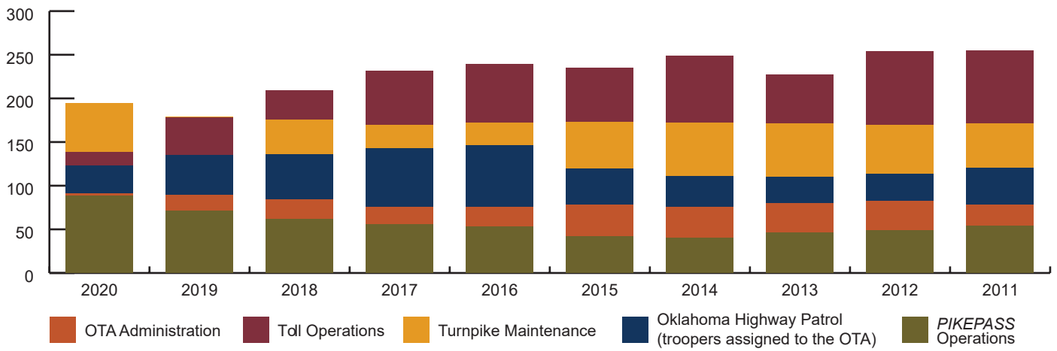
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
OTA Office Employees	179	160	146	131	128	120	115	126	131	132
OTA Field Employees	332	357	384	400	411	408	421	398	423	426
OHP (troopers assigned to OTA)	123	135	136	143	146	119	111	110	113	120
McDonald's Employees (concessionaire)	259	290	314	312	313	329	374	316	341	*
EZ Go Employees (concessionaire)	139	99	104	106	106	101	90	86	99	*
Kum & Go Employees (concessionaire)	57	42	40	34	32	33	53	10	10	*
Subway Employees (concessionaire)	11	13	14	15	18	15	*	*	*	*
Total	**1,100**	**1,096**	**1,138**	**1,141**	**1,154**	**1,125**	**1,164**	**1,046**	**1,117**	**678**

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, 2020 AND PRIOR NINE YEARS

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Administration	91	89	84	75	75	78	75	80	82	78
Toll Operations	138	178	209	231	239	235	249	227	254	255
Turnpike Maintenance	194	179	175	169	172	173	172	171	169	171
Highway Patrol (troopers assigned to OTA)	123	135	136	143	146	119	111	110	113	120
PIKEPASS Operations	88	71	62	56	53	42	40	46	49	54
Total	**634**	**652**	**666**	**674**	**685**	**647**	**647**	**634**	**667**	**678**

FULL-TIME EMPLOYEES, LAST TEN FISCAL YEARS



Sources: Employment records from OTA and concessionaires.

SCHEDULE 13: CAPITAL ASSET STATISTICS
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Turnpikes under operation (total length in miles)	616.7	607.0	600.9	600.9	600.9	600.9	600.9	604.9	604.9	604.9
Turner (opened 1953)	86	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)	30.3	31.4	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	13.3	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
Kickapoo (opened 2020)	10.8									
Lane miles:	**2,462.9**	**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**
Right-of-Way area: (000's acres)	**33**	**33**	**33**	**33**	**33**	**33**	**33**	**33**	**33**	**33**
Facilities:	**312**	**303**	**303**	**303**	**304**	**303**	**296**	**291**	**288**	**273**
Interchanges	94	88	88	88	88	88	88	87	86	85
Service areas	18	16	16	16	17	18	18	16	19	11
Maintenance buildings	195	195	195	195	195	193	186	184	180	174
Administration building	1	1	1	1	1	1	1	1	1	1
PIKEPASS customer service centers/stores	4	3	3	3	3	3	3	3	2	2
Total number of crossings over/under turnpikes:	**873**	**789**	**789**	**789**	**789**	**789**	**789**	**789**	**789**	**789**
Other highways or interchange ramps	533	499	499	499	499	499	499	499	499	499
Railroads	33	29	29	29	29	29	29	29	29	29
Rivers and streams	307	261	261	261	261	261	261	261	261	261

Notes:

In 2020, total lane miles were increased by the new construction of 10.8 miles of 4-lane for the Kickapoo Turnpike from Turner to 23rd Street

In 2020, total lane miles were expanded by adding 4.98 miles of 4-lane to the John Kilpatrick Turnpike.

In 2019, total lane miles were expanded by completion of the widening project on the Turner Turnpike.

In 2018, total lane miles were expanded by partial completion of the widening project on the Turner Turnpike.

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.

In 2013, total lane miles were expanded by completion of the widening projects on the John Kilpatrick and Creek Turnpikes.

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.

Sources:Various OTA Divisions.

SCHEDULE 14: INSURANCE IN FORCE, AS OF DECEMBER 31, 2020

Insurance		Policy	Coverage		Deductible	Annual or Last Premium
Fire & extended coverage for buildings & contents, bridges and computers	08/01/20-07/31/21	State of Oklahoma Certificate #978	$ 200,399,645 1,595,329,109	Buildings & Contents Bridges (100%)	$ 10,000 200,000	$ 261,865 945,392
Auto liability	07/01/20-06/30/21	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	-	49,364
Auto Physical Damage (Specialty Vehicle)	08/01/20-06/30/21	State of Oklahoma Certificate #978			5% of vehicle value	5,816
Comprehensive general liability, personal and injury liability	07/01/20-06/30/21	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	-	20,492
Directors & Officer's insurance	10/30/20-10/30/21	State of Oklahoma Certificate #978	35,000,000 5,000,000	Aggregate Per occurrence	150,000	20,885
Public Employee Dishonesty Insurance	07/01/20-06/30/21	State of Oklahoma Certificate #978	50,000	Per employee (Provided by State)	5,000	N/A
Workers compensation	07/01/20-06/30/21	State Risk Management #00338640	100,000,000 100,000	Liabilities (Okla) Employee injuries	-	531,777
Health benefits	01/01/20-12/31/21	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, & dental	6,508,487	7,771,039
Surety bond		Travelers C&S Ins.				
	07/01/20 – 06/30/21	#106769464	25,000	Guy Berry	n/a	100
	07/01/20 – 06/30/21	#1107119226	25,000	John Jones	n/a	100
	04/01/20 – 03/31/21	#106461440	100,000	Dana Weber	n/a	263
	04/01/20 – 03/31/21	#105639652	25,000	Gene Love	n/a	100
	04/01/20 – 03/31/21	#107077778	25,000	John Titsworth	n/a	100
	04/01/20 – 03/31/21	#107077794	25,000	Todd Cone	n/a	100

SCHEDULE 15: OPERATING INDICATORS
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(CONCESSION INFORMATION PRESENTED IN 000'S OF DOLLARS/GALLONS)

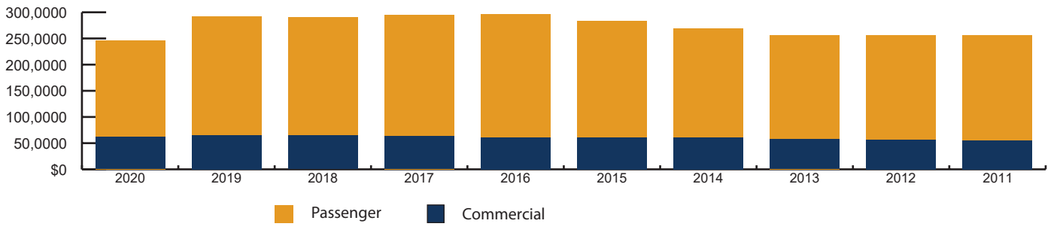
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Concessions:										
Concessionaire restaurant sales ($)	17,224	20,646	20,321	23,742	22,867	18,971	17,345	18,087	19,669	18,237
Concessionaire service station sales ($)	17,405	18,837	18,184	14,991	14,738	15,991	13,277	12,878	14,024	12,362
Concessionaire gasoline sales (gallons)	19,380	22,463	22,380	19,534	20,052	21,671	18,114	16,688	18,536	16,753
Concessionaire diesel sales (gallons)	14,854	13,492	15,864	14,493	15,089	18,729	14,203	13,756	15,576	14,211
Concessionaire rent paid to OTA ($)	2,568	2,425	2,342	2,390	2,277	1,838	1,627	1,579	1,582	1,309
Highway Patrol:										
Total citations	19,542	24,012	23,838	26,968	29,180	26,042	27,774	28,775	24,615	24,296
Total warnings	69,606	88,002	96,115	112,493	100,959	87,193	90,924	106,748	108,922	107,090
Motorist assists	17,224	18,598	20,504	21,449	20,467	18,820	19,431	17,098	16,404	16,361
Accidents	1,368	1,560	1,594	1,434	1,513	1,480	1,209	1,111	1,065	1,082
Accidents per 100 million miles	45.07	43.67	44.86	39.99	42.21	42.98	36.65	35.41	33.95	35.35
Fatalities	25	18	28	25	33	20	29	31	26	28
Fatalities per 100 million miles	0.82	0.50	0.79	0.70	0.92	0.58	0.88	0.99	0.83	0.91
PIKEPASS:										
Total active *PIKEPASS* accounts	828,560	787,193	744,672	705,584	715,127	634,151	596,716	624,455	593,851	568,359
Total active *PIKEPASS* transponders	2,705,813	1,949,652	1,873,581	1,777,499	1,748,180	1,672,405	1,557,593	1,422,271	1,321,538	1,257,537
Total customer service calls received	596,064	740,319	709,974	703,857	677,614	644,520	604,331	577,287	812,758	790,967
Turnpike maintenance:										
Joint and crack sealing (linear feet)	2,430,203	976,971	1,615,582	2,433,341	1,778,351	1,813,870	2,283,299	1,668,171	3,110,357	2,225,974
Fence Repair/Replacement (linear feet)	8,392	68,169	188,447	101,156	182,750	40,363	110,336	143,098	109,069	135,830
Vegetation management (acres)	26,874	34,804	51,951	58,115	72,526	56,401	59,160	33,781	35,799	39,176
Snow removal operations (lane miles)	135,656	75,533	70,857	69,833	33,963	188,811	107,296	128,842	31,198	150,123
Turnpike operations:										
Average toll collected ($):										
(toll revenues / transactions)										
Passenger	1.19	1.20	1.18	1.13	0.99	0.98	0.99	1.00	1.00	1.01
Commercial	7.89	7.68	7.48	7.07	6.36	6.35	6.42	6.64	6.82	6.85
Average trip length (miles):										
(mileage / transactions)										
Passenger	16.4	17.2	17.4	17.6	17.5	17.5	17.7	18.0	18.1	18.2
Commercial	39.2	40.7	40.3	40.2	40.3	40.2	40.6	41.9	42.3	42.5
Average toll/mile (¢)										
(toll revenues / mileage)										
Passenger	7.2	7.0	6.8	6.4	5.7	5.6	5.6	5.5	5.5	5.5
Commercial	20.1	18.9	18.6	17.6	15.8	15.8	15.8	15.9	16.1	16.1

Sources: Various OTA Divisions.

SCHEDULE 16: MILEAGE BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2020 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF MILES)

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Turner Turnpike										
Passenger	627,187	750,991	743,350	757,489	757,721	714,505	681,093	652,340	655,342	636,552
Commercial	210,137	205,665	203,490	199,541	190,940	187,862	187,426	178,292	175,053	170,080
Total	837,324	956,656	946,840	957,030	948,661	902,367	868,519	830,632	830,395	806,632
Will Rogers Turnpike										
Passenger	408,675	478,684	489,693	520,497	532,815	506,834	487,844	464,490	464,919	463,645
Commercial	235,434	231,542	228,131	225,626	223,236	222,240	218,596	209,567	212,378	207,935
Total	644,109	710,226	717,824	746,123	756,051	729,074	706,440	674,057	677,297	671,580
H. E. Bailey Turnpike										
Passenger	91,101	411,059	397,822	392,253	395,135	374,259	360,895	347,672	344,941	335,805
Commercial	13,014	58,310	56,917	51,524	47,591	47,219	48,631	42,728	41,650	39,571
Total	104,115	469,369	454,739	443,777	442,726	421,478	409,526	390,400	386,591	375,376
Indian Nation Turnpike										
Passenger	130,626	166,576	163,324	165,703	168,221	170,181	162,806	158,411	159,112	154,274
Commercial	44,030	48,108	47,929	46,387	43,814	44,470	44,070	43,532	44,282	41,501
Total	174,656	214,684	211,253	212,090	212,035	214,651	206,876	201,943	203,394	195,775
Muskogee Turnpike										
Passenger	247,676	261,923	257,302	255,785	267,656	260,353	245,281	242,865	240,361	228,228
Commercial	33,723	35,082	37,436	39,091	40,316	39,760	38,471	29,813	28,963	28,699
Total	281,399	297,005	294,738	294,876	307,972	300,113	283,752	272,678	269,324	256,927
Cimarron Turnpike										
Passenger	108,506	135,061	135,680	143,046	144,280	141,341	135,738	129,921	126,763	120,531
Commercial	29,837	30,736	30,685	31,021	30,369	30,835	31,425	31,163	30,240	26,342
Total	138,343	165,797	166,365	174,067	174,649	172,176	167,163	161,084	157,003	146,873
John Kilpatrick Turnpike										
Passenger	330,708	330,655	327,107	324,885	322,702	301,964	276,294	249,628	247,880	242,998
Commercial	17,272	16,028	15,026	13,610	12,660	12,723	11,425	9,778	10,448	9,968
Total	347,980	346,683	342,133	338,495	335,362	314,687	287,719	259,406	258,328	252,966
Cherokee Turnpike										
Passenger	67,681	79,124	80,661	82,105	83,678	79,127	73,447	70,971	70,306	68,269
Commercial	14,111	14,086	12,744	12,863	13,004	12,587	12,166	11,720	11,724	11,639
Total	81,792	93,210	93,405	94,968	96,682	91,714	85,613	82,691	82,030	79,908
Chickasaw Turnpike										
Passenger	193,456	17,723	17,588	17,052	15,448	14,592	13,641	12,967	12,506	12,293
Commercial	8,919	2,936	2,724	2,851	4,024	3,727	4,120	3,670	3,437	3,287
Total	202,375	20,659	20,312	19,903	19,472	18,319	17,761	16,637	15,943	15,580
Creek Turnpike										
Passenger	256,179	287,187	293,263	292,723	280,208	268,935	255,112	237,910	246,231	248,216
Commercial	10,748	10,833	12,078	11,990	10,220	10,083	10,307	10,089	10,116	11,211
Total	266,927	298,020	305,341	304,713	290,428	279,018	265,419	247,999	256,347	259,427
Kickapoo Turnpike										
Passenger	1,275	1,275	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	93	93	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	1,368	1,368	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	2,463,070	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
Commercial	617,318	653,326	647,161	634,504	616,174	611,506	606,637	570,352	568,291	550,233
Total Mileage	**3,080,388**	**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**

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



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