

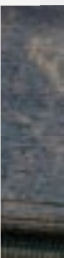


OKLAHOMA
Turnpike Authority

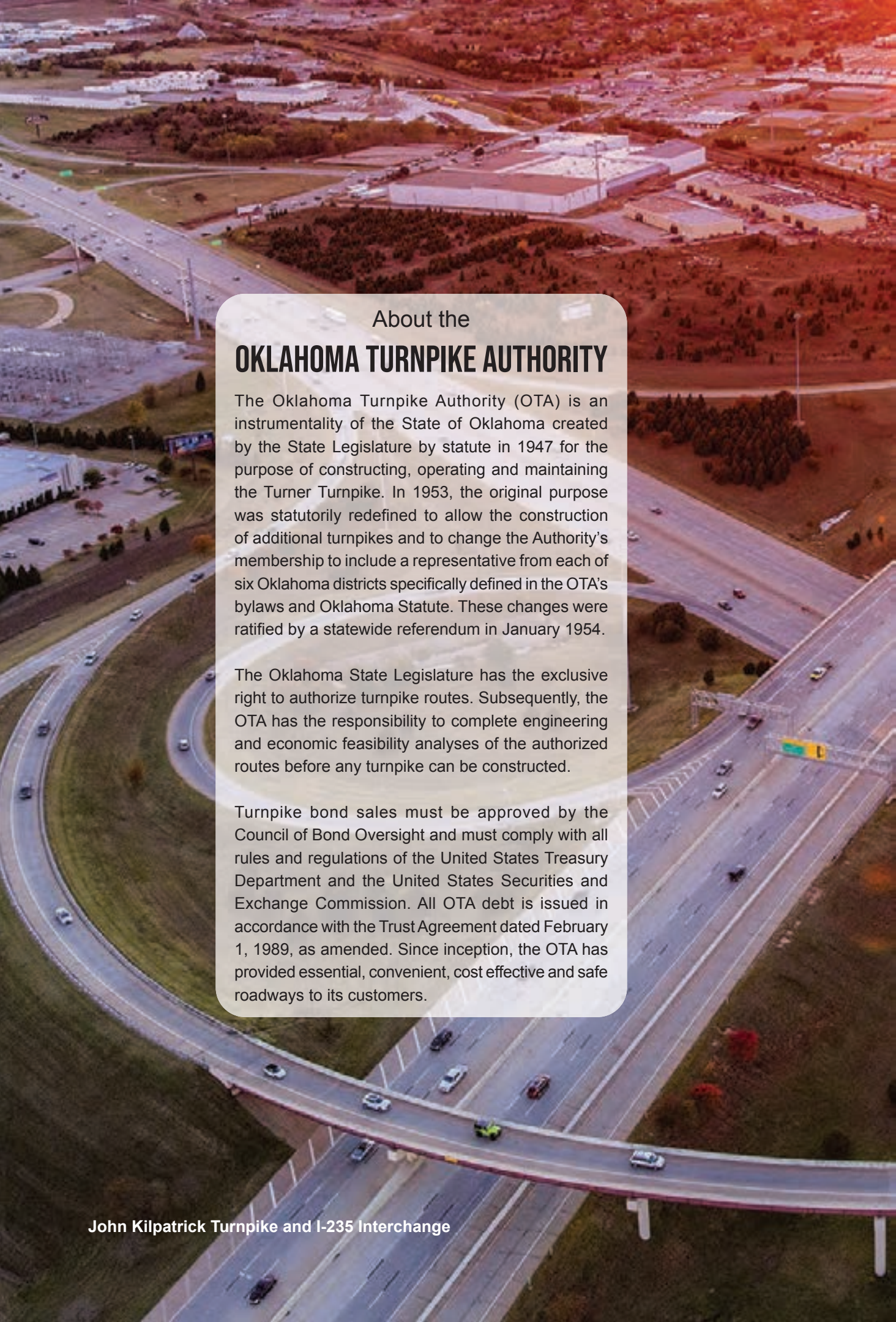
ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the years ended December 31, 2021 and 2020.

2021



OKLAHOMA TURNPIKE AUTHORITY
A COMPONENT UNIT OF THE STATE OF OKLAHOMA

An aerial photograph of a complex highway interchange. A multi-lane highway runs diagonally from the bottom left towards the top right. A curved overpass bridge crosses over this highway. Several cars are visible on the roads. In the background, there are industrial buildings, parking lots, and some trees. The overall scene is captured from a high angle, showing the layout of the infrastructure.

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

OKLAHOMA TURNPIKE AUTHORITY

A COMPONENT UNIT OF THE STATE OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA
PREPARED BY THE COMPTROLLER DIVISION



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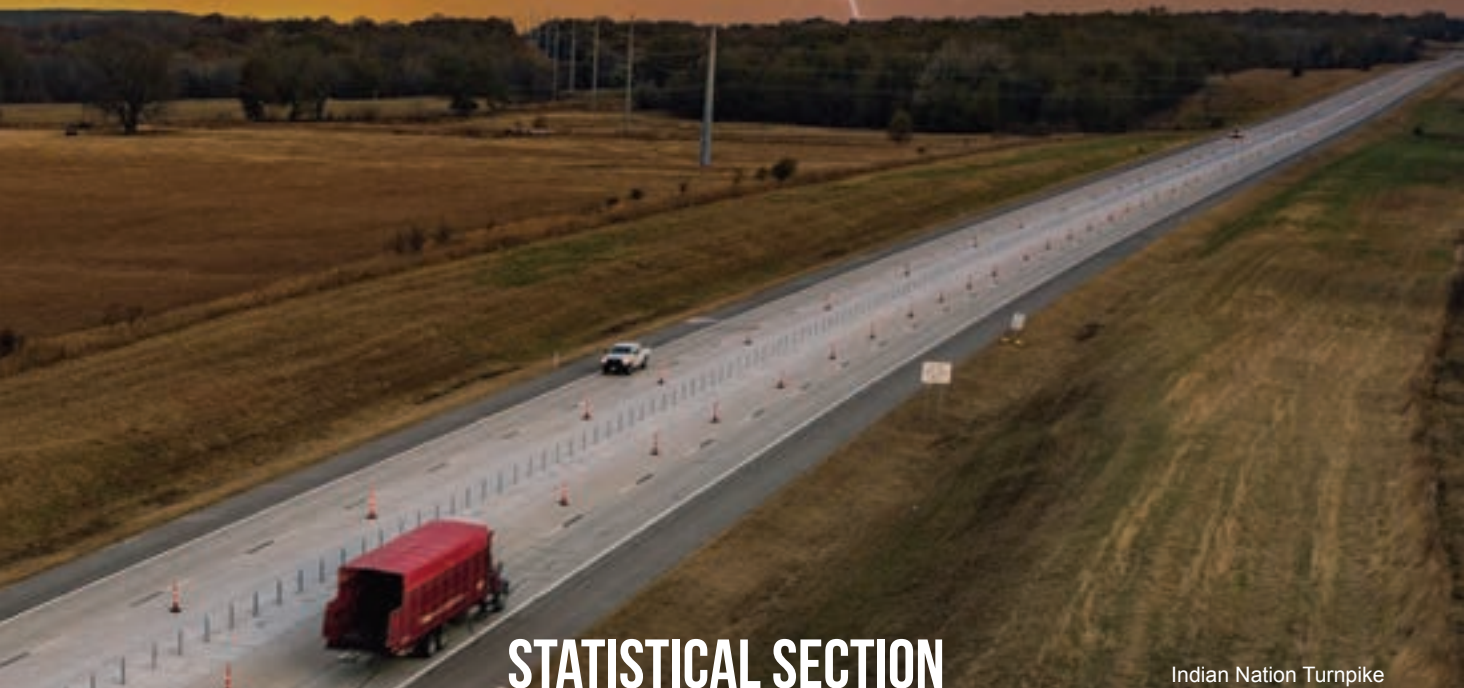
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DESCRIPTION OF THE OKLAHOMA TURNPIKE SYSTEM

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 30.3 miles from the Oklahoma City interchange of the Turner Turnpike and I-35 to I-40 between Mustang and Sara Road. The route is generally along Memorial Road on the north, turning south parallel to Sara Road just west of County Line Road, passing by Lake Overholser on its west side parallel to Morgan Road to an interchange at I-40, giving access to traffic traveling east and west on the interstate system. Interchanges at Eastern Ave., U.S. 77/Broadway Extension, Western Ave., Pennsylvania Ave., May Ave., Portland Ave./Lake Hefner Parkway, Meridian Ave., MacArthur Blvd., Rockwell Ave., NW Expressway, Wilshire Blvd., S.H. 66 and N.W. 10th.

KICKAPOO TURNPIKE

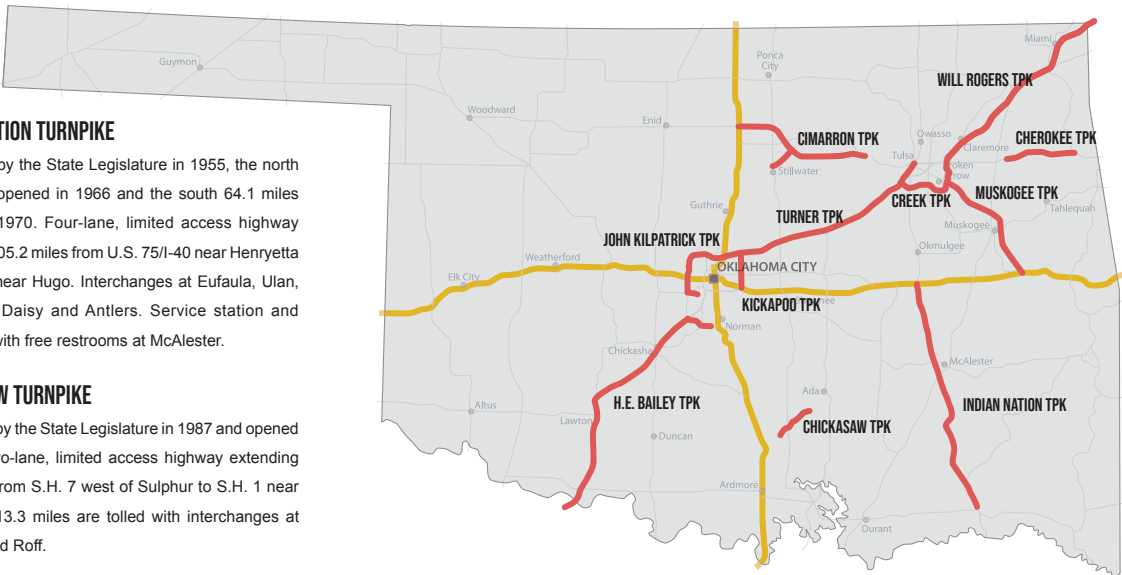
Authorized by the Oklahoma Turnpike Authority Board in 2015 and opened in 2021. This 4 lane divided highway extends 18.5 miles to connect I-40 to I-44 on the eastern side of Oklahoma County. This Turnpike was Oklahoma's first newly constructed 80mph facility. Access provided at 89th Street, 29th Street, Reno Avenue, US-62, and Britton Road.

CIMARRON TURNPIKE

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

CREEK TURNPIKE

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







Turner Turnpike - Lighted, Six-Lane, High-Speed Corridor



April 30, 2022

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

On behalf of the Oklahoma Turnpike Authority (OTA), we are pleased to transmit this annual comprehensive financial report for the year ended December 31, 2021. The Comptroller Division has prepared this Annual Report in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA.

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

An audit of the financial statements has been performed in accordance with generally accepted auditing standards in compliance with the requirements of Section 711 of the OTA's Trust Agreement dated February 1, 1989, as amended (the Trust Agreement). The required audit has been performed for the year ended December 31, 2021, 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.

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 624.4 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 Deputy Director are responsible for leading the OTA. The division management staff supervises the daily operations and functions of the organization. Authority members provide oversight and policy direction. They appoint various consulting entities with national reputations for excellence, including the General Counsel, Bond Counsel, Consulting Engineers, Consulting Traffic Engineers, Financial Advisor, Bond Underwriter(s) and Independent Auditor(s). All action taken by the Authority members and staff must be in strict compliance with the provisions of the Trust Agreement.

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

ECONOMIC FACTORS

In December 2019, a novel strain of coronavirus, now commonly identified as COVID-19, was reported to have surfaced in China. The global 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 declared a state of emergency for all Oklahoma counties due to COVID-19 pandemic concerns and outlined several measures to promote the health and safety of Oklahoma citizens. Oklahoma experienced the effects of the spread of the virus throughout 2020, and despite a 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 through the end of 2020. As recovery began to be evident in 2021, traffic levels began to normalize, and the economy began to reflect improvement throughout the year.

In the Greater Oklahoma City Economic Forecast for 2022 report, Dr. Russell Evans, Oklahoma City economist and Oklahoma City University economics professor, and Mr. Eric Long, research economist, stated that with the U.S. GDP recovered to pre-pandemic levels, the national unemployment rate decreasing to 4.2%, significant increase in retail and food sales with the reopening of the economy and local governments reporting record tax collections, the economy seemed to be strong and healthy again with hopes of continued growth. However, they caution that the perceived economic strength is temporary. According to their report, the average household income increased during 2021 due to the unprecedented federal economic policies established in response to the COVID-19 pandemic; this factor, coupled with the reopening of the economy motivated an increase in consumption during 2021. Dr. Evans and Mr. Long consider this increase in household economic strength to be artificial and concluded that evolving economic policies implemented during 2022 may produce a strong economic start to 2022 that gradually slows over the course of the year.

According to the February 2022 news release from the Bureau of Economic Analysis (BEA), U.S. GDP in the 4th quarter of 2021 increased at an annual rate of 7.0%. The February 2022 "Oklahoma Economic Indicators", prepared by senior economist Monty Evans, attributes the national increase in real GDP for the 3rd quarter of 2021 to an increase in professional,

scientific and technical services, finance and insurance, government and government enterprises and accommodation and food services. Locally, Oklahoma's real GDP for the 3rd quarter 2021 decreased to 1.0% from the previous quarter decline of 3.5%. 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 2021, overall statewide crude production decreased below levels seen prior to the economic slowdown caused by the COVID-19 pandemic.

The Oklahoma unemployment rate for December 2021 was 2.3%, less than the national rate of 3.9% for December 2021. According to the February 2022 "Oklahoma Economic Indicator" report, in December 2021 the unemployment rates for all of Oklahoma's 77 counties were lower 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 2022 were approximately \$1.5 billion, a significant increase of approximately 27.0% from January 2021. Gross income tax collections generated \$553.5 million, an increase of 28.0% from the previous January. State Treasurer McDaniel attributed these significant increases due to Federal direct payments to taxpayers and to federally provided aid to businesses during the pandemic significantly boosting the economic activity in Oklahoma. Also, sales and use tax collections, including remittances on behalf of cities and counties, totaled \$597.1 million in January 2022, \$90.8 million and 110.6% more than January 2021. 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 also increased significantly by \$86.0 million, or 149.5% from last January.

At the end of 2021, Kimberly Amadeo, President of WorldMoneyWatch.com reported that a forecast released on the Federal Open Market Committee (FOMC) meeting on December 15, 2021 predicts the U.S. GDP growth rate in 2022 to be 4.0%, then decrease to a 2.2% growth rate in 2023 and slow its growth rate in the subsequent following years. The unemployment rate is expected to decrease to 3.5% in 2022 compared to the 5.0% unemployment rate estimate in 2021. Inflation is anticipated to be 2.7% in 2022. Also, Ms. Amadeo indicated the December 2021 FOMC report stated it would slow its purchases of securities in advance of an expected rate hike in early 2022. While the U.S. economy was running strong, growth along global supply chain constraints pushed inflation higher than expected, and interest rate hikes were projected to happen, which would slow economic growth.

In March 2022, the FOMC indeed raised its policy interest rate 0.25% and stated that against a backdrop of a tight labor market and high inflation, the Committee anticipates ongoing increases in the target range for the federal funds rate will be appropriate. Further, median projections for real GDP growth are now predicted at 2.8%, 2.2% and 2.0% for 2022, 2023 and 2024, respectively. While the unemployment rate continues to be anticipated to decrease to 3.5%, inflation is now anticipated to increase to 4.3% before falling to 2.7% and 2.3% in 2023 and 2024, respectively. Russia's February 2022 invasion of Ukraine could also have widespread financial and economic impacts to the global economy. The FOMC remains poised to assess and respond expediently to incoming data and the evolving outlook.

Oklahoma geographically serves as a transportation crossroads for three of the nation's most important transportation and shipping corridors, as U.S. Interstates 35, 40, and 44 intersect within the State. The Turnpike System comprises critical components of that infrastructure, contributing a key role in facilitating movement along these corridors and assisting the State in accessing the opportunities available through interstate commercial activity. The out-of-state travelers who utilize the Turnpike System also contribute to tourism dollars and provide sales and motor fuel taxes for the State. In this way, the Turnpike System 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 consisted of six major projects planned for “ensuring safe travel, relieving congestion to shorten commutes and sustaining economic development for years to come.” This program was a continuation of OTA’s mission to provide customers with a choice of a safe, convenient, efficient, user-funded transportation network focusing on fiscal responsibility and promoting economic development. In support of this endeavor, the Authority issued \$1,113.2 million in Revenue Bonds during 2017 and 2018 to provide proceeds dedicated to these projects. The last projects associated with Driving Forward are anticipated to be completed in the next 18 months.

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

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

Total funding for the Capital Plan for the years 2022-2026 is approximately \$753.6 million. This plan includes \$190.8 million for paving rehabilitation, \$79.1 million for dowel bar retrofit grinding, \$67.6 million for bridge rehabilitation, \$29.0 million in concession area redevelopment, \$52.5 million in interchanges and toll plaza improvements, \$97.9 million for other roadway improvements, \$56.7 million for *PIKEPASS* (the Authority’s transponder-based electronic tolling process) and toll collection related items, \$50.4 million for cashless tolling conversion, \$12.5 million for highway patrol related items and \$72.2 million for various other capital projects. The remaining \$45.0 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 2021 annual inspection of the Turnpike System, as required by the Trust Agreement, and presented a detailed report regarding the condition of the Turnpike System bridges, paving, drainage, lighting, signs and architectural features. This report was used to develop the OTA’s 2022 Capital Plan. Total funding for the 2022 Capital Plan portion is approximately \$150.0 million, with \$21.9 million eligible to be provided by the Reserve Maintenance Fund and the remainder from the General Fund.

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

The Authority is responsible for adopting toll rates for the Turnpike System and can modify those as needed, based on consultation with and recommendation from the OTA's consulting traffic engineer. Net toll revenues for 2021 totaled \$357.6 million, a significant increase of 18.0% over 2020 net toll revenues of \$302.6 million, which were affected by the global response to the pandemic. With the opening of the State and distribution of the COVID-19 vaccine, travel patterns began to return for passenger vehicles, along with an increase in commercial traffic. Revenue projections for 2022 are estimated at approximately \$357.6 million.

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

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 2021, and the Kickapoo Turnpike became fully opened to the public October 2021. The Kickapoo Turnpike allows 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 the Oklahoma City area. The last Driving Forward construction project was awarded for the Turner Turnpike in December.

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

The OTA has leveraged work previously accomplished within the corridor and resources made available through this partnership to deliver and subsequently operate a connection between I-44 and US Highway 412. In July 2019, the Authority awarded the proposal to provide build-finance services on this project to the AECOM/Duit Team. Construction on this project started in early 2020, with construction approximately 82.0% complete at December 2021. 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, anticipated in June 2022, 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.

As mentioned previously, the Authority recently announced a long-range construction program known as ACCESS. This \$5.0 billion, 15-year turnpike improvement and expansion program identifies and addresses critical infrastructure needed to improve access to communities across the State and the Turnpike System. The conversion of the remainder of the Turnpike System to cashless tolling will help to improve the safety of the Turnpike System, which provides expanded ability to offer additional access points to communities along multiple segments of the entire Turnpike System. ACCESS also contemplates the expansion of the Turnpike System into additional areas where congestion and capacity issues exist and are growing rapidly. This program is considering not only current needs, but also those of future generations. Funding of this program will be generated through a variety of options available to Authority, including the issuance of Revenue Bonds.

The OTA's cashless tolling process is known as "PlatePay." In the cashless environment, if a traveler does not have a *PIKEPASS* transponder, 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 in-house the PlatePay process from a third-party service provider. Cashless tolling expanded to the John Kilpatrick Turnpike in late July 2021; this was the Authority's first full turnpike to be converted to cashless tolling. Numerous locations along the Turnpike System will be converted throughout the next few years.

The Authority has several Capital Plan projects underway to achieve system maintenance, rehabilitation and improvements. These projects include bridge and pavement rehabilitation, dowel bar retrofit and diamond-grind (resurfacing), center median cable barrier, interchange modifications, a service plaza redevelopment, and numerous cashless tolling conversion projects across the System. Multiple divisions from the OTA worked together to complete 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 2022-2026 Capital Plan. This plan was approved by the Authority Board in December 2021. Upon approval of the Capital Plan, several new projects were identified to begin the design phase.

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

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

The OTA provides a special convenience through its *PIKEPASS* system 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 full service *PIKEPASS* stores within the Tourism Information Centers in Oklahoma City and Midwest City, as part of a continued partnership with the Department of Tourism.

To advance to the next level of technology and achieve interoperability, the Turnpike System utilizes Encompass 6 transponder readers, which have multi-protocol functionality. The OTA is currently interoperable with six partners: the Kansas Turnpike Authority, the North Texas Tollway Authority, the Texas Department of Transportation, the Harris County Toll Road Authority, the Central Texas Regional Mobility Authority and the Fort Bend County Toll Road Authority. Through interoperability, OTA customers can use a *PIKEPASS* transponder on toll roads, bridges and tunnels on its partners' systems. Conversely, customers from a partner agency could use their agency's respective transponder throughout the Turnpike System. Discussions continue with other tolling entities to determine strategies for achieving further national interoperability.

AWARDS AND ACKNOWLEDGMENTS

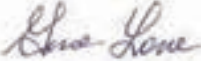
The OTA is a proud sponsor of Keep Oklahoma Beautiful (KOB). For the fifth consecutive year, the OTA and the ODOT earned the Keep America Beautiful 2021 National Award in the State Agency Partnership category. With combined efforts across the State, and participation in all 77 Oklahoma counties, Oklahoma joined a national effort in the 2021 "Great American Clean Up." The OTA and the ODOT were nominated by KOB for their partnership in assisting with the supplies, publicity and volunteers for this effort. The OTA and the KOB partnership has made it possible for this statewide nonprofit organization to be recognized nationally for being one of a few states to have had 100.0% county participation in the Great American Clean Up, and the only state to do it for twelve consecutive years.

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 annual comprehensive financial report for the year ended December 31, 2020. 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 annual comprehensive 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 Comptroller Division staff who prepared the report and graphic design assistance from the Strategic Communications staff. Appreciation is also due the OTA's management staff for their professional contributions to this report and to the OTA's independent auditors for their participation in the review of this report. Special appreciation is extended to Governor Stitt and the Authority Members. Support of the Authority's efforts to excel in the operational and financial management of the OTA is sincerely appreciated.

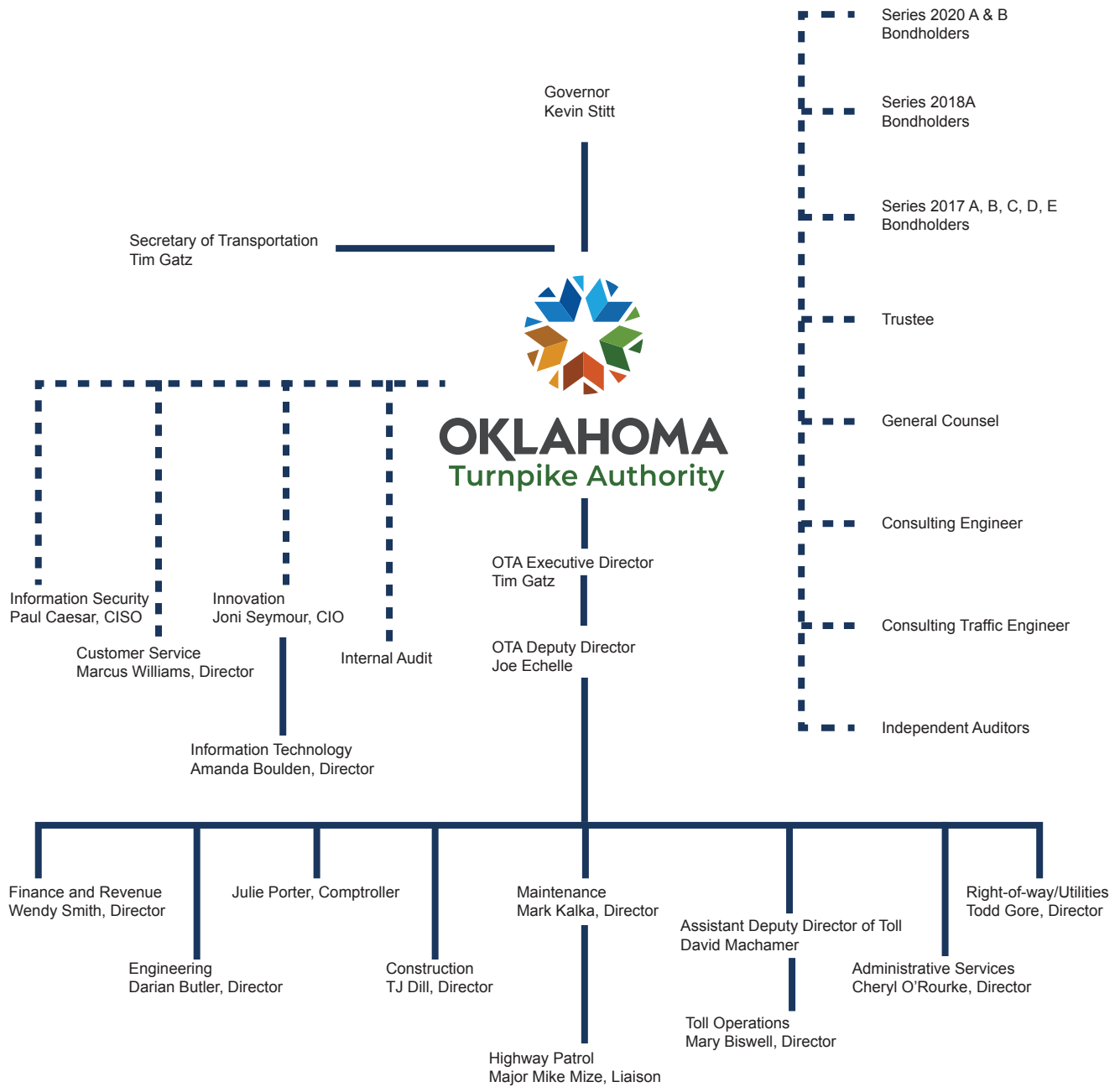
Respectfully submitted,
THE OKLAHOMA TURNPIKE AUTHORITY


Gene Love, Chairman


Tim Gatz, Executive Director


Julie Porter, Comptroller

ORGANIZATIONAL CHART



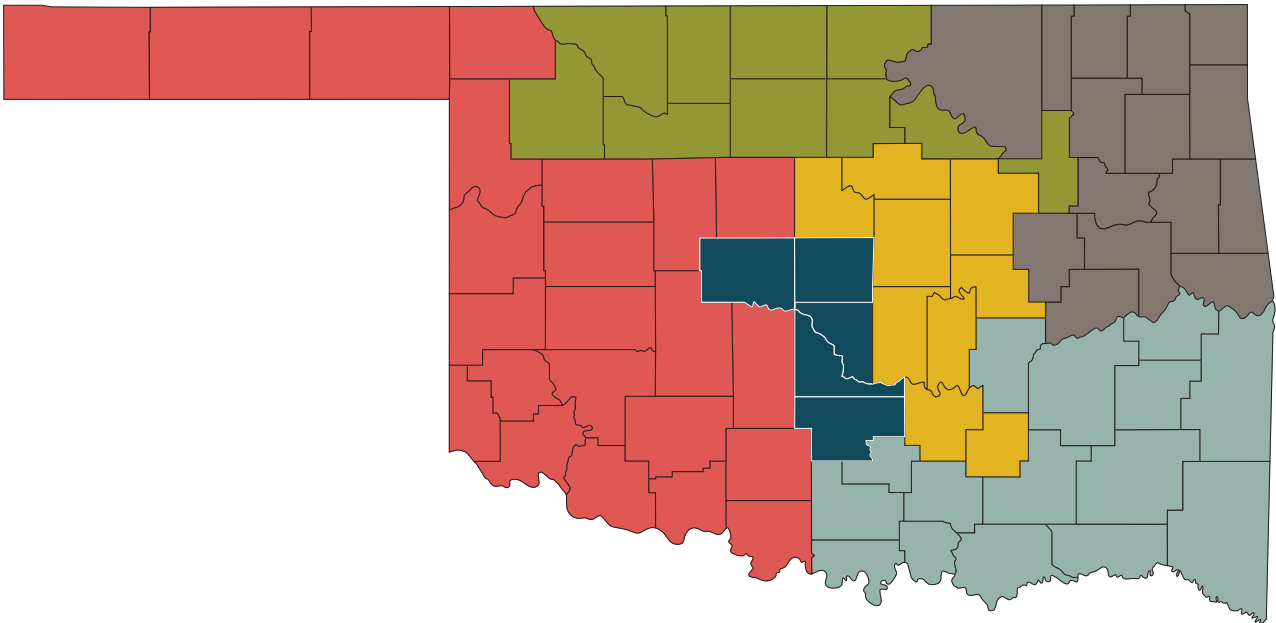
OKLAHOMA TURNPIKE AUTHORITY MEMBERS



Chairman
GENE LOVE
District 5



Vice Chairman
JOHN D. JONES
District 1



Secretary & Treasurer
DANA WEBER
District 4



Member
TODD CONE
District 2



Member
WILL L. BERRY
District 3



Member
JOHN TITSWORTH
District 6



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
Reporting**

Presented to

Oklahoma Turnpike Authority

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2020

Christopher P. Morill

Executive Director/CEO



Turner Turnpike - Snow Removal



Gilcrease Turnpike - Arkansas River Bridge Construction

Independent Auditor's Report

Members
Oklahoma Turnpike Authority
Oklahoma City, Oklahoma

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Oklahoma Turnpike Authority (the Authority), a component unit of the state of Oklahoma, as of and for the years ended December 31, 2021 and 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.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of December 31, 2021 and 2020, and the changes in its financial position and its cash flows for the years then ended, in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

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

information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

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

Other Information

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

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

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2022, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

BKD, LLP

Tulsa, Oklahoma
March 31, 2022

MANAGEMENT'S DISCUSSION AND ANALYSIS

YEARS ENDED DECEMBER 31, 2021 AND 2020

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, 2021 and 2020. 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. 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, the new Kickapoo Turnpike alignment from I-40 to the Turner Turnpike, a southwest extension for the John Kilpatrick Turnpike and a new west extension of the Gilcrease Expressway (the Gilcrease) in Tulsa. In support of this endeavor, in 2017 and 2018 the Authority issued \$1,113.2 million in Revenue Bonds to provide proceeds dedicated to the construction of these projects on the Turnpike System. The Gilcrease is being separately funded through an innovative partnership consisting of the Oklahoma Department of Transportation (the ODOT), municipalities and governmental entities, the U.S. Department of Transportation, and Gilcrease Developers LLC (a competitively selected build-finance partner). This project is anticipated to achieve substantial completion in mid-2022.

To help fund Driving Forward debt service, an incremental toll increase was authorized in December 2016. The first phase became effective in March 2017; the second phase became effective in January 2018; and third phase of the increase became effective mid-2019 for 'non-PIKEPASS' tolls.

The 2022 portion of the Capital Plan calls for spending of approximately \$193.2 million for multiple capital projects. Approximately 77.6% of this funding is allocated to road and bridge projects, building projects and maintenance equipment and vehicles. The remaining portion of the Capital Plan budget is allocated to additional Information Technology services and equipment and service upgrades in preparation for the expansion of cashless tolling. The Capital Plan will be funded by current resources and toll revenues.

The Authority also recently announced a long-range construction program known as “ACCESS Oklahoma: Advancing and Connecting Communities and Economies Safely Statewide” (ACCESS). ACCESS is a \$5.0 billion, 15-year long-range construction program to plan for future infrastructure needs along the Turnpike System and through the State and continue to create additional access to infrastructure and improve the safety

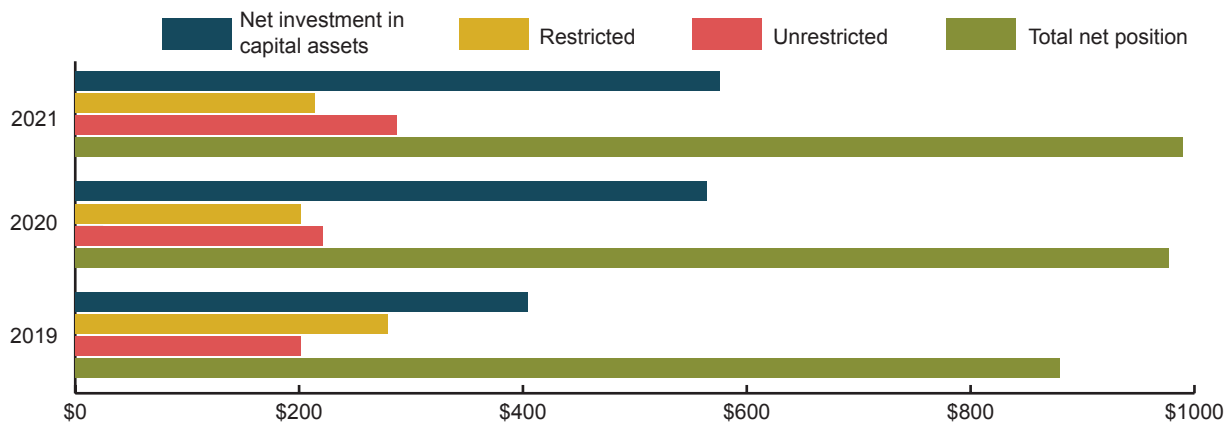
for the traveling public. A variety of projects are contemplated in this program, with projects identified across the Turnpike System. Funding for this program will be generated through a variety of options available to the OTA, including the issuance of Second Senior Revenue Bonds. This program is intended to be generational, planning well into the future.

TABLE A-1 – STATEMENTS OF NET POSITION DECEMBER 31, 2021 AND 2020 (MILLIONS OF DOLLARS)

	2021	2020	2019
Current assets	\$ 556.1	\$ 536.7	\$ 717.3
Noncurrent restricted and other assets	212.6	194.7	197.7
Capital assets	2,355.1	2,291.0	2,075.4
Total assets	3,123.8	3,022.4	2,990.4
Total deferred outflows	58.3	72.6	78.1
Current Liabilities	174.4	121.8	214.8
Noncurrent Liabilities	1,899.7	1,978.2	1,971.1
Total liabilities	2,074.1	2,100.0	2,185.9
Total deferred inflows	30.4	13.1	2.0
Net Position:			
Net investment in capital assets	577.6	563.6	402.7
Restricted	231.7	200.4	278.4
Unrestricted	268.3	217.9	199.5
Total net position	\$ 1,077.6	\$ 981.9	\$ 880.6

TABLE A-2 – STATEMENTS OF REVENUES, EXPENSES & CHANGES IN NET POSITION DECEMBER 31, 2021 AND 2020 (MILLIONS OF DOLLARS)

	2021	2020	2019
Operating Revenues:			
Toll revenue	\$ 357.7	\$ 302.6	\$ 327.4
Concession revenue	2.5	2.6	2.4
Total operating revenues	360.2	305.2	329.8
Operating expenses and depreciation:			
Toll Operations	27.0	32.7	24.0
Turnpike Maintenance	23.5	27.2	25.6
Engineering	3.2	2.7	1.9
Construction	1.9	3.0	1.4
Highway Patrol	19.7	20.0	17.2
Customer Service	14.8	12.5	22.3
Administrative Services	2.3	2.3	1.8
Information Technology	12.5	12.1	10.7
Comptroller	1.2	1.6	1.3
Finance and Revenue	1.6	4.8	3.7
Operations Support	6.5	-	-
Executive	4.1	4.1	4.6
Authority	0.0	0.0	0.0
Depreciation and amortization	94.7	97.4	94.3
Total operating expenses and depreciation	213.0	220.4	208.8
Operating income	147.2	84.8	121.0
Net non-operating (expenses)	(51.5)	16.5	(30.2)
Change in net position	95.7	101.3	90.8
Total net position, beginning of year	981.9	880.6	789.8
Total net position, end of year	\$ 1,077.6	\$ 981.9	\$ 880.6

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. Total net position at December 31, 2021 increased \$95.7 million to approximately \$1,077.6 million, as compared to \$981.9 million at December 31, 2020; net position was \$880.6 million at December 31, 2019.

A significant portion of the current year's \$95.7 million increase in total net position can be identified in the 'Unrestricted' category, which has increased \$50.4 million when compared to December 31, 2020; an increase of \$68.8 million is noted when compared to December 31, 2019. After the decline in toll revenue in 2020 due to the COVID-19 pandemic, OTA's traffic normalized to pre-pandemic numbers by December 31, 2021, in turn generating \$55.1 million additional in toll income when compared to December 31, 2020 and \$30.3 million in comparison to December 31, 2019. In order to address the negative impact on traffic in the prior year, the OTA embarked on a series of transactions to help counter-balance the toll shortfall. On July 1, 2020, the Authority closed on a Junior Obligation Note

in the amount of \$50.0 million. The full line was drawn at closing and deposited in the Revenue Maintenance Fund, thereby satisfying the Trust-required annual deposit for the remainder of 2020, 2021 and into 2022. The Authority also issued Series 2020A and 2020B bonds in October 2020; these refunding bonds defeased the Series 2011AB and a portion of the Series 2017C Bonds. This adjusted the annual debt service requirements as of January 1, 2021 and decreased the Trust-required deposits to be funded from revenues. The Unrestricted category includes current and other assets less current liabilities.

Monies held in the Revenue and General Funds totaled approximately \$260.1 million at December 31, 2021, as compared to \$204.6 million and \$186.1 million at the close of 2020 and 2019, 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. 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, reserve maintenance and employee pensions. Total 'Restricted' has increased approximately \$31.3 million as compared to 2020 and decreased \$46.7 million when compared to 2019; the decline is due to the issuance of the Series 2020AB Bonds in 2020, which impacted annual debt service requirements due January 1, 2021.

The 'Net investment in capital assets' category increased by \$14.0 million when compared to December 31, 2020, and \$174.9 million increase when compared to December 31, 2019. 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, 2021, were approximately \$360.2 million, 18.0% and 9.2% increases when compared to revenues of \$305.2 million and \$329.8 million for 2020 and 2019, respectively. Year-to-date toll revenues reported 11.3% over 2021 projections of \$323.7 million. The John Kilpatrick Turnpike became fully converted to cashless tolling in mid-2021. With the added convenience free-flow traffic provides travelers, traffic increased on this turnpike. The OTA will be gradually converting all turnpikes to cashless tolling as part of its strategy to improve safety on the Turnpike System.

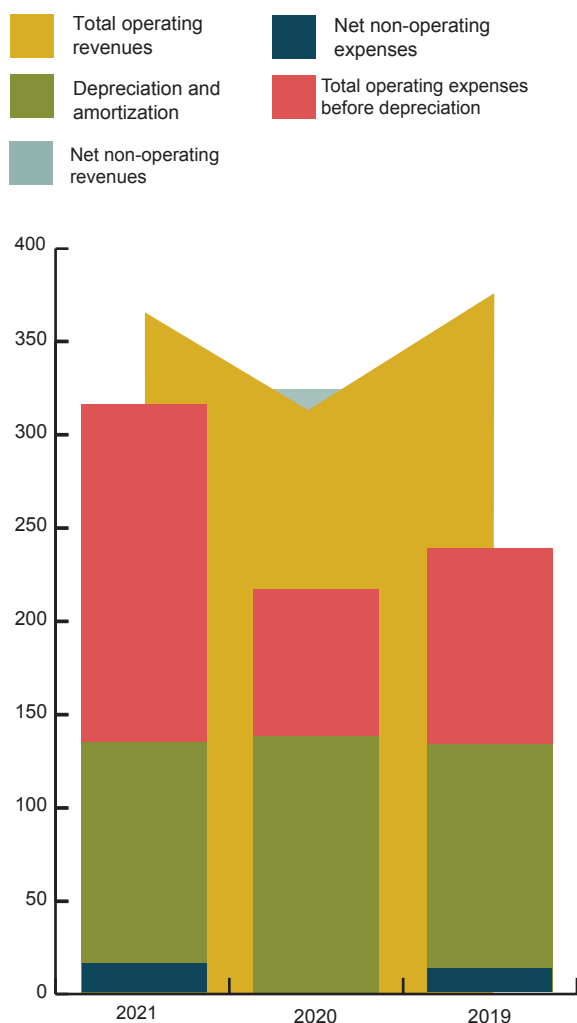
Total toll transactions for 2021 reported at 196.0 million, an increase compared to 166.0 million and 186.2 million transactions for 2020 and 2019. Passenger traffic began to stabilize in 2021 after the economic impacts of the COVID-19 pandemic in the prior year. Passenger traffic accounted for 178.1 million of the total transactions in 2021, compared to 150.3 million in 2020 and 170.2 million in 2019. Along with the upswing in passenger traffic, the Kickapoo Turnpike became fully operational in October 2021.

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 2021 comprised approximately \$16.4 million, or 4.6%, of the \$360.2 million of toll revenues. Interoperable transactions have reflected a steady growth rate since the original implementation in late 2014. For 2021, interoperable transactions totaled 7.0 million, or 3.6%, of 196.0 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 2021 is \$95.7 million, compared to the \$101.3 million total change for 2020. The current year decrease in the change in net position is due to the increase in net non-operating expenses of \$51.5 million as compared to net non-operating revenues of \$16.5 million in 2020 and net non-operating expense of \$30.2 million in 2019. The current year increase is primarily due to the \$17.9 million increase in bond interest expenses pertaining to the issuance of the 2020AB bonds as previously discussed, along with the \$45.6 million decrease 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 were 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.

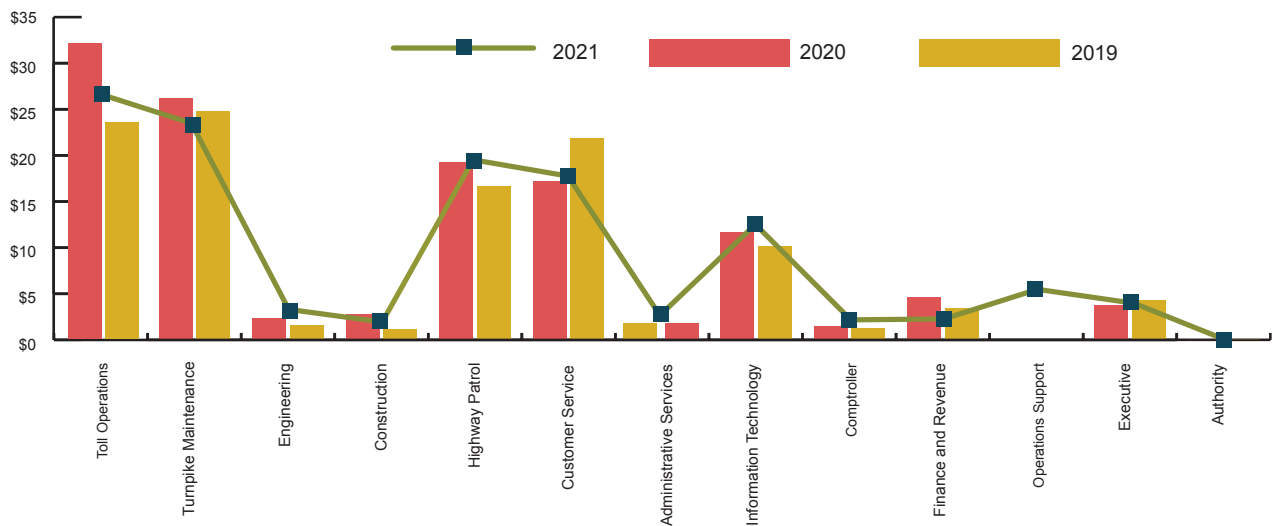
The OTA reported operating expenses of \$118.3 million for 2021, a decrease as compared to total operating expenses of \$123.0 million for 2020 and \$114.5 million for 2019, respectively. In 2020, the OTA accumulated approximately \$0.9 million in operating expenses to help reduce the threat of COVID-19 by incorporating strategies that provided social distancing and additional

commodities to support intensified cleaning. In 2021, the threat of the pandemic began to recede and the world began to normalize, bringing an adjustment in health policies and associated costs to meet current recommendations; the result was a \$0.8 million decrease in overall operating expenses for COVID-19 response.

Total operating expenses have fluctuated from a division classification perspective the last few reporting periods as the OTA continues to progress through the implementation of converting the Turnpike System to cashless tolling. PlatePay is the OTA's cashless tolling system. On cashless turnpikes, if a traveler does not have a *PIKEPASS* transponder, a scanner reads the vehicle's license plate, takes a photo and an invoice is sent. The responsibilities for PlatePay are represented in a shared capacity among the Toll Operations, Operations Support and Customer Service divisions. The image review processes and costs are reflected in the Toll Operations division. The invoicing, bank processing, collections and responsibility for establishing a reasonable allowance for bad debt expense are reflected in the Operations Support division. The costs associated with customer support are reflected in the Customer Service division. This sharing of responsibility is a shift from these processes being wholly included in the Toll Operations division (2020) or the Customer Service division (2019). As traffic increases and turnpikes are converted to the cashless process, costs associated with PlatePay will also increase.

The decrease in operating expenses for the Finance and Revenue division are directly related to legal and advisory fees and issuances cost associated to the 2020 issuance of refunding bonds. These costs were appropriately categorized as period costs in 2020.

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



CAPITAL ASSETS AND DEBT ADMINISTRATION

CAPITAL ASSETS

The OTA has invested approximately \$4,482.7million and \$4,327.0 million in capital assets as of December 31, 2021 and 2020, respectively. The primary components of depreciable capital assets include ‘Roads and Bridges’ and ‘Improvements’; non-depreciable components include ‘Construction Work in Progress (CWIP) and ‘Land’. In 2021, accumulated depreciation and amortization on capital assets increased to \$2,127.6 million, a 4.5% increase as compared to the 2020 balance of \$2,036.0 million. This is the result of the capitalization of several projects in the ‘Roads and Bridges’, ‘Improvements’ and ‘Buildings’ categories.

At December 31, 2021 and 2020, net capital assets were \$2,355.1million and \$2,291.0 million, an increase of 2.8%. When comparing end of year 2021 to December 31, 2019, net capital assets increased 13.5%. Net capital assets at the close of 2019 were \$2,075.4 million (see Table A-6).

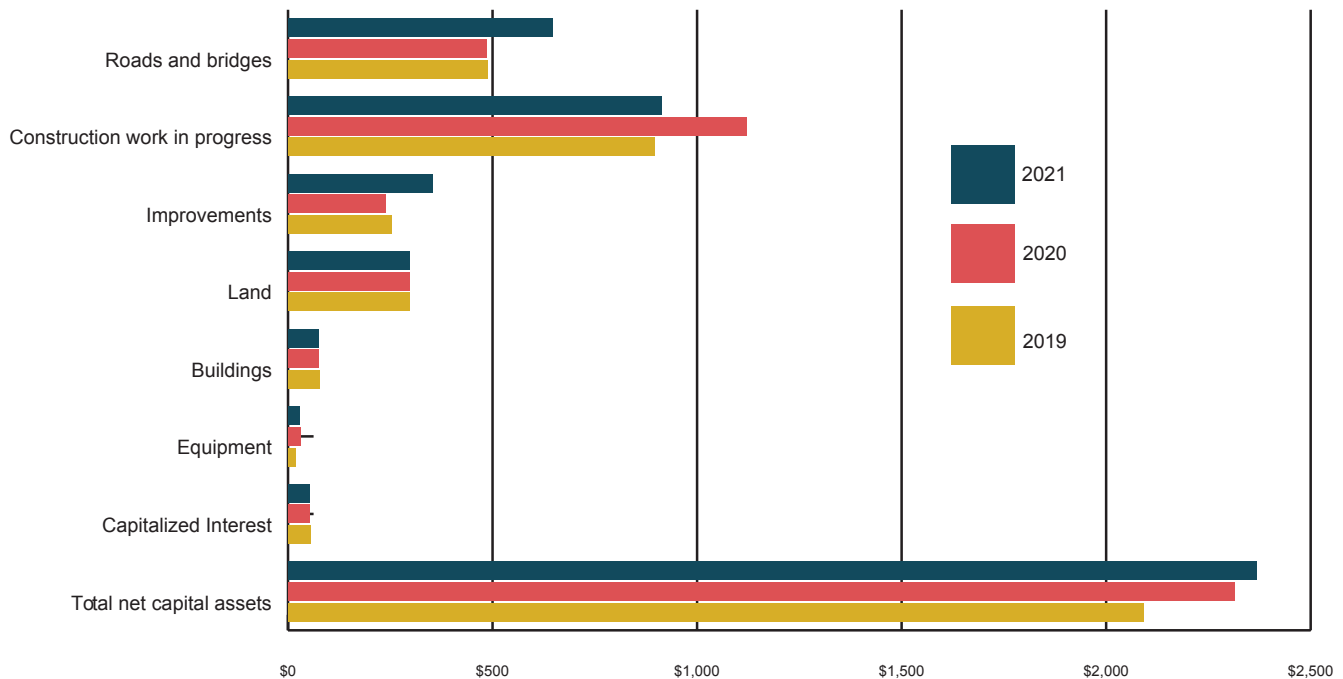
Capital assets include those associated with Driving Forward and the planned projects in the Capital Plan. At December 31, 2021, numerous projects were in progress

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 net depreciable assets, increasing to \$1,154.6 million from \$881.0 million and \$892.3 million in 2020 and 2019, respectively. The increase is a result of the capitalization of major Road and Bridge rehabilitation projects that were completed in 2021 along with road striping and drainage and waste water improvements.

CWIP decreased as of December 31, 2021 to \$902.8 million from \$1,110.4 million in 2020 and an increase from \$888.5 million in 2019. As mentioned above, the decrease in CWIP is in part related to the capitalization of completed road and bridge projects associated with the conclusion of the Driving Forward program. The Driving Forward program consisted of \$616.1 million capacity improvements and new expansions in progress along the Turner, John Kilpatrick and Kickapoo Turnpikes and \$176.7 million for the Gilcrease. The OTA is also improving maintenance facilities across the Turnpike System, some of which are jointly shared with the operations of the Highway Patrol, as well as performing several pavement reconstruction and rehabilitation projects across the Turnpike System.

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



Approximately \$365.0 million in capital projects were transferred from CWIP to other asset categories. Approximately \$191.5 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 \$158.2 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 \$41.7 million.

In the 'Roads and Bridges' category, in 2019, additions of \$31.2 million were capitalized, \$18.3 million of which was the Driving Forward pavement reconstruction on the H.E. Bailey Turnpike. For years 2021 to 2019, annual depreciation of \$33.6 million, \$38.9 million and \$37.3 million, respectively offset the previous year's additions.

Capital assets were also affected by the sale of surplus land in 2021; the OTA began purchasing property in 2015 for the construction of the Driving Forward projects. As the Driving Forward program begins to come to a close, OTA is diligently reviewing its on-going need for obtained right-of-way. For parcels identified as surplus and unnecessary for future turnpike needs,

this property is disposed of according to policy and returned to the appropriate tax rolls. By the close of 2021, the 'Land' category had decreased approximately \$2.0 million from 2020. In 2020, land purchases exceeded 2019 balances by approximately \$4.9 million. Accordingly, in total, since 2019, 'Land' values have increased approximately \$2.9 million.

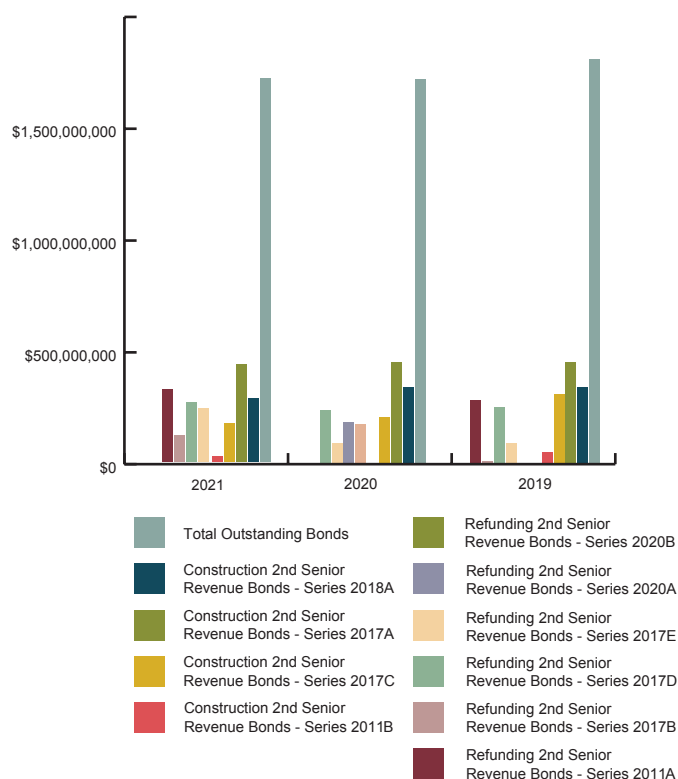
Prior to the implementation of GASB 89, the Authority allocated and accumulated capitalized interest for constructed assets. When a project is closed, the capitalized interest associated with the project is also capitalized. The balance of interest cost in CWIP decreased to \$40.7 million in 2021 from \$40.9 million in 2020 as a result of the capitalization of qualifying projects. The amortization expense associated with 'Capitalized interest' was \$4.3 million, \$5.0 million and \$4.9 million for 2021, 2020, and 2019, respectively. For additional information regarding the OTA's capital assets, please see the notes to the financial statements on pages 34 and 61 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, 2021 the OTA's noncurrent long-term debt included revenue bonds payable, a subordinated Junior Obligation Note and a payable to the ODOT. The OTA had approximately \$1,710.2 million in revenue bonds outstanding at December 31, 2021. 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, 2021 and 2020 was approximately \$54.2 million and \$53.8 million, respectively.

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



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%.

The OTA's other outstanding Second Senior Revenue Bonds and Refunding Second Senior Revenue Bonds were also structured as tax-exempt fixed rate "AA-" bonds. These bonds were issued in support of the Driving Forward program and to refund various other eligible bonds. The last several issues have routinely resulted in a total all-in-cost of capital between 3.75% - 4.15%.

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 47-51.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

According to the "Oklahoma Economic Report," released by Oklahoma State Treasurer on January 6, 2022, Oklahoma's economy is in very good condition. The state's revenue collections in 2021 rose by more than 15.1% in comparison to 2020, this is due primarily

to the oil and natural gas gross production tax which drastically increased by 154.1% in 2021. The combined sales and use taxes were up by 19.9%, individual and corporate income tax receipts grew by 11.8% and motor vehicle collections increased by 9.9%. Since the OTA does not receive appropriations, the OTA is not directly affected by the state budget fluctuations.

A year after the COVID-19 pandemic hit the United States, according to the U.S. Bureau of Labor Statistics, the Oklahoma unemployment rate decreased to 2.3% as of December 2021. This was a 2.2% drop from the 5.3% unemployment rate reported in December of 2020. The U.S. unemployment rate saw a sharp decline in 2021 as well, dropping from 6.7% in 2020 to 3.9% in 2021.

In March 2022, the Federal Open Market Committee (FOMC) raised its policy interest rate 0.25%. Further, the FOMC stated that against a tight labor market and increasing inflation, the ongoing increases in the target range for the federal funds rate will be appropriate. The FOMC also warned that Russia's February 2022 invasion of Ukraine could have widespread financial and economic impacts to the global economy that are currently unknown. The FOMC will continue to assess these circumstances and make policy adjustments as appropriate.

As the nation recovers from the COVID-19 pandemic, OTA's traffic and revenue has begun to normalize in 2021. The toll transactions for 2021 increased to 196.0 million, an 18.0% increase compared to 166.1 million in 2020. Year to date net toll revenues for 2021 were \$357.6 million, an increase of 18.2% when compared to the previous year of \$302.6 million, a 9.2% increase when compared to 2019 net toll revenues of \$327.4 million. Toll revenues for 2022 are projected at \$353.4 million.

The Authority's 2022 Annual Budget, adopted by the Authority in December 2021, includes approximately \$120.9 million for the Operating and Maintenance budget and \$193.2 million for the 2022 Capital Plan projects funded through the Reserve Maintenance Fund and General Fund budgets. The OTA's 2022 Annual Budget reflects the Authority's commitment to customer safety and responsiveness to both current economic conditions and customer expectations.

CONTACTING THE OTA'S FINANCIAL MANAGEMENT

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

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STATEMENTS OF NET POSITION, DECEMBER 31, 2021 AND 2020

Assets:	2021	2020
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 247,490,145	\$ 192,809,085
Investments-unrestricted (note 3)	12,606,690	11,792,898
Cash and cash equivalents - restricted (note 3)	173,724,850	198,833,627
Investments-restricted (note 3)	92,988,405	112,109,392
Accounts receivable (note 14)	14,996,790	9,680,537
Accrued interest receivable-unrestricted	59,658	40,773
Accrued interest receivable-restricted	2,103,099	2,316,455
Tag inventory	3,191,120	3,000,569
Materials inventory	8,640,535	5,856,838
Prepaid expenses	282,206	269,282
Total current assets	556,083,498	536,709,456
Noncurrent assets:		
Cash and cash equivalents - restricted (note 3)	23,135,117	22,830,584
Investments-restricted (note 3)	172,333,635	171,330,873
Total noncurrent cash, cash equivalents and investments	195,468,752	194,161,457
Capital assets: (note 10)		
Depreciable, net	1,154,631,977	880,988,052
Land	297,605,153	299,589,437
Construction work in progress	902,835,921	1,110,421,494
Net capital assets	2,355,073,051	2,290,998,983
Net OPEB asset	1,598,507	557,086
Net pension asset	15,605,276	-
Total noncurrent assets	2,567,745,586	2,485,717,526
Total assets	3,123,829,084	3,022,426,982
Deferred Outflows of Resources:		
Unamortized net deferred debit on refunding (note 4)	54,841,442	65,056,117
Related to pensions (note 7)	2,945,538	6,993,389
Related to OPEB (note 9)	485,278	506,973
Total deferred outflows of resources	58,272,258	72,556,479
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 14)	24,083,652	23,304,954
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 14)	11,560,046	15,101,319
Accrued interest payable	36,477,408	32,903,662
Unearned revenue	44,704,090	38,568,550
Arbitrage rebate payable to U.S. Treasury	1,220,158	1,035,558
Current notes payable and long-term debt (note 4)	56,345,000	10,930,000
Total current liabilities	174,390,354	121,844,043
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 14)	2,171,316	1,785,797
Net pension liability (note 7)	-	10,601,074
Net OPEB liability (note 9)	2,036,768	1,948,749
Long-term debt, net of unamortized net premiums of \$137,416,186 and \$149,823,621 in 2021 and 2020, respectively (note 4)	1,841,306,186	1,910,058,621
Payable to Department of Transportation (note 5)	54,201,683	53,777,222
Total noncurrent liabilities	1,899,715,953	1,978,171,463
Total liabilities	2,074,106,307	2,100,015,506
Deferred Inflows of Resources:		
Unamortized net deferred credit on refunding (note 4)	10,559,907	11,591,129
Related to pensions (note 7)	17,874,181	85,889
Related to OPEB (note 9)	1,945,448	1,432,819
Total deferred inflows of resources	30,379,536	13,109,837
Net Position:		
Net investment in capital assets	577,634,922	563,608,038
Restricted for debt service	155,013,054	116,330,071
Restricted for reserve maintenance	59,476,569	83,447,839
Restricted for pension	17,203,783	557,086
Unrestricted	268,287,171	217,915,084
Total net position	\$ 1,077,615,499	\$ 981,858,118
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, 2021 AND 2020

	2021	2020
Operating revenues:		
Tolls	\$ 357,624,786	\$ 302,617,355
Concessions	2,537,822	2,567,962
Total operating revenues	360,162,608	305,185,317
Operating expenses:		
Toll Operations	27,045,028	32,738,455
Turnpike Maintenance	23,516,637	27,176,480
Engineering	3,193,727	2,681,267
Construction	1,907,947	3,028,354
Highway Patrol	19,656,672	19,977,588
Customer Service	14,756,417	12,550,011
Administrative Services	2,321,217	2,267,440
Information Technology	12,498,032	12,128,366
Comptroller	1,180,198	1,569,178
Finance and Revenue	1,590,502	4,809,755
Operations Support	6,541,616	-
Executive	4,077,203	4,097,210
Authority	3,878	904
Total operating expenses before depreciation and amortization	118,289,074	123,025,008
Operating income before depreciation and amortization	241,873,534	182,160,309
Depreciation and amortization	(94,663,107)	(97,402,031)
Operating income	147,210,427	84,758,278
Non-operating revenues (expenses):		
Interest earned on investments	4,830,811	7,593,810
Net increase (decrease) in fair value of investments	(2,131,520)	5,264,754
Interest expense on revenue bonds outstanding	(69,745,392)	(51,847,360)
Other revenues	13,901,134	8,258,801
Contributed revenue	1,691,921	47,263,825
Net non-operating expenses	(51,453,046)	16,533,830
Change in net position	95,757,381	101,292,108
Total net position, beginning of the year	981,858,118	880,566,010
Total net position, end of the year	\$ 1,077,615,499	\$ 981,858,118

See accompanying notes to financial statements

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2021 AND 2020

	2021	2020
Cash flows from operating activities:		
Receipts from customers	\$ 362,072,903	\$ 303,510,965
Receipts from concessionaires	2,535,430	2,555,765
Receipts from other sources	13,350,458	8,269,564
Payments to service providers	(82,456,963)	(74,422,507)
Payments to employees	(40,204,173)	(39,951,176)
Net cash flows provided by operating activities	255,297,655	199,962,611
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	49,216,419	43,408,475
Payments to the Department of Transportation (ODOT)	(49,216,419)	(43,408,475)
Interest earned and recorded as payable to the ODOT	424,461	684,573
Net cash flows provided by noncapital financing activities	424,461	684,573
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)
Principal payment to retire revenue bonds	(10,930,000)	(57,780,000)
Repayment of other long-term debt	-	(15,000,000)
Interest paid on revenue bonds outstanding	(68,244,070)	(80,567,379)
Interest paid on other long-term debt outstanding	(1,137,000)	(800,733)
Contributed revenue for construction	1,691,921	47,263,825
Acquisition and construction of capital assets	(171,060,668)	(336,009,831)
Proceeds from disposal of capital assets	3,451,720	376,137
Net cash flows (used in) capital and related financing activities	(246,228,097)	(392,477,439)
Cash flows from investing activities:		
Purchase of investments	(213,706,178)	(262,710,214)
Proceeds from sales and maturities of investments	228,879,093	220,658,232
Interest received	5,025,282	7,432,651
Increase in arbitrage funds payable to U.S. Treasury	184,600	688,037
Net cash flows provided by (used in) investing activities	20,382,797	(33,931,294)
Net increase (decrease) in cash and cash equivalents	29,876,816	(225,761,549)
Cash and cash equivalents, January 1 (including \$221,664,211 and \$465,433,625 for 2021 and 2020 respectively, reported in restricted assets)	414,473,296	640,234,845
Cash and cash equivalents, December 31 (including \$196,859,967 and \$221,664,211 for 2021 and 2020 respectively, reported in restricted assets)	\$ 444,350,112	\$ 414,473,296

See accompanying notes to financial statements

(Continued)

STATEMENTS OF CASH FLOWS, YEARS ENDED DECEMBER 31, 2021 AND 2020

	2021	2020
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 147,210,427	\$ 84,758,278
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	94,663,107	97,402,031
Payment of bond issuance costs	-	1,809,120
Other non-operating revenue	16,752,718	8,993,217
Changes in assets, deferred outflows of resources, liabilities and deferred inflows of resources:		
(Increase) in accounts receivable	(5,413,142)	(412,801)
(Increase) decrease in prepaid expense	(12,924)	417,731
(Increase) in tag inventory	(190,551)	(345,825)
(Increase) decrease in materials inventory	(2,783,697)	14,416
(Increase) in net OPEB asset	(16,646,697)	(86,187)
(Increase) in deferred outflows related to pensions	(3,292,840)	(3,476,137)
Decrease (increase) in deferred outflows related to pensions	7,340,691	(1,474,222)
Decrease (increase) in deferred outflows related to OPEB	21,695	(259,432)
(Decrease) increase in net pension liability	(1,077,367)	6,732,964
(Decrease) increase in net pension liability related to pension deferrals	(9,523,707)	2,254,773
(Decrease) in net OPEB liability	(419,078)	(199,885)
Increase in net OPEB liability related to OPEB deferrals	507,097	69,583
Increase (decrease) in deferred inflows related to pensions	17,788,292	(780,551)
Increase in deferred inflows related to OPEB	512,629	276,036
Increase in accounts payable and accrued expenses	3,725,462	3,685,589
Increase in unearned revenue	6,135,540	583,913
Total adjustments	108,087,228	115,204,333
Net cash flows provided by operating activities	\$ 255,297,655	\$ 199,962,611
Noncash investing, capital, and financing items:		
(Loss) on disposal of capital assets	\$ (2,851,584)	\$ (734,416)
Unrealized (loss) gain on investments	(2,182,592)	2,209,529
Capital assets included in accounts payable and accrued expenses	20,162,302	26,264,821

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS, YEARS ENDED DECEMBER 31, 2021 AND 2020

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

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

A. REPORTING ENTITY

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

The Authority is a component unit of the State and is combined with other similar funds to comprise the Enterprise Funds of the State. The Authority's governing body consists of the Governor (ex-officio) and six members who are appointed by the Governor, by and with the consent of the State Senate. The Governor may remove any member of the Authority, at any time, with or without cause. The members are appointed to

represent defined geographical districts and to serve without pay for terms of eight years. The Authority has full control over all operations, but must comply with certain bond indentures and Trust Agreements. The Authority employs an Executive Director to manage the day-to-day operations.

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

B. BASIS OF ACCOUNTING

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

The prevailing Trust Agreement dated February 1, 1989, and all supplements thereto (the Trust Agreement) require that the Authority adopt generally accepted accounting principles for government entities, but it also

requires that certain funds and accounts be established and maintained. The Authority consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

C. CHANGES IN ACCOUNTING

The Authority adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 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.

D. BUDGET

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

E. CASH, CASH EQUIVALENTS AND INTEREST

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

F. INVENTORY

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

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

G. RESTRICTED ASSETS

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

- The “Senior Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the senior lien revenue bonds.
- The “Subordinate Bond Interest and Sinking Accounts” are established as sinking funds for the payment of interest and principal of the subordinate lien revenue bonds.

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

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

- The “Arbitrage Rebate and Interest Fund” is established for the purpose of holding and paying arbitrage investment earnings to the U.S. Treasury as a result of investing tax exempt bond proceeds

at rates of return exceeding the maximum amount that is permitted under the applicable tax code.

- The “*PIKEPASS* Prepayment Fund” is established for the purpose of receiving and holding prepayments received from turnpike customers using the electronic vehicle identification method of paying tolls.

H. COMPENSATED ABSENCES

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

I. CAPITAL 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 \$.2 and \$3.7 million in 2021 and 2020, 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 million in interest expense was incurred in 2021 and 2020, 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 \$12.4 and \$13.1 million for 2021 and 2020, 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 \$1.2 and \$1.0 million at December 31, 2021 and 2020.

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.

Q. REVISIONS

Certain immaterial revisions have been made to the 2020 financial statements. These revisions did not have a significant impact on the financial statement line items impacted.

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 2021 or 2020.

NOTE 3. DEPOSITS AND INVESTMENTS

DEPOSITS

At December 31, 2021 and 2020, the carrying amounts of the Authority's cash deposits were \$26.1 million and \$15.9 million, respectively. The bank balances were \$21.5 million and \$17.3 million, respectively. At December 31, 2021 and 2020, the carrying amount and bank balances of the Authority's cash equivalents were \$418.3 million and \$398.6 million, respectively. Under the terms of the Trust Agreement, all monies deposited with the Trustee in excess of the amount insured by the Federal Deposit Insurance Corporation shall be continuously secured with collateralized securities held by the Authority's agent in the Authority's name. The Authority has complied with the terms of the Trust Agreement in 2021 and 2020.

INVESTMENTS

The fair values of the Authority's investments at December 31, 2021 and 2020, were \$277.9 million and \$295.2 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 2021 and 2020 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 2021 and 2020 investments in FNMA (Freddie Mae) debt securities, Federal Home Loan Mortgage Corporation (FHLMC) debt securities, and Federal Farm Credit Banks (FFCB) debt securities were rated Aaa by Moody's, AA+ by S&P and AAA by Fitch Rating (Fitch). All of the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U.S. Government. The Authority also has an investment policy for funds not pledged as security under the Trust Agreement. Under this policy, which currently applies only to the Prepaid *PIKEPASS* Fund, these funds can be invested in equity securities, fixed income securities and cash equivalents. The portfolio must be invested with a minimum investment in equity securities of 30% and a maximum of 50% and a minimum investment in fixed income securities of 50% and a maximum of 70%. For equity securities, the ownership of stock of any one issuer is limited to no more than 10% or the percentage of its weighting in the S&P 500 Index, whichever is higher, of the total equity assets of the portfolio. No securities of common stock in non-public corporations, short sales, letter or restricted stock and buying and selling on margin may be purchased. Fixed income securities with a single issuer, with the exception of the U.S. government and its fully guaranteed agencies, must not exceed 10% of the portfolio's market value; total exposure to any one industry shall not exceed 30% of the portfolio's market value. Corporate debt issues must meet or exceed an A credit rating from Moody's and S&P. No fixed income securities of convertible bonds, denominated foreign debt, private placements, fixed income and interest rate futures and other specialized investments may be purchased. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2021 and 2020.

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 2021 and 2020.

CONCENTRATION OF CREDIT RISK

Except as previously noted for the Prepaid *PIKEPASS* Fund, there is no limit on the amount the Authority may invest in any one issuer. The Authority has a significant investment in a JP Morgan Chase Bank (JP Morgan) repurchase agreement, representing 18.3% and 17.3% of total investments at December 31, 2021 and 2020, 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, 2021:

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

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	

Investments classified in Level 1 of the fair value hierarchy are quoted prices (unadjusted) in active markets for identical assets or liabilities that the reporting entity has the ability to access at the measurement date. An active market for the asset or liability is a market in which transactions for the asset or liability occur with sufficient frequency and volume to provide pricing information on an ongoing basis. A quoted price in an active market provides the most reliable evidence of fair value and shall be used to measure fair value whenever available.

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

Investments classified in Level 3 of the fair value hierarchy are valued using unobservable inputs for the asset. The U.S. Treasury SLGS is non-marketable and has a stated interest rate of 0.0%. As of December 31, 2020, 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, 2021 and 2020, 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, 2021

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Unrestricted:						
General Fund:						
BOK Short-Term Cash Fund I	0.020 %	12/31/2021	Demand	\$ 209,456,184	\$ 209,456,184	2
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	374,347	374,347	1
FFCB	0.690	7/24/2020	7/22/2025	249,975	246,028	1
FFCB	0.700	8/17/2020	8/13/2026	249,563	244,235	1
FFCB	0.720	10/28/2020	10/27/2026	249,825	242,690	1
FFCB	1.300	3/16/2021	3/23/2027	400,000	396,116	1
FHLB	0.625	1/11/2021	1/22/2026	200,000	196,356	1
FHLB	0.900	2/5/2021	2/26/2027	400,000	389,872	1
FHLB	0.250	7/23/2021	8/16/2024	250,000	248,610	1
FHLB	0.300	2/2/2021	1/27/2031	249,625	243,475	1
FHLMC	0.320	12/15/2020	6/28/2024	250,000	247,475	1
FHLMC	0.625	10/15/2020	10/27/2025	125,000	122,499	1
FHLMC	0.700	12/8/2020	12/30/2025	250,000	246,093	1
FHLMC	1.000	2/8/2021	7/20/2027	799,880	781,608	1
FHLMC	1.000	12/1/2020	12/23/2027	250,000	243,818	1
FHLMC	1.070	10/14/2020	10/27/2028	250,000	241,033	1
FHLMC	1.080	11/4/2020	11/24/2028	250,000	242,575	1
FHMS	4.094	4/8/2019	9/25/2024	307,157	306,684	2
FHR	2.250	8/5/2021	5/15/2040	25,268	25,027	2
FHR	2.000	11/4/2019	3/15/2026	25,119	25,242	2
FHR	2.000	4/1/2020	2/15/2042	382,775	383,096	2
FHR	1.250	3/31/2020	3/15/2027	80,949	81,458	2
FHR	2.500	3/12/2020	5/15/2041	84,402	83,851	2
FHR	2.000	9/5/2019	12/15/2026	130,847	134,369	2
FHR	2.750	9/26/2019	8/15/2047	118,587	121,635	2
FHR	2.500	9/5/2019	7/25/2048	129,030	130,832	2
FHS	3.500	10/22/2021	7/15/2042	16,894	17,194	2
GNR	3.250	12/9/2020	8/16/2039	14,420	14,181	2
GNR	4.000	12/9/2020	7/20/2039	37,888	36,975	2
GNR	3.000	1/28/2021	9/16/2039	13,829	13,654	2
GNR	3.000	6/3/2021	9/16/2039	7,344	7,396	2
GNR	2.650	Various	1/20/2046	97,716	96,285	2
GNR	3.000	1/30/2020	9/20/2049	49,461	48,873	2
GNR	2.000	11/2/2021	6/20/2050	190,654	189,928	2
GNR	1.250	12/28/2021	5/20/2051	49,812	49,827	2
Municipal Bond	4.503	12/14/2021	11/1/2025	215,250	216,480	2
U.S. Treasury Notes	1.625	11/1/2021	10/31/2023	973,810	969,125	1
U.S. Treasury Notes	1.875	Various	7/31/2026	4,507,695	4,420,407	1
U.S. Treasury Notes	1.250	Various	8/15/2031	903,945	901,688	1
				222,617,251	222,437,221	
Revenue Fund:						
BOK Short-Term Cash Fund I	0.000	12/31/2021	Demand	22,744,175	22,744,175	2
Total unrestricted cash equivalents & investments				245,361,426	245,181,396	
Restricted:						
Reserve Maintenance Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	496,387	496,387	2
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	6,372,260	6,372,260	1
FFCB	0.150	2/12/2021	8/10/2023	1,999,000	1,982,820	1
FFCB	0.300	10/2/2020	9/1/2023	999,850	995,480	1
FFCB	0.280	9/14/2020	9/14/2023	999,000	996,270	1
FFCB	0.250	8/18/2021	2/26/2024	1,996,420	1,979,600	1
FFCB	0.350	5/4/2021	4/22/2024	2,204,268	2,187,196	1
FFCB	0.320	6/14/2021	6/14/2024	1,868,598	1,845,409	1
FFCB	0.450	8/17/2021	7/23/2024	2,002,160	1,988,000	1
FFCB	0.320	2/2/2021	2/3/2025	2,996,250	2,930,910	1
FHLB	2.125	7/5/2019	6/10/2022	1,005,506	1,008,290	1
FHLB	1.875	Various	12/9/2022	3,053,233	3,041,040	1

(Continued)

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

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
FHLB	1.375 %	3/3/2020	2/17/2023	\$ 1,016,772	\$ 1,010,780	1
FHLB	0.220	10/2/2020	4/5/2023	3,000,000	2,992,950	1
FHLB	3.375	5/24/2021	12/8/2023	879,671	856,386	1
FHLB	0.500	12/8/2021	12/8/2023	995,516	996,800	1
FHLB	0.400	3/16/2021	4/12/2024	3,000,000	2,980,770	1
FHLB	0.625	7/6/2021	10/15/2024	2,000,000	1,982,320	1
FHLMC	0.375	4/29/2020	4/20/2023	1,999,860	1,995,380	1
FHLMC	0.250	11/13/2020	8/16/2023	2,000,000	1,993,880	1
U.S. Treasury Notes	0.125	8/18/2021	10/31/2022	3,000,703	2,995,080	1
U.S. Treasury Notes	1.500	10/2/2020	2/28/2023	2,064,766	2,023,920	1
U.S. Treasury Notes	0.125	10/2/2020	9/15/2023	1,997,578	1,981,880	1
U.S. Treasury Notes	0.250	Various	3/15/2024	3,987,031	3,952,680	1
U.S. Treasury Notes	0.375	Various	4/15/2024	4,506,484	4,455,360	1
U.S. Treasury Notes	1.750	7/9/2021	7/31/2024	1,041,016	1,022,500	1
U.S. Treasury Notes	0.625	11/4/2021	10/15/2024	5,488,318	5,456,440	1
				62,970,647	62,520,788	
Revenue Bond Reserve Accounts:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	10,254,918	10,254,918	2
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	1,849,147	1,849,147	1
FFCB	0.700	8/17/2020	8/13/2026	873,469	854,821	1
FFCB	0.750	12/16/2020	12/16/2026	874,999	850,220	1
FFCB	1.300	3/16/2021	3/23/2027	1,000,000	990,290	1
FFCB	1.940	8/20/2021	6/30/2031	1,008,000	993,950	1
FHLB	0.625	1/11/2021	1/22/2026	1,000,000	981,780	1
FHLB	0.900	2/5/2021	2/26/2027	1,600,000	1,559,488	1
FHLB	0.980	8/25/2020	8/17/2028	847,450	818,006	1
FHLB	0.250	7/23/2021	8/16/2024	500,000	497,220	1
FHLB	0.300	2/2/2021	1/27/2031	848,725	827,815	1
FHLB	1.000	1/25/2021	2/12/2031	1,500,000	1,463,895	1
FHLB	1.125	2/12/2021	2/26/2031	3,000,000	2,927,760	1
FHLMC	0.625	10/15/2020	10/27/2025	1,700,000	1,665,983	1
FHLMC	0.700	12/8/2020	12/30/2025	1,000,000	984,370	1
FHLMC	0.800	8/3/2020	1/28/2027	499,500	488,180	1
FHLMC	1.000	2/8/2021	7/20/2027	1,999,700	1,954,020	1
FHLMC	1.000	7/14/2020	10/29/2027	1,500,000	1,465,080	1
FHLMC	1.000	12/1/2020	12/23/2027	1,750,000	1,706,722	1
FHLMC	1.020	1/4/2021	10/27/2028	874,650	840,901	1
FHLMC	1.070	10/14/2020	10/27/2028	900,000	867,717	1
FHLMC	1.080	11/4/2020	11/24/2028	1,750,000	1,698,025	1
FHLMC	1.150	7/14/2020	6/30/2028	674,865	656,114	1
FHMS	4.094	Various	9/25/2024	1,327,645	1,321,809	2
FHMS	3.600	4/29/2020	2/25/2025	938,719	898,191	2
FHR	2.000	11/2/2018	1/15/2041	367,862	395,706	2
FHR	3.000	10/31/2018	12/15/2041	475,170	505,047	2
FHR	2.000	5/20/2021	2/15/2042	155,672	153,238	2
FHR	2.500	3/12/2020	5/15/2041	574,867	571,113	2
FHR	2.000	11/16/2018	12/15/2042	118,362	129,309	2
FHR	1.500	7/23/2020	12/15/2027	1,573,558	1,547,863	2
FHR	2.250	9/4/2019	6/15/2044	693,749	705,255	2
FHR	2.750	6/10/2021	1/15/2045	542,200	542,731	2
FHR	3.000	1/18/2019	8/15/2044	422,973	439,425	2
FHR	3.000	9/6/2019	8/15/2048	187,160	192,116	2
FHR	2.500	9/5/2019	7/25/2048	1,032,242	1,046,659	2
FHR	3.000	8/26/2020	10/25/2049	475,414	461,108	2
FHR	1.250	6/3/2021	8/25/2040	851,296	829,410	2
FHR	1.000	12/10/2021	3/25/2051	910,303	908,274	2
GNR	3.000	11/22/2021	8/20/2039	103,183	103,349	2
GNR	1.750	6/8/2020	10/20/2042	119,460	118,189	2
GNR	2.500	3/13/2020	4/20/2045	240,147	241,826	2

(Continued)

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

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
GNR	3.000 %	9/3/2019	3/20/2045	\$ 1,988	\$ 1,953	2
GNR	2.650	7/6/2020	1/20/2046	664,027	654,300	2
GNR	3.500	12/10/2021	10/20/2048	1,082,496	1,077,495	2
GNR	3.500	9/18/2019	2/20/2049	571,842	590,677	2
GNR	3.000	1/30/2020	9/20/2049	336,337	332,339	2
GNR	2.000	11/2/2021	6/20/2050	1,143,921	1,139,568	2
JP Morgan Chase Repo	5.991	5/23/2002	1/1/2022	50,936,450	50,936,450	3
U.S. Treasury Notes	1.250	Various	8/15/2031	3,018,358	3,011,170	1
U.S. Treasury Notes	1.625	11/1/2021	10/31/2023	7,428,747	7,393,008	1
U.S. Treasury Notes	1.875	Various	7/31/2026	34,392,339	33,721,802	1
				148,491,910	147,165,802	
2017 Bond Service Accounts:						
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	38,635,016	38,635,016	1
2017A Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	465,838	465,838	2
2017C Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	13,316	13,316	2
2018 Bond Service Accounts						
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	7,534,881	7,534,881	1
2018A Construction Fund:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	39,732,951	39,732,951	2
2020 Bond Service Accounts:						
BOK Short-Term Cash Fund I	0.020	12/31/2021	Demand	46,126,184	46,126,184	2
Turnpike Trust Fund:						
Invesco Stit Treas-Inst	0.010	12/31/2021	Demand	11,031,052	11,031,052	1
FFCB	0.150	2/12/2021	8/10/2023	799,600	793,128	1
FFCB	0.280	9/14/2020	9/14/2023	1,998,000	1,992,540	1
FFCB	0.320	6/14/2021	6/14/2024	999,250	986,850	1
FFCB	0.450	8/17/2021	7/23/2024	500,540	497,000	1
FFCB	0.320	2/2/2021	2/3/2025	1,498,125	1,465,455	1
FFCB	2.125	12/6/2021	12/11/2026	3,127,500	3,118,830	1
FFCB	1.300	3/16/2021	3/23/2027	2,000,000	1,980,580	1
FHLB	2.125	7/5/2019	6/10/2022	1,005,506	1,008,290	1
FHLB	1.875	1/2/2020	12/9/2022	2,014,106	2,027,360	1
FHLB	0.625	7/6/2021	10/15/2024	1,000,000	991,160	1
FHLB	1.000	7/1/2021	1/22/2026	1,000,000	992,490	1
FHLB	0.875	7/6/2021	6/12/2026	1,003,395	985,260	1
FHLB	0.900	8/17/2021	8/26/2026	1,500,000	1,477,455	1
FHLB	1.400	12/21/2021	12/30/2026	1,500,000	1,499,085	1
FHLB	0.250	7/23/2021	8/16/2024	749,999	745,830	1
FHLMC	2.375	Various	1/13/2022	3,088,049	3,001,950	1
FHLMC	0.375	4/29/2020	4/20/2023	1,999,860	1,995,380	1
FHLMC	0.375	10/2/2020	9/23/2025	996,860	972,920	1
GNR	2.000	11/19/2020	4/20/2066	82,043	82,185	2
U.S. Treasury Notes	2.125	5/1/2019	12/31/2022	994,687	1,016,600	1
U.S. Treasury Notes	2.750	5/1/2019	8/31/2023	1,018,477	1,034,460	1
U.S. Treasury Notes	0.125	10/2/2020	9/15/2023	998,789	990,940	1
U.S. Treasury Notes	2.875	5/1/2019	10/31/2023	1,024,414	1,039,570	1
U.S. Treasury Notes	2.625	5/1/2019	12/31/2023	1,014,180	1,037,350	1
U.S. Treasury Notes	2.125	5/1/2019	2/29/2024	991,719	1,028,830	1
U.S. Treasury Notes	0.250	9/28/2021	3/15/2024	497,949	494,085	1
U.S. Treasury Notes	2.000	5/1/2019	4/30/2024	492,715	513,615	1
U.S. Treasury Notes	1.750	7/9/2021	7/31/2024	1,041,016	1,022,500	1
U.S. Treasury Notes	0.625	11/4/2021	10/15/2024	2,494,690	2,480,200	1
				48,462,521	48,302,950	

(Continued)

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

Description	Applicable Interest Rate	Purchase Date	Maturity Date	Cost	Fair Value	GASB 72 Level
Prepaid <i>PIKEPASS</i> Fund:						
Invesco Stit Treas-Inst	0.010 %	12/31/2021	Demand	\$ 3,159,902	\$ 3,159,902	1
DFA S/T Extended Quality-Inst (open-end fund)	0.920	Various	Demand	3,601,782	3,624,268	1
Fidelity Emerg Mkts Indx (open-end fund)	2.140	Various	Demand	954,118	893,635	1
Fidelity Intl Indx (open-end fund)	3.070	Various	Demand	3,441,851	3,358,703	1
Fidelity S/C Indx (open-end fund)	1.260	Various	Demand	1,334,404	1,287,394	1
Ishares Inter Govt Cr Bond (exchange-traded fund)	1.460	Various	Demand	4,584,127	4,852,006	1
Ishares RSSLL 1000 L/C Idx-K (open-end fund)	1.240	Various	Demand	7,779,074	14,939,309	1
Vanguard Intrmd Bd Indx-Inst (open-end fund)	1.850	Various	Demand	4,767,316	4,872,092	1
Vanguard Short Term Treasury (exchange-traded fund)	0.360	Various	Demand	3,545,064	3,508,857	1
				33,167,638	40,496,166	
Gilcrease Expressway Fund:						
Blackrock Liq Fedfd-Csh	0.030	12/31/2020	Demand	20,041,020	20,041,020	1

Total restricted cash equivalents & investments

445,641,922 451,034,912

Cash balance (unrestricted & restricted)

- 26,062,534

Total Cash, Cash Equivalents and Investments

\$ 691,003,348 \$ 722,278,842

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
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

(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
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	1
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	2
FHMS	3.280	4/29/2020	2/25/2025	938,719	933,539	2
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
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	

(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
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
"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 Idx-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

NOTE 4. LONG-TERM DEBT

REVENUE BONDS OUTSTANDING AS OF DECEMBER 31, 2021						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 2017A	2/8/2017	\$ 456,070,000	\$ -	\$ -	\$ 456,070,000	\$ -
Series 2017B	2/8/2017	9,965,000	-	(5,235,000)	4,730,000	4,730,000
Series 2017C	12/21/2017	209,920,000	-	-	209,920,000	-
Series 2017D	12/21/2017	240,990,000	-	(5,695,000)	235,295,000	11,315,000
Series 2017E	12/21/2017	93,550,000	-	-	93,550,000	-
Series 2018A	10/31/2018	344,310,000	-	-	344,310,000	-
Series 2020A	10/29/2020	187,195,000	-	-	187,195,000	14,745,000
Series 2020B	10/29/2020	179,165,000	-	-	179,165,000	25,555,000
Total		\$ 1,721,165,000	\$ -	\$ (10,930,000)	\$ 1,710,235,000	\$ 56,345,000

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

OTHER LONG-TERM DEBT OUTSTANDING AS OF DECEMBER 31, 2021						
	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Jr. Obligation Note	7/1/2020	\$ 50,000,000	\$ -	\$ -	\$ 50,000,000	\$ -

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	\$ -

DEBT SERVICE REQUIREMENTS DECEMBER 31, 2021		
YEAR	TOTAL REVENUE BONDS	
Maturity January 1	Principal	Interest
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	74,575,000	62,466,155
2027-2031	339,765,000	263,538,284
2032-2036	228,505,000	206,838,645
2037-2041	283,875,000	151,471,364
2042-2046	354,670,000	80,677,073
2047-2048	164,070,000	10,070,261
Total	\$ 1,710,235,000	\$ 1,050,566,305

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

DESCRIPTION OF FIXED RATE DEBT

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

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

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

On February 8, 2017, the Authority closed on the delivery of the Series 2017A Second Senior Revenue Bonds totaling \$456.1 million and the Series 2017B

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

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

On December 21, 2017, the Authority closed on the delivery of the Series 2017C Second Senior Revenue Bonds totaling \$312.8 million, the Series 2017D Refunding Second Senior Revenue Bonds totaling \$275.7 million and the Series 2017E Refunding Second Senior Revenue Bonds totaling \$95.8 million. The Series 2017CDE Bonds were issued for the purposes of (1) financing a portion of the capital costs of certain Turnpike projects and improvements (2) satisfying the Second Senior Bond Reserve Account Requirements, (3) currently refunding the outstanding principal of the Series 2006BEF Bonds, (4) funding termination payments relating to interest rate swaps associated with the Series 2006BEF Bonds, (5) advance refunding certain maturities of the Series 2011B Bonds and (6) paying the costs of issuance. The Series 2017CDE Bonds were structured as tax-exempt fixed rate “AA-”

bonds. The Series 2017CDE Bonds are series bonds due in annual installments; the Series 2017C Bonds begin January 1, 2034 through January 1, 2047; the Series 2017D Bonds beginning January 1, 2018 through January 1, 2028; the Series 2017E Bonds begin January 1, 2023 through January 1, 2031. Interest is payable semi-annually on January 1 and July 1 of each year, interest commenced January 1, 2018. Interest rates on the Series 2017C Bonds range from 3.0% to 5.0%; the Series 2017D Bonds range from 4.0% to 5.0%; and the Series 2017E Bonds range from 2.85% and 5.0%.

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

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

The Authority closed on the delivery of the Series 2011A Refunding Second Senior Revenue Bonds totaling \$524.0 million on October 31, 2011. The Series 2011A Bonds were issued for the purposes of (1) refunding (a) certain maturities of the Series 2002A&B Refunding Bonds and (b) the Series 2006C&D Refunding Bonds and (2) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate "AA-" bonds. The principal amount of the bonds refunded and defeased through an escrow deposit

was \$533.3 million; the liability was removed from the Statements of Net Position. The Series 2006C&D Bonds were fully redeemed as of October 31, 2011 and the Series 2002A&B Bonds were fully redeemed as of January 1, 2012. In conjunction with the defeasance of the Series 2006C&D Bonds, the Authority terminated the swap agreements corresponding to this variable rate debt. Termination payments were approximately \$51.3 million and were funded with proceeds from the Series 2011A Bonds. With the issuance of the Series 2020AB Bonds, the Series 2011A Bonds were defeased with Bank of Oklahoma, N.A. serving as the Escrow Trustee; the liability was removed from the Statements of Net Position. These bonds became fully redeemed as of January 1, 2021.

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

The Authority previously defeased the Series 1989 First Senior and Subordinate Lien Revenue Bonds; the liability was removed from the Statements of Net Position. Bank of New York serves as Escrow Trustee having acquired the trust services of the previous Escrow Trustee, Bank One Trust Company. The remaining \$29.0 million of the original issue was outstanding at December 31, 2021 and 2020 and became fully redeemed as of 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 \$147.2 and \$145.7 million as of December 31, 2021 and 2020, 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, 2021 and 2020, the Statements of Net Position reflect a collective net deferred debit of approximately \$54.8 and \$65.1 million respectively, resulting from accounting losses from the defeasance of debt through its various refundings. On December 31, 2021 and 2020, the Statements of Net Position present a collective net deferred credit of approximately \$10.6 and \$11.6 million; this results from accounting gains from the issuance of the Series 2020AB Bonds. The combined amortization of the net deferred debit and net deferred credit for December 31, 2021 is \$9.2 million. The amortization of the net deferred debit and net deferred credit as of December 31, 2020 resulted in a collective \$8.0 million contra expense. These amounts are reflected as a component of interest expense in the Statement of Revenues, Expenses and Changes in Net Position.

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, 2021, 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
2022	-	1,137,000
2023	-	1,137,000
2024	50,000,000	568,500
Total:	\$ 50,000,000	\$ 2,842,500

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 2021 and 2020, the Authority received and subsequently remitted to ODOT \$49.2 million and \$43.4 million, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of \$48.3 million and \$48.5 million at December 31, 2021 and 2020, respectively) are invested in interest-bearing obligations in the Turnpike Trust Fund. The interest received thereon (\$592,265 and \$691,085 during the years ended December 31, 2021 and 2020, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2021 or 2020.

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, 2021 and 2020, is \$54.2 million and \$53.8 million, respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2021	\$ 53,777,222	\$ 424,461	\$ -	\$ 54,201,683
2020	\$ 53,092,649	\$ 684,573	\$ -	\$ 53,777,222

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, 2021. 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 (ACFR) that includes financial statements and required supplementary information for the Plan. That annual report may be obtained at http://www.opers.ok.gov/wp-content/uploads/2021/11/2021_ACFR_OPERS_FINAL.pdf.

BENEFITS PROVIDED

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

Disability retirement benefits are available for members having eight years of credited service whose disability status has been certified. Disability retirement benefits are determined in the same manner as retirement benefits, but payable immediately without an actuarial reduction. Upon the death of an active employee, the accumulated contributions of the employee are paid to the employee's named beneficiary(ies) in a single lump sum payment or in monthly payments over the life of the spouse, if so elected. Upon the death of a retired employee, the Plan will pay a \$5,000 death benefit to the employee's beneficiary or estate of the employee if there is no living beneficiary, in addition to any excess employee contributions or survivor benefits due.

Employees who first became employed 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 2021 and 2020. 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, 2021 and 2020, were approximately \$3.3 and \$3.5 million respectively, and equal to the required contributions for each year.

The actuarial assumptions used in the July 1, 2021 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, 2020 valuation are based on the results of the actuarial experience study which covered the three-year period ending June 30, 2019.

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.

ACTUARIAL ASSUMPTIONS

The total pension liability as of June 30, 2021 and 2020, were determined based on actuarial valuations prepared as of July 1, 2021 and 2020, respectively, using the following actuarial assumptions:

Actuarial assumptions	2021	2020
Investment return compounded annually, net of investment expense and including inflation	6.50%	6.50%
Salary increases, including inflation	3.5% to 9.25%	3.25% to 9.25%
Mortality rates - active participants and nondisabled pensioners	Pub-2010 Mortality Table projected to 2030 by Scale MP-2019 (male rates unadjusted, female rates set forward two years)	Pub-2010 Mortality Table projected to 2030 by Scale MP-2019 (male rates set back one year, female rates set forward one year)
Annual post-retirement benefit increases	No	No
Assumed inflation rate	2.50%	2.50%
Payroll growth	3.25%	3.25%
Actuarial cost method	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	10 years

In 2021 and 2020, 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, 2021 and 2020 are summarized in the following table:

Asset Class	2021		2020	
	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	34.0%	4.7%	34.0%	4.7%
U.S. Small Cap Equity	6.0%	5.8%	6.0%	5.8%
Int'l's Developed Equity	23.0%	6.5%	23.0%	6.5%
Emerging Market Equity	5.0%	8.5%	5.0%	8.5%
Core Fixed Income	25.0%	0.5%	25.0%	0.5%
Long Term Treasuries	3.5%	-	3.5%	-
U.S. Tips	3.5%	0.3%	3.5%	0.3%
U.S. Fixed	-	-	-	-
Non - U.S Equity	-	-	-	-
Total	100.0%		100.0%	

The discount rate used to measure the total pension liability, net of investment expenses, was 6.5% for 2021 and 2020. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate determined does not use a municipal bond rate.

PENSION LIABILITIES (ASSET)

At December 31, 2021, the Authority reported an asset of \$15.6 million and a liability of \$10.6 million at December 31, 2020, for its proportionate share of the net pension liability (asset). The annual activity is shown below:

	Beginning Balance	Additions	Reductions	Ending
2021	\$ 10,601,074	\$ 136,454	\$ (26,342,804)	\$ (15,605,276)
2020	\$ 1,613,337	\$ 12,484,829	\$ (3,497,092)	\$ 10,601,074

SENSITIVITY OF THE NET PENSION LIABILITY (ASSET)

The following presents the Authority's proportionate share of the net pension liability (asset) calculated using the discount rate of 6.5% for 2021 and 2020, 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
2021	5.5%	6.5%	7.5%
	\$(1,448,759)	\$(15,605,276)	\$(27,570,884)
2020	5.5%	6.5%	7.5%
	\$24,955,814	\$ 10,601,074	\$ (1,528,507)

PENSION EXPENSE

The net pension liability (asset) was measured as of June 30, 2021 and 2020, and the total pension liability (asset) used to calculate the net pension liability (asset) was determined by an actuarial valuation as of July 1, 2021 and 2020, 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, 2021 the Authority's proportionate share of the net pension liability (asset) and corresponding employer pension amounts was approximately 1.16%, a decrease from its proportion of 1.19%, measured as of June 30, 2020. At December 31, 2021, the Authority recognized contra pension expense of approximately \$1.1 million and pension expense of \$6.7 million at December 31, 2020.

PENSION PLAN FIDUCIARY NET POSITION

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

DEFERRED OUTFLOWS AND INFLOWS

The 2021 deferred inflows of resources related to the net difference between projected and actual earnings on pension plan investments, as shown in the table below, will be recognized as a reduction of the pension liability

and an addition to the pension asset. The 2020 deferred outflows of resources to contributions subsequent to the measurement date, will be recognized as a reduction of the net pension liability.

	Deferred Outflows of Resources 2021	Deferred Inflows of Resources 2021	Deferred Outflows of Resources 2020	Deferred Inflows of Resources 2020
Difference between expected and actual experience	\$ -	\$ 392,380	\$ -	\$ 57,927
Changes of assumptions	1,149,888	-	3,786,601	-
Net difference between projected and actual earnings on pension plan investments	-	17,402,735	1,259,673	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions	147,563	79,066	210,289	27,962
Authority contributions subsequent to the measurement date	1,648,087	-	1,736,826	-
Total	\$ 2,945,539	\$ 17,874,181	\$ 6,993,389	\$ 85,889

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	2021	2020
2021	\$	\$ 2,183,537
2022	(3,391,187)	1,676,182
2023	(4,129,146)	774,649
2024	(4,265,810)	536,306
2025	(4,790,586)	
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 2021 and 2020, 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, 2021 and 2020 were approximately \$0.4 and \$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, 2021 and 2020 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, 2021 and 2020.

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS

PLAN DESCRIPTION

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

As a participant in the OPERS pension plan, the Authority recognizes a proportionate share of the total OPERS OPEB asset for the HISP Plan. The Authority's proportionate share of the total OPERS OPEB asset is based on actual contributions made to the Plan for pensions. The HISP Plan provides a health insurance premium subsidy for retirees of the Authority who elect to maintain health insurance with the EGID. The HISP Plan is a component of the Oklahoma Public Employees Retirement Plan (the Plan), a cost-sharing multiple employer public employee defined benefit plan. The OPERS issues a publicly available annual comprehensive financial report (ACFR) that includes financial statements and required supplementary information for the HISP Plan. That annual report may be obtained at [http://www.opers.ok.gov/wp-content/uploads/2021/11/2021_ACFR_OPERS_FINAL .pdf](http://www.opers.ok.gov/wp-content/uploads/2021/11/2021_ACFR_OPERS_FINAL.pdf).

As a participant in the EGID's health insurance plan, the Authority recognizes a proportionate share of the total EGID OPEB liability. The Authority's proportionate share of the total EGID OPEB liability is based on the number of active Authority employees compared to total EGID active participants, as of the measurement date. The EGID is statutorily required to make health insurance premiums for pre-Medicare retirees and active employees the same. An implicit rate subsidy is the result of blended premium rates from the participation of current employees, retired employees and retirees that are not yet eligible for Medicare benefits. The EGID Plan is a non-trusted single-employer plan, and as a result, there are no assets to net against the total liability. Separately issued reports for the EGID Plan may be obtained at <https://oklahoma.gov/content/dam/ok/en/omes/documents/ImplicitRateSubsidy2021.pdf>

BENEFITS PROVIDED

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

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

EMPLOYEES COVERED

Participant data for the EGID Plan is as of the July 1, 2020 measurement date utilizing a census date of July 1, 2019. The EGID Plan had a total of 33,962 participants; 31,280 were active employees and 2,682 were terminated, vested inactive participants. The Authority accounted for 529 of the active EGID participants.

CONTRIBUTIONS

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

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

ACTUARIAL ASSUMPTIONS

The OPEB asset as of June 30, 2021 and 2020, were determined based on actuarial valuations prepared as of July 1, 2021 and 2020, respectively, using the following actuarial assumptions:

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

Actuarial Assumptions	HISP Plan 2021	EGID Plan 2021	HISP Plan 2020	EGID Plan 2020
Investment return, net of investment expense and including inflations	6.5%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust	6.5%	N/A- the Plan is unfunded and benefits are not paid from a qualifying trust
Salary increase, including inflation	3.5% to 9.25%	3.25% to 9.25%	3.5% to 9.25%	3.25% to 9.25%
Mortality Rates	Pub-2010 Below Media projected to 2030 using Scale MP-2019 (male rates set back one year, and female rates set forward two years)	Pub-2010 Public Retirement Plans General Mortality Table weighted by Headcount projected by MP-2020	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
Assumed inflation rates	2.5%	No data	2.5%	No data
Annual post-retirement benefit increases	No	No data	No	No data
Payroll growth	3.25%	No data	3.25%	No data
Actuarial Cost method	Entry age	Entry age	Entry age	Entry age
Select period for the termination of employment assumptions	10 years	No data	10 years	No data
Health Care Trend Rate	N/A based on how OPERS is structured and benefit payments are made	5.3% decreasing to 5.0%	N/A based on how OPERS is structured and benefit payments are made	5.3% decreasing to 5.0%
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"

In 2021 and 2020, best estimates for each major asset class used arithmetic real rates of return, as used in the June 30, 2019 experience study, for the HISP Plan OPEB liability. Target asset allocations and best estimates of real rates of return for each major asset class as of June 30, 2021 and 2020, respectively, for the HISP Plan OPEB liability are as presented. As a non-trusted plan, the EGID Plan does not have any assets, therefore there are not any asset classes with which to measure target allocations and long term expected real rates of return.

Asset Class	2021		2020	
	Target Allocation	Long-Term Expected Real Rate of Return	Target Allocation	Long-Term Expected Real Rate of Return
U.S. Large Cap Equity	34.0%	4.7%	34.0%	4.7%
U.S. Small Cap Equity	6.0%	5.8%	6.0%	5.8%
Int's Developed Equity	23.0%	6.5%	23.0%	6.5%
Emerging Market Equity	5.0%	8.5%	5.0%	8.5%
Core Fixed Income	25.0%	0.5%	25.0%	0.5%
Long Term Treasuries	3.5%	-	3.5%	-
U.S. Tips	3.5%	0.3%	3.5%	0.3%
Total	100.0%		100.0%	

The discount rate used to measure the HISP Plan OPEB asset was 6.5% for 2021 and 2020. The projection of cash flows used to determine the discount rate assumed that contributions from employees and employers will be made at the current contribution rate as set out in Oklahoma Statute. Based on those assumptions, the HISP Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on HISP Plan OPEB investments was applied to all periods of projected benefit payments to determine the HISP Plan OPEB asset. The discount rate determined does not use a municipal bond rate.

The discount rate used to measure the EGID Plan OPEB liability was 2.21% and 3.5% for 2021 and 2020, respectively. The discount rate determined used the Bond Buyer Go-20-Bond Municipal Bond Index.

SENSITIVITY OF THE OPEB ASSET/LIABILITY

The following presents the Authority's proportionate share of the net HISP Plan OPEB asset calculated using the discount rate of 6.5% for 2021 and 2020. The Authority's proportionate share of the net EGID Plan OPEB liability using the discount rate of 2.2% and 3.5% for 2021 and 2020, 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%
2021	\$ (1,201,984)	\$ (1,598,507)	\$ (1,938,367)
	5.5%	6.5%	7.5%
2020	\$ (141,832)	\$ (557,086)	\$ (912,963)
EGID Plan	1.2%	2.2%	3.2%
2021	\$ 2,173,851	\$ 2,036,768	\$ 1,907,750
	2.5%	3.5%	4.5%
2020	\$ 2,080,138	\$ 1,948,749	\$ 1,826,075

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 2021 and 2020 healthcare trend rates of 5.3% decreasing to 5.0% as well as what the Authority's proportionate share of the net EGID Plan OPEB liability would be if it were calculated using a healthcare trend rate that is 1% lower or 1% higher than the current rate.

	1% Decrease	Current Discount Rate	1% Increase
EGID Plan	4.3% decreasing to 4.0%	5.3% decreasing to 5.0%	6.3% decreasing to 6.0%
2021	\$ 1,834,123	\$ 2,036,768	\$ 2,275,182
	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

OPEB LIABILITIES

At December 31, 2021, the Authority reported an asset of \$1.6 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 \$0.4 million. At December 31, 2020 the Authority

reported its proportionate share of the net HISP Plan asset of \$0.6 million and its proportionate share of the net EGID Plan liability of \$1.9 million for a total OPEB liability of \$1.4 million. The annual activity is shown as presented.

	Beginning Balance	Additions	Reductions	Ending Balance
2021				
HISP Plan	\$ (557,086)	\$ 6,552	\$ (1,047,970)	\$ (1,598,507)
EGID Plan	1,948,749	301,469	(213,450)	2,036,768
Total	1,391,663	308,021	(1,261,420)	438,264
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

OPEB EXPENSE

The net HISP Plan OPEB asset was measured as of June 30, 2021 and 2020, and the total HISP Plan OPEB asset used to calculate the HISP Plan asset was determined by an actuarial valuation as of July 1, 2021 and 2020, 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, 2021 the Authority's proportionate share of the net HISP Plan OPEB asset and corresponding employer HISP Plan OPEB amounts was approximately 1.16%, a decrease from its proportion of 1.19%, measured as of June 30, 2020.

The net EGID Plan OPEB liability was measured as of June 30, 2021, and the total EGID Plan OPEB liability used to calculate the net EGID Plan OPEB liability was determined by an actuarial valuation as of July 1, 2021. The EGID Plan determined that the number of active employees as of the measurement date was appropriate as the allocation basis. At June 30, 2021 and 2020, the Authority's proportionate share of the net EGID Plan OPEB liability and corresponding employer EGID Plan OPEB amounts was approximately 1.43% and 1.47%, measured as of June 30, 2021 and 2020, respectively. The Authority recognized total OPEB contra expense of approximately \$426,000 and approximately \$208,000 as of December 31, 2021 and 2020, respectively.

	2021	2020
HISP Plan	\$ (380,351)	\$ (176,201)
EGID Plan	(45,849)	(31,661)
Total	\$ (426,200)	\$ (207,862)

At December 31, 2021 and 2020, 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 2021	Deferred Inflows of Resources 2021	Deferred Outflows of Resources 2020	Deferred Inflows of Resources 2020
Difference between expected and actual experience				
HISP Plan	\$ -	\$ 518,167	\$ -	\$ 471,671
EGID Plan	-	18,050	-	17,439
Changes of assumptions				
HISP Plan	142,113	-	196,573	-
EGID Plan	142,428	118,713	-	187,184
Net difference between projected and actual earnings on OPEB plan investments				
HISP Plan	-	455,151	84,817	-
EGID Plan	-	-	-	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions				
HISP Plan	13,764	554,049	9,846	529,985
EGID Plan	35,711	281,318	57,354	226,540
Authority contributions subsequent to the measurement date				
HISP Plan	-	-	-	-
EGID Plan	151,262	-	158,383	-
Total	\$ 485,278	\$ 1,945,448	\$ 506,973	\$ 1,432,819

Year Ended December 31	2021			2020		
	HISP Plan	EGID Plan	Total	HISP Plan	EGID Plan	Total
2021	\$ N/A	\$ N/A	\$ N/A	\$ (228,159)	\$ (170,983)	\$ (399,142)
2022	(397,264)	(125,912)	(523,176)	(191,443)	(114,092)	(305,535)
2023	(360,857)	(73,977)	(434,834)	(154,712)	(61,703)	(216,415)
2024	(303,741)	(39,802)	(343,543)	(97,328)	(27,031)	(124,359)
2025	(245,477)	(13,517)	(258,994)	(38,777)	-	(38,777)
Thereafter	(64,151)	13,266	(50,855)	-	-	-

PENSION PLAN FIDUCIARY NET POSITION

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

NOTE 10. CAPITAL ASSETS

The following schedules summarize the capital assets of the Authority as of December 31, 2021 and 2020:

2021	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated				
Land	\$ 299,589,437	\$ 4,528,128	\$ (6,512,412)	\$ 297,605,153
Construction work in progress	1,110,421,494	157,574,620	(365,160,193)	902,835,921
Total capital assets, not being depreciated	1,410,010,931	162,102,748	(371,672,605)	1,200,441,074
Capital assets, being depreciated:				
Roads and bridges	1,452,746,575	191,526,578	-	1,644,273,153
Improvements	1,017,752,110	158,221,509	-	1,175,973,619
Buildings	135,025,288	4,509,128	-	139,534,416
Equipment	152,174,037	13,932,066	(3,136,283)	162,969,820
Capitalized interest	159,304,253	201,189	-	159,505,442
Total capital assets, being depreciated	2,917,002,263	368,390,470	(3,136,283)	3,282,256,450
Less accumulated depreciation for:				
Roads and bridges	(965,724,406)	(33,597,191)	-	(999,321,597)
Improvements	(779,837,217)	(41,740,853)	-	(821,578,070)
Buildings	(59,817,106)	(4,500,114)	-	(64,317,220)
Equipment	(123,491,953)	(10,501,893)	3,052,845	(130,941,001)
Capitalized interest	(107,143,529)	(4,323,056)	-	(111,466,585)
Total accumulated depreciation	(2,036,014,211)	(94,663,107)	3,052,845	(2,127,624,473)
Total capital assets, being depreciated, net	880,988,052	273,727,363	(83,438)	1,154,631,977
Total capital assets, net	\$ 2,290,998,983	\$ 435,830,111	\$ (371,756,043)	\$ 2,355,073,051

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

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 concessionaire contracts vary between five and twenty-year lease terms, contracts generally contain optional five-year renewal periods. 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 \$47.2 million and \$42.5 million, respectively at the end of December 31, 2021 and 2020, and accumulated depreciation totaled \$16.3 million and \$15.1 million respectively. As of December 31, 2021, total future minimum rental payments approximate.

Year	Minimum Lease Rentals
2022	\$ 1,541,867
2023	1,541,867
2024	1,549,083
2025	1,567,260
2026	1,608,576
Thereafter	13,297,078
Total	\$ 21,105,731

NOTE 12. GILCREASE EXPRESSWAY PROJECT

The Authority has adopted several resolutions to facilitate the financing, construction and ultimately the maintenance and operations of the Gilcrease Expressway Project (the Gilcrease). This project is a five mile, four-lane roadway that will consist of 22 bridges and fulfill a critical transportation need for the western Tulsa metropolitan area.

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

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

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

In late May 2018, the ODOT issued Grant Anticipation Revenue Vehicle (GARVEE) bonds of \$71.4 million as an additional funding source. These bonds do not constitute indebtedness of the Authority and as such, are not reflected on the Statements of Net Position. These bond proceeds are dedicated as funding for qualified costs incurred by the OTA for the Gilcrease. GARVEE proceeds utilized by the OTA are reflected as 'Contributed revenue' on the Statements of Revenues, Expenses and Changes in Net Position. The total amount recognized was \$1.7 and \$47.3 million for 2021 and 2020, 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 \$1,800.0 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 2021, 2020 or 2019.

NOTE 14. DISAGGREGATION OF RECEIVABLE AND PAYABLE BALANCES

Receivables are primarily comprised of current customer receivables 65.5% and 47.0%, and intergovernmental receivables representing 7.4% and 16.4% at December 31, 2021 and 2020, respectively. Remaining current receivables are comprised of 27.1% and 36.6% other receivables at December 31, 2021 and 2020, respectively. Receivables are shown net of an allowance for uncollectibles of (\$8.7 million) and (\$4.8 million) at December 31, 2021 and 2020, respectively.

Payable balance are comprised of 68.3% and 74.0% current accounts payable and accrued expenses to contractors and vendors and 15.7% and 10.6% in other payables at December 31, 2021 and 2020 respectively. Current intergovernmental payable balances are comprised of 16.0% and 15.4% at December 31, 2021 and 2020.

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, 2021 and 2020, the Authority had commitments outstanding relating to equipment orders and supplies of \$17.8 million and \$12.5 million respectively. At December 31, 2021 and 2020, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$78.7 million and \$99.7 million respectively.

REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2021 AND 2020

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF NET PENSION LIABILITY OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN YEARS ENDED DECEMBER 31, 2021 AND PRIOR SEVEN YEARS*

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

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

SCHEDULE OF EMPLOYER CONTRIBUTIONS OKLAHOMA PUBLIC EMPLOYEES RETIREMENT PLAN TEN YEARS DECEMBER 31, 2021 AND PRIOR NINE YEARS

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Required Contributions	\$ 3,292,840	\$ 3,476,137	\$ 3,435,332	\$ 3,329,182	3,172,188	\$ 3,264,101	\$ 3,213,707	\$ 3,272,118	\$ 3,214,259	\$ 2,998,737
Contributions Made	3,292,840	3,476,137	3,435,332	3,329,182	3,172,188	3,264,101	3,213,707	3,272,118	3,214,259	2,998,737
Deficiency (Excess)	-	-	-	-	-	-	-	-	-	-
Covered Payroll	16,367,480	17,534,851	18,342,008	18,223,891	17,828,704	19,140,976	19,535,479	19,667,541	19,441,410	18,339,455
Contributions as %	20.1%	19.8%	18.7%	18.3%	17.8%	17.1%	16.5%	16.6%	16.5%	16.4%

Notes to Required Supplementary Information, Years Ended December 31, 2021 and 2020

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 2021 remained unchanged after decreasing in 2020 from the prior rate of 2.75%. The 6.5% investment rate of return for 2021 remained unchanged from 2020; the rate was 7.0% for 2019. The payroll growth of 3.25% in 2021 remained unchanged after decreasing in 2020 from the prior rate of 3.5%. For 2021 and 2020, the expectation of retired life mortality for active participants and non-disabled pensioners was based on the Pub-2010 Mortality Table projected to 2030 by Scale MP-2019 (disabled pensioners set forward 12 years). All other assumptions remained consistent for the years ended December 31, 2021 and 2020.

SCHEDULE OF EMPLOYER PROPORTIONATE SHARE OF THE OPEB LIABILITY HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2021 AND 2020 AND PRIOR FOUR YEARS*

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

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

REQUIRED SUPPLEMENTARY INFORMATION

YEARS ENDED DECEMBER 31, 2021 AND 2020

SCHEDULE OF EMPLOYER CONTRIBUTIONS HEALTH INSURANCE SUBSIDY PLAN YEARS ENDED DECEMBER 31, 2021 AND FOUR YEARS*

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

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

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

SCHEDULE OF CHANGES IN THE EMPLOYER'S TOTAL OPEB LIABILITY AND RELATED RATIOS EMPLOYEE GROUP INSURANCE DIVISION PLAN YEARS ENDED DECEMBER 31, 2021 AND PRIOR THREE YEARS*

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

*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, 2021

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	\$ 14,825,059	\$ 12,324,832	\$ 2,500,227
Contractual services	17,204,503	12,300,103	4,904,400
Commodities	439,262	258,153	181,109
Capital outlay and contingencies	-	-	-
Total	32,468,824	24,883,088	7,585,736
Turnpike Maintenance:			
Personnel services	14,791,529	13,927,096	864,433
Contractual services	5,573,898	3,716,286	1,857,612
Commodities	3,451,540	7,736,290	(4,284,750)
Capital outlay and contingencies	-	43,226	(43,226)
Total	23,816,967	25,422,898	(1,605,931)
Construction:			
Personnel services	297,985	300,763	(2,778)
Contractual services	9,150	2,454	6,696
Commodities	2,000	7,771	(5,771)
Capital outlay and contingencies	-	-	-
Total	309,135	310,988	(1,853)
Engineering:			
Personnel services	945,323	773,816	171,507
Contractual services	100,400	83,257	17,143
Commodities	4,700	119	4,581
Capital outlay and contingencies	-	-	-
Total	1,050,423	857,192	193,231
Highway Patrol:			
Personnel services	-	-	-
Contractual services	15,797,349	14,256,494	1,540,855
Commodities	1,394,275	768,820	625,455
Capital outlay and contingencies	-	-	-
Total	17,191,624	15,025,314	2,166,310
Customer Service Operations:			
Personnel services	6,798,348	5,480,272	1,318,076
Contractual services	1,885,936	4,200,608	(2,314,672)
Commodities	3,424,266	3,076,646	347,620
Capital outlay and contingencies	-	-	-
Total	12,108,550	12,757,526	(648,976)
Administrative Services			
Personnel services	1,035,299	940,989	94,310
Contractual services	315,480	258,361	57,119
Commodities	118,550	85,858	32,692
Capital outlay and contingencies	-	-	-
Total	1,469,329	1,285,208	184,121

SCHEDULE OF BUDGET COMPARED TO ACTUAL OPERATING EXPENSES

(PREPARED ON A NON-GAAP BUDGETARY BASIS) YEAR ENDED DECEMBER 31, 2021

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	\$ 2,429,885	\$ 2,143,638	\$ 286,247
Contractual services	4,687,785	3,946,572	741,213
Commodities	242,549	183,272	59,277
Capital outlay and contingencies	-	-	-
Total	7,360,219	6,273,482	1,086,737
Comptroller:			
Personnel services	1,393,161	813,615	579,546
Contractual services	217,110	370,912	(153,802)
Commodities	7,000	1,809	5,191
Capital outlay and contingencies	-	-	-
Total	1,617,271	1,186,336	430,935
Finance & Revenue:			
Personnel services	519,543	533,420	(13,877)
Contractual services	250,394	246,434	3,960
Commodities	-	294	(294)
Capital outlay and contingencies	-	-	-
Total	769,937	780,148	(10,211)
Operations Support:			
Personnel services	377,629	546,126	(168,497)
Contractual services	4,399,827	6,009,111	(1,609,284)
Commodities	-	7,231	(7,231)
Capital outlay and contingencies	-	-	-
Total	4,777,456	6,562,468	(1,785,012)
Executive:			
Personnel services	1,940,661	1,839,071	101,590
Contractual services	1,933,465	1,662,889	270,576
Commodities	57,875	27,859	30,016
Capital outlay and contingencies	-	-	-
Total	3,932,001	3,529,819	402,182
Authority:			
Personnel services	-	-	-
Contractual Services	5,000	3,878	1,122
Commodities	-	-	-
Contingencies	2,705,662	-	2,705,662
Capital outlay and contingencies	-	-	-
Total	2,710,662	3,878	2,706,784
Total Expenses	\$ 109,582,398	\$ 98,878,345	\$ 10,704,053

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:	2021	2020
Budgetary basis	\$ 98,878,345	\$ 92,356,820
Increase (decrease) due to:		
Current expenses reclassified as property and equipment	(43,226)	(26,865)
Non-Revenue Fund operating expenses	26,291,798	27,628,311
Other GAAP adjustments	(6,837,843)	3,066,742
GAAP basis	\$ 118,289,074	\$ 123,025,008

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2021

2017 SERIES						
SERIES 2017A REVENUE				SERIES 2017B REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 382,474,800	\$ 838,544,800	\$ 4,730,000	\$ 111,750	\$ 4,841,750

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2021

2017 SERIES						
SERIES 2017C REVENUE				SERIES 2017D REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 193,317,584	\$ 403,237,584	\$ 235,295,000	\$ 51,826,600	\$ 287,121,600

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2021

2017 SERIES				2018 SERIES		
SERIES 2017E REFUNDING				SERIES 2018A REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 30,176,776	\$ 123,726,776	\$ 344,310,000	\$ 316,005,113	\$ 660,315,113

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2021

2020 SERIES						
SERIES 2020A REFUNDING				SERIES 2020B REFUNDING		
Maturity Jan. 1	Principal	Interest	Total	Principal	Interest	Total
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	\$ 60,584,500	\$ 247,779,500	\$ 179,165,000	\$ 16,069,182	\$ 195,234,182

(Continued)

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2021

TOTAL BONDS				
Maturity Jan. 1	Principal	Interest	Total	Outstanding Principal
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	\$ 1,710,235,000	\$ 1,050,566,305	\$ 2,760,801,305	

SCHEDULE OF ANNUAL DEBT SERVICE REQUIREMENTS AS OF DECEMBER 31, 2021

OTHER LONG-TERM DEBT			
JUNIOR OBLIGATION NOTE, SERIES 2020A			
Maturity Jan. 1	Principal	Interest	Total
2022	\$ -	1,137,000	1,137,000
2023	-	1,137,000	1,137,000
2024	50,000,000	568,500	50,568,500
2025	-	-	-
2026	-	-	-
2027	-	-	-
2028	-	-	-
2029	-	-	-
2030	-	-	-
2031	-	-	-
2032	-	-	-
2033	-	-	-
2034	-	-	-
2035	-	-	-
2036	-	-	-
2037	-	-	-
2038	-	-	-
2039	-	-	-
2040	-	-	-
2041	-	-	-
2042	-	-	-
2043	-	-	-
2044	-	-	-
2045	-	-	-
2046	-	-	-
2047	-	-	-
2048	-	-	-
Totals	\$ 50,000,000	2,842,500	52,842,500

**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, 2021, and the related statements of revenues, expenses, and changes in net position and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated March 31, 2022.

Report on Internal Control over Financial Reporting

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

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

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

Members
Oklahoma Turnpike Authority

Report on Compliance and Other Matters

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

Purpose of this Report

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

BKD, LLP

Tulsa, Oklahoma
March 31, 2022

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Will Rogers Turnpike Archway



Indian Nation Turnpike - Diamond Grinding and Safety Enhancements

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

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Financial Trends

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

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Demographic and Economic Information

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

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

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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.

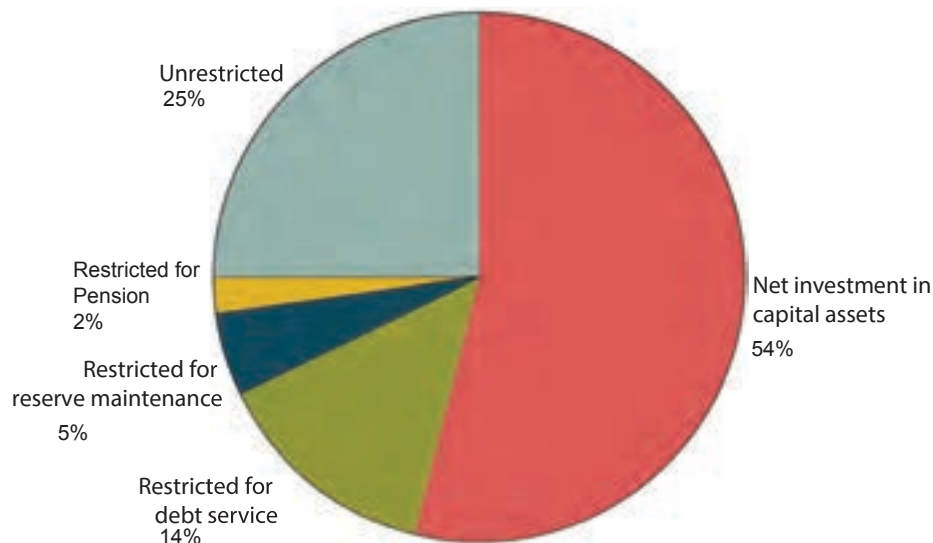
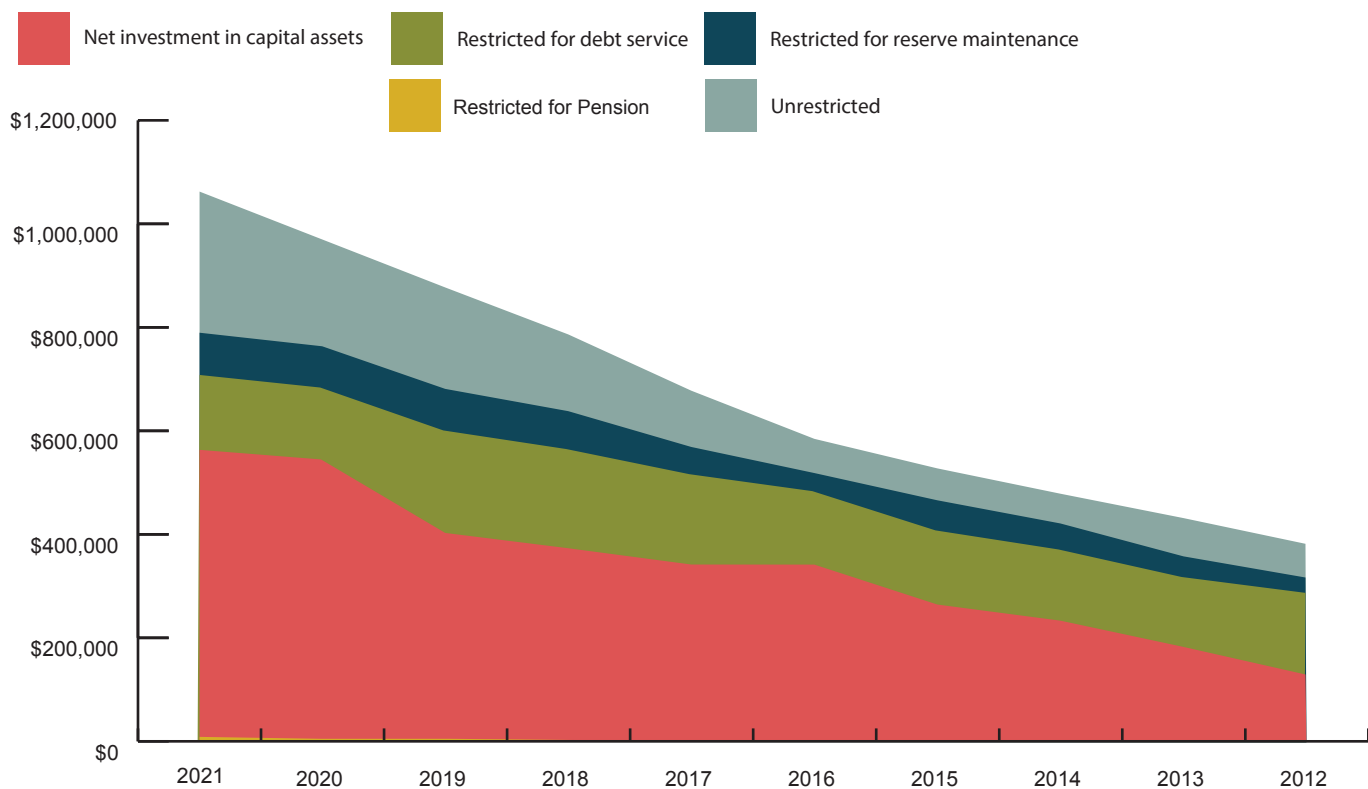
*** Indicates information is not available for the specified period*

SCHEDULE 1: NET POSITION BY COMPONENT
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Net investment in capital assets	\$ 577,635	\$ 563,608	\$ 402,696	\$ 373,119	\$ 341,664	\$ 341,525	\$ 264,316	\$ 233,186	\$ 182,443	\$ 155,631
Restricted for debt service	155,013	116,330	194,380	187,943	170,853	138,214	139,621	133,863	131,433	128,114
Restricted for reserve maintenance	59,476	83,448	83,960	76,937	56,302	38,684	61,816	53,948	43,562	56,275
Restricted for pension	17,204	557	471	149	-	-	-	-	-	-
Unrestricted	268,287	217,915	199,059	151,653	112,265	69,600	65,173	60,990	77,454	52,398
Total net position	\$ 1,077,615	\$ 981,858	\$ 880,566	\$ 789,801	\$ 681,084	\$ 588,023	\$ 530,926	\$ 481,987	\$ 434,892	\$ 392,418

Note: In 2019, the OTA restated prior years net position to include amounts restricted for pension. 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)

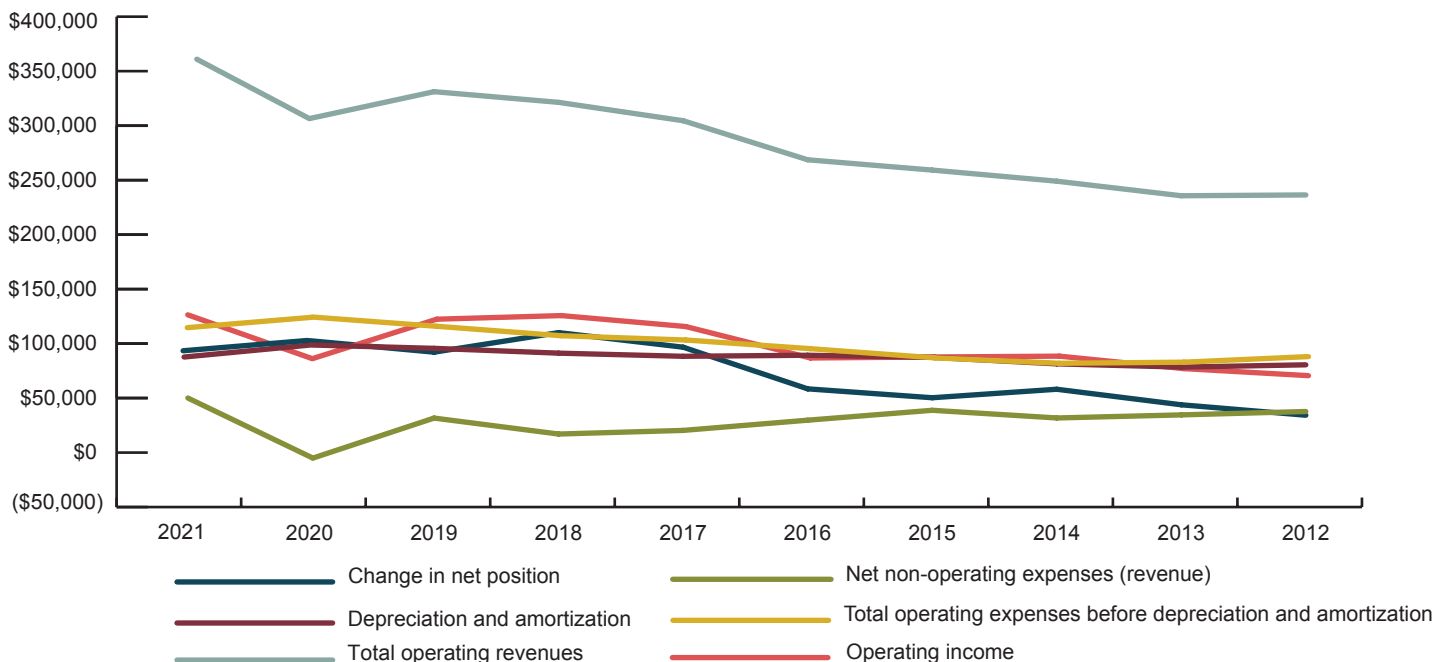


SCHEDULE 2: CHANGES IN NET POSITION
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Operating revenues:										
Tolls	\$ 357,625	\$ 302,617	\$ 327,429	\$ 317,716	\$ 300,812	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497
Concessions	2,538	2,568	2,425	2,342	2,390	2,277	1,838	1,627	1,579	1,582
Total operating revenues	360,163	305,185	329,854	320,058	303,202	267,341	257,889	247,697	234,325	235,079
Operating expenses:										
Toll Operations	27,045	32,739	24,036	22,060	19,513	19,291	18,201	19,256	19,318	19,190
Turnpike Maintenance	23,517	27,177	25,553	21,110	21,638	20,844	21,907	21,712	22,120	19,077
Engineering	3,194	2,681	1,912	1,580	3,176	4,548	4,649	3,256	3,683	8,589
Construction	1,908	3,028	1,435	772	601	-	-	-	-	-
Highway Patrol	19,657	19,978	17,174	21,787	18,616	20,256	15,420	13,663	13,668	13,368
Customer Service	14,756	12,550	22,300	19,128	18,562	15,125	14,445	12,942	12,238	16,573
Administrative Services	2,321	2,267	1,826	1,813	1,744	1,718	1,630	2,332	2,177	2,124
Information Technology	12,498	12,128	10,731	8,682	6,210	5,541	4,333	3,721	4,642	4,279
Comptroller	1,180	1,569	1,329	1,317	1,291	1,117	924	924	962	862
Finance and Revenue	1,590	4,810	3,693	3,929	6,990	2,240	1,236	718	838	1,060
Operations Support	6,542	-	-	-	-	-	-	-	-	-
Executive	4,077	4,097	4,539	3,677	3,591	3,286	2,778	2,027	1,938	1,570
Authority	4	1	5	2	2	6	9	4	8	14
Total operating expenses before depreciation and amortization	118,289	123,025	114,533	105,857	101,934	93,972	85,532	80,555	81,592	86,706
Operating income before depreciation and amortization	241,873	182,160	215,321	214,201	201,268	173,368	172,357	167,142	152,733	148,373
Depreciation and amortization	(94,663)	(97,402)	(94,278)	(89,861)	(86,982)	(87,935)	(85,993)	(80,035)	(77,067)	(79,163)
Operating income	147,210	84,758	121,043	124,340	114,286	85,433	86,364	87,107	75,666	69,210
Non-operating revenues (expenses):										
Interest earned on investments	4,831	7,594	19,401	14,184	5,919	4,427	4,419	4,554	4,526	4,968
Net change in fair value of investments	(2,132)	5,264	5,184	(1,102)	2,307	1,186	(239)	2,229	(485)	(119)
Interest expense on bonds outstanding	(69,745)	(51,847)	(80,180)	(38,071)	(33,841)	(39,195)	(42,854)	(40,539)	(41,093)	(42,615)
Other	13,901	8,259	8,018	9,366	6,655	5,246	1,248	3,383	3,860	1,452
Contributed revenue	1,692	47,264	17,299	-	-	-	-	-	-	-
Net non-operating revenues (expenses)	(51,453)	16,534	(30,278)	(15,623)	(18,960)	(28,336)	(37,426)	(30,373)	(33,192)	(36,314)
Change in net position	\$ 95,757	\$ 101,292	\$ 90,765	\$ 108,717	\$ 95,326	\$ 57,097	\$ 48,938	\$ 56,734	\$ 42,474	\$ 32,896

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

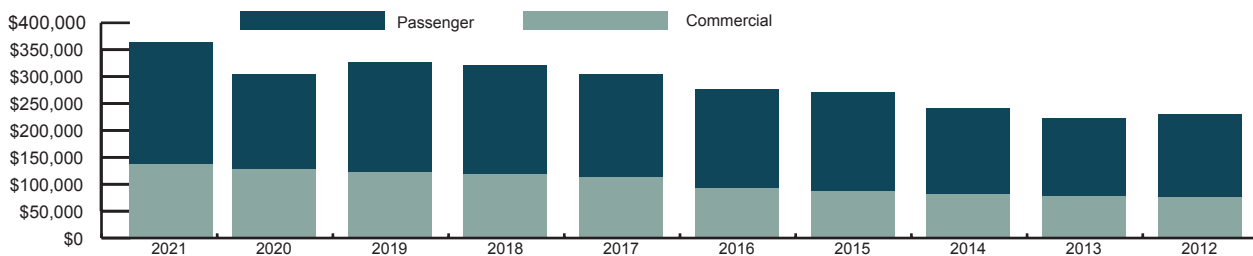
CHANGES IN NET POSITION AND COMPONENTS, LAST TEN FISCAL YEARS (PRESENTED IN THOUSANDS OF DOLLARS)



**SCHEDULE 3: TOLL REVENUES BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)**

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Turner Turnpike										
Passenger	\$ 38,823	\$ 32,810	\$ 39,468	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879
Commercial	46,382	40,642	39,767	38,835	36,231	31,220	30,936	30,798	29,210	29,322
Total	85,205	73,452	79,235	76,931	73,068	64,196	61,920	60,263	57,302	57,201
Will Rogers Turnpike										
Passenger	25,277	21,174	24,207	23,756	23,005	20,443	19,341	18,432	17,638	17,589
Commercial	51,522	44,940	43,538	42,365	39,105	34,912	34,434	33,810	32,250	33,160
Total	76,799	66,114	67,745	66,121	62,110	55,355	53,775	52,242	49,888	50,749
H. E. Bailey Turnpike										
Passenger	25,442	22,214	25,242	23,844	22,948	20,335	19,270	18,607	17,910	17,788
Commercial	8,374	8,204	9,070	8,760	7,641	6,315	6,334	6,550	5,833	5,731
Total	33,816	30,418	34,312	32,604	30,589	26,650	25,604	25,157	23,743	23,519
Indian Nation Turnpike										
Passenger	10,455	8,363	10,344	9,945	9,309	8,306	8,366	7,880	7,642	7,623
Commercial	7,941	7,358	7,923	7,881	7,356	6,246	6,376	6,380	6,322	6,424
Total	18,396	15,721	18,267	17,826	16,665	14,552	14,742	14,260	13,964	14,047
Muskogee Turnpike										
Passenger	17,388	15,160	16,010	15,212	14,389	13,172	12,840	12,086	12,047	12,015
Commercial	5,932	5,592	5,695	5,853	5,767	5,217	5,129	5,043	4,276	4,357
Total	23,320	20,752	21,705	21,065	20,156	18,389	17,969	17,129	16,323	16,372
Cimarron Turnpike										
Passenger	7,788	6,683	8,050	7,855	7,908	6,877	6,735	6,481	6,212	6,032
Commercial	5,874	5,679	5,811	5,717	5,562	4,866	4,914	5,100	5,039	4,885
Total	13,662	12,362	13,861	13,572	13,470	11,743	11,649	11,581	11,251	10,917
John Kilpatrick Turnpike										
Passenger	47,797	36,729	40,727	39,562	37,316	33,208	31,100	28,387	25,607	25,445
Commercial	6,658	5,193	4,824	4,421	3,801	3,104	3,106	2,788	2,416	2,590
Total	54,455	41,922	45,551	43,983	41,117	36,312	34,206	31,175	28,023	28,035
Cherokee Turnpike										
Passenger	6,991	5,989	6,840	6,778	6,628	5,764	5,436	5,041	4,891	4,840
Commercial	3,956	3,607	3,549	3,197	3,102	2,858	2,771	2,749	2,651	2,650
Total	10,947	9,596	10,389	9,975	9,730	8,622	8,207	7,790	7,542	7,490
Chickasaw Turnpike										
Passenger	690	610	722	697	660	518	492	461	436	424
Commercial	349	286	294	291	274	292	278	314	274	256
Total	1,039	896	1,016	988	934	810	770	775	710	680
Creek Turnpike										
Passenger	33,101	28,396	32,510	31,726	30,324	26,189	24,992	23,414	21,827	22,241
Commercial	3,430	2,830	2,838	2,925	2,916	2,246	2,217	2,284	2,173	2,246
Total	36,531	31,226	35,348	34,651	33,240	28,435	27,209	25,698	24,000	24,487
Kickapoo Turnpike										
Passenger	2,692	135	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	763	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	3,455	158	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	216,444	178,263	204,120	197,471	189,324	167,788	159,556	150,254	142,302	141,876
Commercial	141,181	124,354	123,309	120,245	111,755	97,276	96,495	95,816	90,444	91,621
Total Revenues	\$ 357,625	\$ 302,617	\$ 327,429	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497
<i>Note: The entire length of the Kickapoo Turnpike was opened to the public in January 2021 and became fully operational in October 2021. The John Kilpatrick Turnpike was converted to cashless tolling in July 2021.</i>										

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

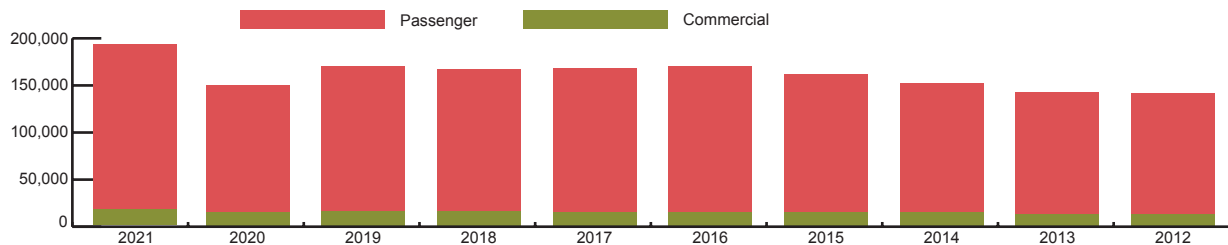


**SCHEDULE 4: TOLL TRANSACTIONS BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF TRANSACTIONS)**

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Turner Turnpike										
Passenger	16,560	14,042	16,174	15,971	16,762	16,848	15,771	15,010	14,146	14,049
Commercial	3,234	2,813	2,766	2,795	2,735	2,582	2,544	2,553	2,416	2,356
Total	19,794	16,855	18,940	18,766	19,497	19,430	18,315	17,563	16,562	16,405
Will Rogers Turnpike										
Passenger	12,717	11,079	12,687	12,787	13,064	13,112	12,637	12,272	11,472	11,364
Commercial	4,074	3,605	3,468	3,404	3,355	3,279	3,265	3,234	3,089	3,090
Total	16,791	14,684	16,155	16,191	16,419	16,391	15,902	15,506	14,561	14,454
H. E. Bailey Turnpike										
Passenger	18,624	16,600	19,277	18,659	18,311	18,478	17,558	16,994	16,500	16,261
Commercial	2,147	2,140	2,416	2,427	2,211	2,070	2,048	2,012	1,666	1,616
Total	20,771	18,740	21,693	21,086	20,522	20,548	19,606	19,006	18,166	17,877
Indian Nation Turnpike										
Passenger	5,130	4,150	5,202	5,104	5,114	5,227	5,244	4,992	4,879	4,913
Commercial	1,437	1,322	1,454	1,445	1,370	1,313	1,340	1,320	1,312	1,339
Total	6,567	5,472	6,656	6,549	6,484	6,540	6,584	6,312	6,191	6,252
Muskogee Turnpike										
Passenger	11,062	9,729	10,588	10,368	10,290	10,672	10,360	9,808	9,848	9,741
Commercial	1,433	1,368	1,495	1,639	1,726	1,805	1,775	1,670	1,189	1,155
Total	12,495	11,097	12,083	12,007	12,016	12,477	12,135	11,478	11,037	10,896
Cimarron Turnpike										
Passenger	5,828	4,990	6,321	6,387	6,745	6,767	6,634	6,389	6,114	5,964
Commercial	1,191	1,148	1,188	1,192	1,202	1,181	1,205	1,223	1,206	1,167
Total	7,019	6,138	7,509	7,579	7,947	7,948	7,839	7,612	7,320	7,131
John Kilpatrick Turnpike										
Passenger	56,128	46,280	50,179	49,228	48,785	49,863	47,027	42,846	38,649	37,940
Commercial	1,831	1,392	1,297	1,235	1,166	1,138	1,166	1,043	930	948
Total	57,959	47,672	51,476	50,463	49,951	51,001	48,193	43,889	39,579	38,888
Cherokee Turnpike										
Passenger	3,827	3,372	3,929	3,993	4,058	4,241	4,024	3,714	3,580	3,516
Commercial	569	510	510	459	461	470	451	436	417	417
Total	4,396	3,882	4,439	4,452	4,519	4,711	4,475	4,150	3,997	3,933
Chickasaw Turnpike										
Passenger	972	857	1,037	1,029	998	904	854	798	759	731
Commercial	210	174	172	160	167	235	218	241	215	202
Total	1,182	1,031	1,209	1,189	1,165	1,139	1,072	1,039	974	933
Creek Turnpike										
Passenger	45,054	39,069	44,764	44,252	43,958	43,821	41,958	39,440	36,609	37,368
Commercial	1,530	1,281	1,289	1,397	1,408	1,224	1,196	1,201	1,175	1,147
Total	46,584	40,350	46,053	45,649	45,366	45,045	43,154	40,641	37,784	38,515
Kickapoo Turnpike										
Passenger	2,219	128	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	212	9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	2,431	137	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	178,121	150,296	170,158	167,778	168,085	169,933	162,067	152,263	142,556	141,847
Commercial	17,868	15,762	16,055	16,153	15,801	15,297	15,208	14,933	13,615	13,437
Total Transactions	195,989	166,058	186,213	183,931	183,886	185,230	177,275	167,196	156,171	155,284

*Note: The entire length of the Kickapoo Turnpike was opened to the public in January 2021 and became fully operational in October 2021.
The John Kilpatrick Turnpike was converted to cashless tolling in July 2021.*

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, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS/TRANSACTIONS)

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Toll revenues										
Electronic Tolls	\$ 271,368	\$ 221,631	\$ 233,461	\$ 217,339	\$ 198,661	\$ 165,832	\$ 155,530	\$ 144,859	\$ 133,606	\$ 132,086
Cash	86,257	80,986	93,968	99,729	102,418	99,232	100,521	101,211	99,140	101,411
Percentage of total revenues										
Electronic Tolls	75.9%	73.2%	71.3%	68.5%	66.0%	62.6%	60.7%	58.9%	57.4%	56.6%
Cash	24.1%	26.8%	28.7%	31.5%	34.0%	37.4%	39.3%	41.1%	42.6%	43.4%
Toll transactions										
Electronic Tolls	163,348	134,206	146,993	141,545	138,238	135,560	127,609	118,050	108,415	106,870
Cash	32,641	31,852	39,220	42,387	45,648	49,670	49,666	49,146	47,756	48,414
Percentage of total transactions										
Electronic Tolls	83.3%	80.8%	78.9%	77.0%	75.2%	73.2%	72.0%	70.6%	69.4%	68.8%
Cash	16.7%	19.2%	21.1%	23.0%	24.8%	26.8%	28.0%	29.4%	30.6%	31.2%
Turner Turnpike										
2-axle vehicles	\$ 38,823	\$ 32,810	\$ 39,468	\$ 38,096	\$ 36,837	\$ 32,976	\$ 30,984	\$ 29,465	\$ 28,092	\$ 27,879
3-axle vehicles	2,146	1,859	1,820	1,826	1,755	1,390	1,395	1,335	1,265	824
4-axle vehicles	2,004	1,732	1,730	1,786	1,733	1,544	1,521	1,481	1,451	1,536
5-axle vehicles	40,741	35,561	34,724	33,755	31,480	27,368	27,000	27,064	25,601	26,136
6-axle vehicles	1,491	1,490	1,493	1,468	1,263	918	1,020	918	893	826
Total	85,205	73,452	79,235	76,931	73,068	64,196	61,920	60,263	57,302	57,201
Will Rogers Turnpike										
2-axle vehicles	25,277	21,174	24,207	23,756	23,005	20,443	19,340	18,432	17,638	17,589
3-axle vehicles	1,487	1,211	1,192	1,179	1,137	935	1,000	918	875	799
4-axle vehicles	2,221	1,882	1,860	1,908	1,865	1,685	1,585	1,515	1,455	1,443
5-axle vehicles	46,590	40,586	39,219	37,998	34,976	31,540	30,998	30,543	29,073	30,019
6-axle vehicles	1,224	1,261	1,267	1,280	1,127	752	852	834	847	899
Total	76,799	66,114	67,745	66,121	62,110	55,355	53,775	52,242	49,888	50,749
H.E. Bailey Turnpike										
2-axle vehicles	25,442	22,214	25,242	23,844	22,948	20,335	19,270	18,607	17,910	17,788
3-axle vehicles	881	889	860	794	719	622	573	578	356	358
4-axle vehicles	737	669	703	731	703	593	591	607	594	598
5-axle vehicles	6,498	6,353	7,141	6,934	6,004	4,944	5,013	5,196	4,739	4,623
6-axle vehicles	258	293	366	301	215	156	157	169	144	152
Total	33,816	30,418	34,312	32,604	30,589	26,650	25,604	25,157	23,743	23,519
Indian Nation Turnpike										
2-axle vehicles	10,455	8,363	10,344	9,945	9,309	8,307	8,366	7,880	7,642	7,623
3-axle vehicles	519	447	475	437	364	292	245	216	215	247
4-axle vehicles	660	544	611	620	576	537	578	580	571	577
5-axle vehicles	6,597	6,224	6,660	6,653	6,277	5,324	5,459	5,479	5,425	5,474
6-axle vehicles	165	143	177	171	140	92	94	105	111	126
Total	18,396	15,721	18,267	17,826	16,666	14,552	14,742	14,260	13,964	14,047
Muskogee Turnpike										
2-axle vehicles	17,388	15,160	16,010	15,212	14,389	13,172	12,840	12,086	12,047	12,015
3-axle vehicles	740	692	854	1,051	1,084	1,038	1,024	936	281	221
4-axle vehicles	422	374	346	355	368	339	321	330	337	347
5-axle vehicles	4,634	4,393	4,371	4,318	4,188	3,726	3,674	3,661	3,574	3,705
6-axle vehicles	136	133	124	129	127	114	110	116	84	84
Total	23,320	20,752	21,705	21,065	20,156	18,389	17,969	17,129	16,323	16,372
(Continued)										

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Cimarron Turnpike										
2-axle vehicles	\$ 7,788	\$ 6,683	\$ 8,050	\$ 7,855	\$ 7,908	\$ 6,877	\$ 6,735	\$ 6,481	\$ 6,212	\$ 6,032
3-axle vehicles	278	252	249	253	243	219	243	196	198	195
4-axle vehicles	477	408	430	443	446	394	406	391	371	351
5-axle vehicles	4,981	4,885	5,004	4,880	4,763	4,162	4,163	4,390	4,364	4,218
6-axle vehicles	138	134	128	141	110	91	102	123	106	121
Total	13,662	12,362	13,861	13,572	13,470	11,743	11,649	11,581	11,251	10,917
John Kilpatrick Turnpike										
2-axle vehicles	47,797	36,729	40,727	39,562	37,316	33,208	31,100	28,387	25,607	25,445
3-axle vehicles	539	442	399	402	368	379	412	335	278	264
4-axle vehicles	387	356	382	365	339	315	323	292	259	280
5-axle vehicles	5,397	4,144	3,827	3,443	2,966	2,323	2,264	2,056	1,776	1,915
6-axle vehicles	335	251	216	211	128	87	107	105	103	131
Total	54,455	41,922	45,551	43,983	41,117	36,312	34,206	31,175	28,023	28,035
Cherokee Turnpike										
2-axle vehicles	6,991	5,989	6,840	6,778	6,628	5,764	5,436	5,041	4,891	4,840
3-axle vehicles	399	301	303	204	178	163	155	137	111	119
4-axle vehicles	248	223	211	251	244	217	210	196	192	193
5-axle vehicles	3,251	3,039	2,977	2,705	2,635	2,442	2,367	2,340	2,309	2,299
6-axle vehicles	57	44	58	37	45	36	39	76	39	39
Total	10,946	9,596	10,389	9,975	9,730	8,622	8,207	7,790	7,542	7,490
Chickasaw Turnpike										
2-axle vehicles	690	610	722	697	660	517	492	461	436	424
3-axle vehicles	97	82	66	43	52	104	93	100	95	89
4-axle vehicles	20	16	18	21	21	21	22	23	20	18
5-axle vehicles	224	182	198	217	188	153	144	171	154	144
6-axle vehicles	8	6	12	10	12	15	19	20	5	5
Total	1,039	896	1,016	988	933	810	770	775	710	680
Creek Turnpike										
2-axle vehicles	33,101	28,396	32,510	31,726	30,324	26,189	24,992	23,414	21,827	22,241
3-axle vehicles	477	403	407	455	441	312	302	279	268	256
4-axle vehicles	417	348	315	335	322	289	264	263	246	225
5-axle vehicles	2,423	1,994	2,022	2,020	2,007	1,554	1,597	1,684	1,599	1,689
6-axle vehicles	113	85	94	115	146	91	54	58	60	76
Total	36,531	31,226	35,348	34,651	33,240	28,435	27,209	25,698	24,000	24,487
Kickapoo Turnpike										
2-axle vehicles	2,692	135	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3-axle vehicles	191	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4-axle vehicles	26	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5-axle vehicles	512	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6-axle vehicles	35	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	3,456	158	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
All Turnpikes										
2-axle vehicles	216,444	178,263	204,120	197,471	189,324	167,788	159,555	150,254	142,302	141,876
3-axle vehicles	7,754	6,586	6,625	6,644	6,341	5,454	5,442	5,030	3,942	3,372
4-axle vehicles	7,619	6,554	6,606	6,815	6,617	5,934	5,821	5,678	5,496	5,568
5-axle vehicles	121,848	107,372	106,143	102,923	95,484	83,536	82,679	82,584	78,614	80,222
6-axle vehicles	3,960	3,842	3,935	3,863	3,313	2,352	2,554	2,524	2,392	2,459
Total	\$ 357,625	\$ 302,617	\$ 327,429	\$ 317,716	\$ 301,079	\$ 265,064	\$ 256,051	\$ 246,070	\$ 232,746	\$ 233,497
<i>Note: The entire length of the Kickapoo Turnpike was opened to the public in January 2021 and became fully operational in October 2021. The John Kilpatrick Turnpike was converted to cashless tolling in July 2021.</i>										

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS**

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

**SCHEDULE 6: TOLL RATES BY TURNPIKE, CLASS AND TYPE
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS**

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

WILL ROGERS TURNPIKE																					
Toll Rates Effective:		July 15, 2019										January 1, 2018									
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-US 60	2.20	2.75	3.65	4.50	5.75	7.00	10.00	11.75	12.10	13.75	2.20	2.50	3.65	4.25	5.75	6.50	10.00	10.75	12.10	12.75
	Afton-US 60	2.90	3.25	4.85	6.25	7.20	8.75	12.35	14.00	14.90	17.25	2.90	3.00	4.85	5.50	7.20	8.25	12.35	13.00	14.90	16.00
	SH 10-Miami	3.60	4.00	5.75	7.00	8.40	10.00	14.25	17.25	18.05	20.50	3.60	3.75	5.75	6.50	8.40	9.25	14.25	16.00	18.05	19.00
	State Line	4.50	5.00	6.95	8.50	10.20	12.25	18.05	20.50	21.85	25.00	4.50	4.75	6.95	7.75	10.20	11.25	18.05	19.00	21.85	23.00
SH-266	SH 20-Claremore	0.55	1.00	0.60	1.75	0.95	2.25	0.95	3.25	1.30	4.00	0.55	0.75	0.60	1.50	0.95	1.75	0.95	3.00	1.30	3.50
	SH 28-Adair	0.95	2.00	2.00	2.75	3.20	4.25	3.80	7.50	4.75	8.50	0.95	1.75	2.00	2.50	3.20	3.75	3.80	6.75	4.75	7.75
	US 69-Big Cabin	1.65	2.50	2.55	4.00	4.50	6.25	6.90	10.00	8.35	11.75	1.65	2.25	2.55	3.50	4.50	5.50	6.90	9.25	8.35	10.75
	Vinita-US 60	2.00	2.75	3.45	4.50	5.40	7.00	8.25	11.75	9.85	13.75	2.00	2.50	3.45	4.25	5.40	6.50	8.25	10.75	9.85	12.75
	Afton-US 60	2.55	3.25	4.75	6.25	6.70	8.75	10.60	14.00	12.65	17.25	2.55	3.00	4.75	5.50	6.70	8.25	10.60	13.00	12.65	16.00
	SH 10-Miami	3.30	4.00	5.70	7.00	7.60	10.00	13.00	17.25	16.55	20.50	3.30	3.75	5.70	6.50	7.60	9.25	13.00	16.00	16.55	19.00
Claremore-SH 20	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 28-Adair	0.85	1.25	1.25	1.75	1.80	2.50	2.85	3.25	3.80	4.50	0.85	1.00	1.25	1.50	1.80	2.25	2.85	3.00	3.80	4.25
	US 69-Big Cabin	1.65	2.00	2.15	2.75	3.00	4.00	5.40	6.50	7.05	8.25	1.65	1.75	2.15	2.50	3.00	3.50	5.40	5.75	7.05	7.50
	Vinita-US 60	1.65	2.00	2.80	3.25	3.95	4.75	7.25	8.50	8.50	9.75	1.65	1.75	2.80	3.00	3.95	4.50	7.25	7.75	8.50	9.00
	Afton-US 60	2.20	2.75	3.65	4.50	5.75	7.00	9.85	11.50	11.40	13.25	2.20	2.50	3.65	4.25	5.75	6.50	9.85	10.50	11.40	12.25
	SH 10-Miami	2.65	3.25	4.85	6.25	6.95	8.50	12.10	13.75	14.25	16.50	2.65	3.00	4.85	5.50	6.95	7.75	12.10	12.75	14.25	15.00
US 69-Big Cabin	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
	Vinita-US 60	0.30	0.75	0.55	1.00	0.85	1.25	1.40	1.75	2.00	2.50	0.30	0.50	0.55	0.75	0.85	1.00	1.40	1.50	2.00	2.25
	Afton-US 60	1.30	1.75	1.55	2.25	2.15	2.75	3.45	4.25	4.50	5.00	1.30	1.50	1.55	1.75	2.15	2.50	3.45	3.75	4.50	4.75
	SH 10-Miami	1.40	1.75	2.45	3.00	3.65	4.50	6.20	7.50	7.95	9.25	1.40	1.50	2.45	2.75	3.65	4.25	6.20	6.75	7.95	8.50
Vinita-US 60	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
	Afton-US 60	0.55	1.00	0.85	1.25	1.55	2.25	2.55	3.00	2.90	3.25	0.55	0.75	0.85	1.00	1.55	1.75	2.55	2.75	2.90	3.00
	SH 10-Miami	1.10	1.50	1.80	2.50	2.80	3.25	4.50	5.00	6.35	7.50	1.10	1.25	1.80	2.25	2.80	3.00	4.50	4.75	6.35	6.75
Afton-US 60	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
	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
Miami-SH 10	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
	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
I 44-Oklahoma City	State Line	5.10	6.25	6.70	8.50	9.35	11.75	15.25	18.25	18.45	22.75	5.10	5.50	6.70	7.25	9.35	10.75	15.25	16.50	18.45	21.00
	US 81/Chickasha	1.55	2.00	2.40	3.00	3.00	3.75	3.95	4.75	4.80	6.00	1.55	1.75	2.40	2.75	3.00	3.50	3.95	4.25	4.80	5.50
US 81 / Chickasha	Chickasha/US 62	0.30	0.35	0.30	0.35	0.30	0.35	0.30	0.35	0.55	0.65	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.60
	Lawton	1.95	2.25	2.15	2.75	3.35	4.25	6.00	7.00	7.30	8.50	1.95	2.00	2.15	2.25	3.35	3.75	6.00	6.25	7.30	7.75
Elgin-US 62/277	Lawton	0.30	0.35	0.60	0.65	0.85	0.95	1.30	1.60	1.30	1.60	0.30	0.30	0.60	0.60	0.85	0.90	1.30	1.45	1.30	1.45
Lawton	State Line	1.60	2.00	2.15	2.75	3.00	3.75	5.30	6.50	6.35	8.25	1.60	1.75	2.15	2.25	3.00	3.50	5.30	6.00	6.35	7.75
	Walters	0.70	1.00	0.90	1.25	1.35	1.75	1.95	2.25	2.55	3.00	0.70	0.75	0.90	1.00	1.35	1.50	1.95	2.00	2.55	2.75
Walters	State Line	0.90	1.25	1.20	1.50	1.40	1.75	1.95	2.25	2.55	3.00	0.90	1.00	1.20	1.25	1.40	1.50	1.95	2.00	2.55	2.75
SH 4	SH 76	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80	0.60	0.65	1.00	1.05	1.40	1.45	1.90	2.05	2.50	2.60
	SH 9 US 62/277	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80	0.60	0.65	1.00	1.05	1.40	1.45	1.90	2.05	2.50	2.60
	Chickasha/US 62	1.55	2.00	2.40	3.00	3.00	3.75	3.95	4.75	4.80	6.00	1.55	1.75	2.40	2.75	3.00	3.50	3.95	4.25	4.80	5.50
	I 44-Oklahoma City	0.35	0.50	0.60	0.80	0.85	0.95	1.70	1.90	1.90	2.25	0.35	0.45	0.60	0.70	0.85	0.90	1.70	1.75	1.90	2.05
SH 9 US 62/277	Chickasha/US 62	1.55	2.70	2.40	4.20	3.00	5.35	3.95	7.00	4.80	8.80	1.55	2.40	2.40	3.80	3.00	4.95	3.95	6.30	4.80	8.10
	I-44-Oklahoma City	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80	0.60	0.65	1.00	1.05	1.40	1.45	1.90	2.05	2.50	2.60
	SH 76	0.35	0.50	0.60	0.80	0.85	0.95	1.70	1.90	1.90	2.25	0.35	0.45	0.60	0.70	0.85	0.90	1.70	1.75	1.90	2.05
State Hwy 76	Chickasha/US 62	1.55	2.70	2.40	4.20	3.00	5.35	3.95	7.00	4.80	8.80	1.55	2.40	2.40	3.80	3.00	4.95	3.95	6.30	4.80	8.10
	I 44-Oklahoma City	0.60	0.70	1.00	1.20	1.40	1.60	1.90	2.25	2.50	2.80	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-US 60	2.15	2.25	3.55	4.00	5.60	6.25	9.75	10.50	11.80	12.50	1.90	2.00	3.15	3.50	5.00	5.50	8.70	9.25	10.50	11.00
	Afton-US 60	2.80	3.00	4.75	5.50	7.00	8.00	12.05	12.75	14.55	15.50	2.50	2.50	4.20	4.75	6.25	7.00	10.75	11.25	12.95	13.75
	SH 10-Miami	3.50	3.75	5.60	6.25	8.20	9.00	13.90	15.50	17.60	18.50	3.10	3.25	5.00	5.50	7.30	8.00	12.40	13.75	15.70	16.50
	State Line	4.40	4.50	6.80	7.75	9.95	11.00	17.60	18.50	21.30	22.50	3.90	4.00	6.05	6.75	8.85	9.75	15.70	16.50	19.00	20.00
SH-266	SH 20-Claremore	0.55	0.75	0.60	1.50	0.90	1.75	0.90	3.00	1.25	3.50	0.45	0.50	0.50	1.25	0.80	1.50	0.80	2.50	1.10	3.00
	SH 28-Adair	0.90	1.75	1.95	2.25	3.10	3.75	3.70	6.50	4.60	7.75	0.80	1.50	1.70	2.00	2.75	3.25	3.30	5.75	4.10	6.75
	US 69-Big Cabin	1.60	2.00	2.50	3.50	4.40	5.50	6.75	9.00	8.15	10.50	1.40	1.75	2.20	3.00	3.90	4.75	6.00	8.00	7.25	9.25
	Vinita-US 60	1.95	2.25	3.40	4.00	5.30	6.25	8.05	10.50	9.60	12.50	1.70	2.00	3.00	3.50	4.70	5.50	7.15	9.25	8.55	11.00
	Afton-US 60	2.50	3.00	4.60	5.50	6.50	8.00	10.35	12.75	12.35	15.50	2.20	2.50	4.10	4.75	5.80	7.00	9.20	11.25	11.00	13.75
	SH 10-Miami	3.20	3.75	5.55	6.25	7.40	9.00	12.70	15.50	16.15	18.50	2.85	3.25	4.95	5.50	6.60	8.00	11.30	13.75	14.40	16.50
	State Line	4.00	4.50	6.50	7.75	9.60	11.00	16.10	18.50	19.50	22.50	3.55	4.00	5.80	6.75	8.55	9.75	14.35	16.50	17.40	20.00
Claremore-SH 20	SH 28-Adair	0.80	1.00	1.20	1.50	1.75	2.00	2.75	3.00	3.70	4.00	0.70	0.75	1.05	1.25	1.55	1.75	2.45	2.50	3.30	3.50
	US 69-Big Cabin	1.60	1.75	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50	1.40	1.50	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50
	Vinita-US 60	1.60	1.75	2.70	3.00	3.85	4.25	7.10	7.75	8.30	8.75	1.40	1.50	2.40	2.50	3.40	3.75	6.30	6.75	7.40	7.75
	Afton-US 60	2.15	2.25	3.55	4.00	5.60	6.25	9.60	10.25	11.10	12.00	1.90	2.00	3.15	3.50	5.00	5.50	8.55	9.00	9.90	10.50
	SH 10-Miami	2.60	3.00	4.75	5.50	6.80	7.75	11.80	12.50	13.90	14.75	2.30	2.50	4.20	4.75	6.05	6.75	10.50	11.00	12.40	13.00
	State Line	3.70	4.00	5.85	6.50	8.55	9.75	14.80	15.75	17.95	19.00	3.30	3.50	5.20	5.75	7.60	8.50	13.20	14.00	16.00	16.75
US 69-Big Cabin	Vinita-US 60	0.30	0.50	0.55	0.75	0.80	1.00	1.35	1.50	1.95	2.00	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.70	1.75
	Afton-US 60	1.25	1.50	1.55	1.75	2.10	2.25	3.40	3.75	4.40	4.50	1.10	1.25	1.35	1.50	1.85	2.00	3.00	3.25	3.90	4.00
	SH 10-Miami	1.35	1.50	2.40	2.75	3.55	4.00	6.05	6.50	7.75	8.25	1.20	1.25	2.10	2.25	3.15	3.50	5.40	5.75	6.90	7.25
	State Line	2.15	2.25	3.55	4.00	5.60	6.25	9.00	9.75	11.10	12.00	1.90	2.00	3.15	3.50	5.00	5.50	8.00	8.50	9.90	10.50
Vinita-US 60	Afton-US 60	0.55	0.75	0.80	1.00	1.55	1.75	2.50	2.75	2.80	3.00	0.45	0.50	0.70	0.75	1.35	1.50	2.20	2.25	2.50	2.50
	SH 10-Miami	1.10	1.25	1.75	2.00	2.70	3.00	4.40	4.50	6.20	6.50	0.95	1.00	1.55	1.75	2.40	2.50	3.90	4.00	5.50	5.75
	State Line	1.95	2.00	2.95	3.50	4.75	5.50	8.10	8.50	9.60	10.25	1.70	1.75	2.60	3.00	4.20	4.75	7.20	7.50	8.55	9.00
Afton-US 60	SH 10-Miami	0.55	0.75	0.80	1.00	1.20	1.50	1.95	2.00	2.80	3.00	0.45	0.50	0.70	0.75	1.05	1.25	1.70	1.75	2.50	2.50
	State Line	1.35	1.50	2.10	2.25	2.95	3.50	5.30	5.75	6.85	7.50	1.20	1.25	1.85	2.00	2.60	3.00	4.70	5.00	6.10	6.50
Miami-SH 10	State Line	0.80	1.00	1.20	1.50	1.75	2.00	3.15	3.50	3.70	4.00	0.70	0.75	1.05	1.25	1.55	1.75	2.80	3.00	3.30	3.50

H.E. BAILEY TURNPIKE																					
Toll Rates Effective:		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 44-Oklahoma City	State Line	5.05	5.50	6.65	7.00	9.15	10.75	15.00	16.00	17.80	20.75	4.45	4.75	5.85	6.25	8.10	9.25	13.30	14.25	15.80	18.00
	US 81/Chickasha	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75
US 81 / Chickasha	Chickasha/US 62	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	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-US 62/277	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	State Line	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	State Line	0.90	1.00	1.20	1.25	1.40	1.50	1.95	2.00	2.35	2.50	0.70	0.75	0.90	1.00	1.05	1.25	1.70	1.75	2.20	2.25
SH 4	SH 76	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	SH 9 US 62/277	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	Chickasha/US 62	1.55	1.75	2.40	2.50	2.95	3.50	3.85	4.25	4.75	5.50	1.35	1.50	2.10	2.25	2.60	3.00	3.40	3.75	4.20	4.75
	I 44-Oklahoma City	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75
SH 9 US 62/277	Chickasha/US 62	1.55	2.40	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00
	I-44-Oklahoma City	0.60	0.65	1.00	1.05	1.35	1.40	1.85	2.00	2.45	2.55	0.50	0.55	0.85	0.90	1.20	1.25	1.65	1.75	2.15	2.25
	SH 76	0.35	0.40	0.60	0.70	0.80	0.85	1.65	1.70	1.85	2.00	0.30	0.35	0.50	0.60	0.70	0.75	1.45	1.50	1.65	1.75
State Hwy 76	Chickasha/US 62	1.55	2.40	2.40	3.55	2.95	4.90	3.85	6.25	4.75	8.05	1.35	2.05	2.10	3.15	2.60	4.25	3.40	5.50	4.20	7.00
	I 44-Oklahoma City	0.60	0.65	1.00	1.05	1.35	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
I 40-Henryetta	Hugo	6.20	7.75	7.00	8.75	11.55	13.75	19.95	23.50	24.75	28.50	6.20	7.00	7.00	8.00	11.55	13.00	19.95	21.25	24.75	26.25
	SH 9- Eufaula	0.85	1.25	1.05	1.50	1.25	1.75	2.00	2.50	2.65	3.25	0.85	1.00	1.05	1.25	1.25	1.50	2.00	2.25	2.65	3.00
	US 270-McAlester	2.20	2.75	2.45	3.00	3.95	4.75	7.05	8.25	8.50	9.75	2.20	2.50	2.45	2.75	3.95	4.50	7.05	7.50	8.50	9.00
SH 9- Eufaula	US 270-McAlester	1.30	1.75	1.35	1.75	2.15	2.75	3.80	4.50	4.50	5.00	1.30	1.50	1.35	1.50	2.15	2.50	3.80	4.25	4.50	4.75
US 270-McAlester	US 69-McAlester	0.30	0.75	0.55	1.00	0.90	1.25	1.40	1.75	2.00	2.50	0.30	0.50	0.55	0.75	0.90	1.00	1.40	1.50	2.00	2.25
US 69-McAlester	SH 43-Daisy	2.00	2.50	2.10	2.75	3.95	4.50	6.20	7.50	7.95	9.25	2.30	2.75	2.65	3.25	4.85	5.25	7.60	8.25	9.95	10.75
SH 43-Daisy	SH 3-Antlers	1.30	1.75	1.55	2.25	1.80	2.50	3.25	4.00	3.80	4.50	1.30	1.50	1.55	1.75	1.80	2.25	3.25	3.50	3.80	4.25
	Hugo	2.00	2.50	2.45	3.00	3.65	4.50	6.70	7.75	8.30	9.50	2.00	2.25	2.45	2.75	3.65	4.25	6.70	7.00	8.30	8.75
SH 3-Antlers	Hugo	0.85	1.25	1.25	1.75	1.55	2.25	2.90	3.25	3.25	4.00	0.85	1.00	1.25	1.50	1.55	1.75	2.90	3.00	3.25	3.50

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

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

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

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

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

CIMARRON TURNPIKE																					
Toll Rates Effective:		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:		January 1, 2019										January 1, 2018									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-40	SW 15th St	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	LOCATION NOT OPEN TO TRAFFIC									
	Sara Rd.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a										
	Morgan Rd.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a										
	SH 152	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a										
SW 29th Street	Morgan Rd.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a										
	SH 152	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a										
Morgan Road	SH 152	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a										

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		July 25, 2021										July 15, 2019									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
I-35	Eastern	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	US 77-Brdwy Ext	0.55	1.40	0.75	2.05	1.10	2.65	1.85	4.15	2.25	4.90	0.55	0.80	0.75	1.15	1.10	1.50	1.85	2.35	2.25	2.80
	Western	0.70	2.65	1.00	3.85	1.40	5.10	2.25	8.60	2.80	10.35	0.70	1.50	1.00	2.20	1.40	2.90	2.25	4.90	2.80	5.90
	Pennsylvania	0.85	2.65	1.15	3.85	1.65	5.10	2.65	8.60	3.25	10.35	0.85	1.50	1.15	2.20	1.65	2.90	2.65	4.90	3.25	5.90
	May Ave	0.90	2.65	1.40	3.85	2.00	5.10	3.00	8.60	3.70	10.35	0.90	1.50	1.40	2.20	2.00	2.90	3.00	4.90	3.70	5.90
	Hefner Pkwy	1.10	2.65	1.65	3.85	2.15	5.10	3.75	8.60	4.55	10.35	1.10	1.50	1.65	2.20	2.15	2.90	3.75	4.90	4.55	5.90
	Meridian	1.25	2.65	1.70	3.85	2.40	5.10	4.15	8.60	5.00	10.35	1.25	1.50	1.70	2.20	2.40	2.90	4.15	4.90	5.00	5.90
	MacArthur	1.30	2.65	1.80	3.85	2.55	5.10	4.45	8.60	5.20	10.35	1.30	1.50	1.80	2.20	2.55	2.90	4.45	4.90	5.20	5.90
	Rockwell	1.40	3.55	2.40	5.45	3.30	7.50	4.50	11.95	5.95	14.50	1.40	2.00	2.40	3.10	3.30	4.25	4.50	6.80	5.95	8.25
	SH 3-NW Exp	1.80	4.05	2.65	5.90	3.70	7.75	6.00	12.75	7.25	15.25	1.80	2.30	2.65	3.35	3.70	4.40	6.00	7.25	7.25	8.70
	Wilshire	2.05	5.30	2.85	7.20	3.80	10.20	6.75	17.20	8.30	20.70	2.05	3.00	2.85	4.10	3.80	5.80	6.75	9.80	8.30	11.80
	SH 66-39th Exp	2.20	5.30	2.90	7.20	4.05	10.20	7.50	17.20	9.10	20.70	2.20	3.00	2.90	4.10	4.05	5.80	7.50	9.80	9.10	11.80
Eastern	NW 10th	2.45	5.30	3.20	7.20	4.45	10.20	8.30	17.20	9.95	20.70	2.45	3.00	3.20	4.10	4.45	5.80	8.30	9.80	9.95	11.80
	I-40	2.55	5.30	3.30	7.20	4.60	10.20	8.65	17.20	10.40	20.70	2.55	3.00	3.30	4.10	4.60	5.80	8.65	9.80	10.40	11.80
	US 77-Brdwy Ext	0.35	1.40	0.55	2.05	0.75	2.65	1.00	4.15	1.25	4.90	0.35	0.80	0.55	1.15	0.75	1.50	1.00	2.35	1.25	2.80
	Western	0.35	2.65	0.55	3.85	0.75	5.10	1.15	8.60	1.25	10.35	0.35	1.50	0.55	2.20	0.75	2.90	1.15	4.90	1.25	5.90
	Pennsylvania	0.50	2.65	0.70	3.85	0.95	5.10	1.55	8.60	1.85	10.35	0.50	1.50	0.70	2.20	0.95	2.90	1.55	4.90	1.85	5.90
	May Ave	0.70	2.65	0.95	3.85	1.30	5.10	2.25	8.60	2.80	10.35	0.70	1.50	0.95	2.20	1.30	2.90	2.25	4.90	2.80	5.90
	Hefner Pkwy	0.85	2.65	1.10	3.85	1.50	5.10	2.65	8.60	3.25	10.35	0.85	1.50	1.10	2.20	1.50	2.90	2.65	4.90	3.25	5.90
	Meridian	0.90	2.65	1.25	3.85	1.70	5.10	3.00	8.60	3.65	10.35	0.90	1.50	1.25	2.20	1.70	2.90	3.00	4.90	3.65	5.90
	MacArthur	1.00	2.65	1.35	3.85	1.85	5.10	3.35	8.60	4.10	10.35	1.00	1.50	1.35	2.20	1.85	2.90	3.35	4.90	4.10	5.90
	Rockwell	1.15	3.55	1.85	5.45	2.60	7.50	3.75	11.95	4.55	14.50	1.15	2.00	1.85	3.10	2.60	4.25	3.75	6.80	4.55	8.25
	SH 3-NW Exp	1.40	4.05	2.20	5.90	3.00	7.75	4.90	12.75	5.90	15.25	1.40	2.30	2.20	3.35	3.00	4.40	4.90	7.25	5.90	8.70
	Wilshire	1.65	5.30	2.40	7.20	3.25	10.20	5.60	17.20	6.80	20.70	1.65	3.00	2.40	4.10	3.25	5.80	5.60	9.80	6.80	11.80
	SH 66-39th Exp	1.85	5.30	2.50	7.20	3.40	10.20	6.35	17.20	7.75	20.70	1.85	3.00	2.50	4.10	3.40	5.80	6.35	9.80	7.75	11.80
US 77-Brdwy Ext	NW 10th	2.15	5.30	2.80	7.20	3.80	10.20	7.15	17.20	8.65	20.70	2.15	3.00	2.80	4.10	3.80	5.80	7.15	9.80	8.65	11.80
	I-40	2.20	5.30	2.90	7.20	4.05	10.20	7.50	17.20	9.10	20.70	2.20	3.00	2.90	4.10	4.05	5.80	7.50	9.80	9.10	11.80
	Western	0.35	2.65	0.55	3.85	0.75	5.10	1.00	8.60	1.25	10.35	0.35	1.50	0.55	2.20	0.75	2.90	1.00	4.90	1.25	5.90
	Pennsylvania	0.35	2.65	0.55	3.85	0.75	5.10	1.00	8.60	1.25	10.35	0.35	1.50	0.55	2.20	0.75	2.90	1.00	4.90	1.25	5.90
	May Ave	0.50	2.65	0.70	3.85	0.95	5.10	1.55	8.60	1.85	10.35	0.50	1.50	0.70	2.20	0.95	2.90	1.55	4.90	1.85	5.90
	Hefner Pkwy	0.55	2.65	0.85	3.85	1.15	5.10	1.85	8.60	2.25	10.35	0.55	1.50	0.85	2.20	1.15	2.90	1.85	4.90	2.25	5.90
	Meridian	0.70	2.65	0.95	3.85	1.35	5.10	2.25	8.60	2.80	10.35	0.70	1.50	0.95	2.20	1.35	2.90	2.25	4.90	2.80	5.90
	MacArthur	0.85	2.65	1.10	3.85	1.55	5.10	2.65	8.60	3.25	10.35	0.85	1.50	1.10	2.20	1.55	2.90	2.65	4.90	3.25	5.90
	Rockwell	1.00	3.55	1.65	5.45	2.25	7.50	3.20	11.95	3.70	14.50	1.00	2.00	1.65	3.10	2.25	4.25	3.20	6.80	3.70	8.25
	SH 3-NW Exp	1.25	4.05	2.00	5.90	2.65	7.75	4.10	12.75	5.00	15.25	1.25	2.30	2.00	3.35	2.65	4.40	4.10	7.25	5.00	8.70
	Wilshire	1.30	5.30	2.10	7.20	2.90	10.20	5.10	17.20	5.30	20.70	1.30	3.00	2.10	4.10	2.90	5.80	5.10	9.80	5.30	11.80
	SH 66-39th Exp	1.70	5.30	2.15	7.20	3.00	10.20	5.90	17.20	6.80	20.70	1.70	3.00	2.15	4.10	3.00	5.80	5.90	9.80	6.80	11.80
	NW 10th	1.85	5.30	2.50	7.20	3.40	10.20	6.35	17.20	7.65	20.70	1.85	3.00	2.50	4.10	3.40	5.80	6.35	9.80	7.65	11.80
Western	I-40	2.05	5.30	2.60	7.20	3.65	10.20	6.75	17.20	8.20	20.70	2.05	3.00	2.60	4.10	3.65	5.80	6.75	9.80	8.20	11.80
	Pennsylvania	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	May Ave	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	Hefner Pkwy	0.35	0.90	0.60	1.40	0.85	2.05	1.55	3.35	1.65	4.15	0.35	0.50	0.60	0.80	0.85	1.15	1.55	1.90	1.65	2.35
	Meridian	0.35	0.90	0.60	1.40	0.85	2.05	1.70	3.35	1.70	4.15	0.35	0.50	0.60	0.80	0.85	1.15	1.70	1.90	1.70	2.35
	MacArthur	0.35	0.90	0.60	1.40	0.85	2.05	1.70	3.35	1.75	4.15	0.35	0.50	0.60	0.80	0.85	1.15	1.70	1.90	1.75	2.35
	Rockwell	0.70	1.80	1.15	3.00	1.55	4.45	2.65	6.70	3.25	8.30	0.70	1.00	1.15	1.70	1.55	2.50	2.65	3.80	3.25	4.70
	SH 3-NW Exp	0.90	2.30	1.50	3.45	2.00	4.70	3.75	7.50	4.50	9.05	0.90	1.30	1.50	1.95	2.00	2.65	3.75	4.25	4.50	5.15
	Wilshire	1.25	3.55	1.75	4.75	2.40	7.15	4.55	11.95	5.10	14.50	1.25	2.00	1.75	2.70	2.40	4.05	4.55	6.80	5.10	8.25
	SH 66-39th Exp	1.55	3.55	2.05	4.75	2.85	7.15	5.30	11.95	6.35	14.50	1.55	2.00	2.05	2.70	2.85	4.05	5.30	6.80	6.35	8.25
	NW 10th	1.65	3.55	2.10	4.75	3.00	7.15	5.95	11.95	7.20	14.50	1.65	2.00	2.10	2.70	3.00	4.05	5.95	6.80	7.20	8.25
	I-40	1.70	3.55	2.15	4.75	3.05	7.15	6.00	11.95	7.25	14.50	1.70	2.00	2.15	2.70	3.05	4.05	6.00	6.80	7.25	8.25

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

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

JOHN KILPATRICK TURNPIKE																					
Toll Rates Effective:		July 25, 2021										July 15, 2019									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	PlatePay	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Pennsylvania	May Ave	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	Hefner Pkwy	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	Meridian	0.35	0.90	0.55	1.40	0.75	2.05	1.55	3.35	1.70	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.55	1.90	1.70	2.35
	MacArthur	0.35	0.90	0.55	1.40	0.75	2.05	1.70	3.35	1.70	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.70	1.90	1.70	2.35
	Rockwell	0.70	1.80	1.10	3.00	1.50	4.45	2.25	6.70	2.80	8.30	0.70	1.00	1.10	1.70	1.50	2.50	2.25	3.80	2.80	4.70
	SH 3-NW Exp	0.90	2.30	1.40	3.45	1.85	4.70	3.35	7.50	4.10	9.05	0.90	1.30	1.40	1.95	1.85	2.65	3.35	4.25	4.10	5.15
	Wilshire	1.25	3.55	1.70	4.75	2.15	7.15	4.15	11.95	4.95	14.50	1.25	2.00	1.70	2.70	2.15	4.05	4.15	6.80	4.95	8.25
	SH 66-39th Exp	1.40	3.55	1.85	4.75	2.60	7.15	4.90	11.95	5.90	14.50	1.40	2.00	1.85	2.70	2.60	4.05	4.90	6.80	5.90	8.25
	NW 10th	1.65	3.55	2.15	4.75	3.00	7.15	5.60	11.95	6.80	14.50	1.65	2.00	2.15	2.70	3.00	4.05	5.60	6.80	6.80	8.25
	I-40	1.70	3.55	2.15	4.75	3.05	7.15	5.95	11.95	7.25	14.50	1.70	2.00	2.15	2.70	3.05	4.05	5.95	6.80	7.25	8.25
May	Hefner Pkwy	0.35	0.90	0.55	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.15	1.90	1.40	2.35
	Meridian	0.35	0.90	0.55	1.40	0.75	2.05	1.30	3.35	1.45	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.30	1.90	1.45	2.35
	MacArthur	0.35	0.90	0.55	1.40	0.75	2.05	1.30	3.35	1.45	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.30	1.90	1.45	2.35
	Rockwell	0.70	1.80	1.05	3.00	1.50	4.45	2.15	6.70	2.60	8.30	0.70	1.00	1.05	1.70	1.50	2.50	2.15	3.80	2.60	4.70
	SH 3-NW Exp	0.90	2.30	1.40	3.45	1.85	4.70	2.95	7.50	3.55	9.05	0.90	1.30	1.40	1.95	1.85	2.65	2.95	4.25	3.55	5.15
	Wilshire	1.15	3.55	1.65	4.75	2.10	7.15	3.75	11.95	4.40	14.50	1.15	2.00	1.65	2.70	2.10	4.05	3.75	6.80	4.40	8.25
	SH 66-39th Exp	1.30	3.55	1.75	4.75	2.30	7.15	4.35	11.95	5.25	14.50	1.30	2.00	1.75	2.70	2.30	4.05	4.35	6.80	5.25	8.25
	NW 10th	1.50	3.55	2.00	4.75	2.70	7.15	5.10	11.95	6.15	14.50	1.50	2.00	2.00	2.70	2.70	4.05	5.10	6.80	6.15	8.25
	I-40	1.55	3.55	2.05	4.75	2.85	7.15	5.40	11.95	6.65	14.50	1.55	2.00	2.05	2.70	2.85	4.05	5.40	6.80	6.65	8.25
LHP-Portland	Meridian	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	MacArthur	0.35	0.90	0.55	1.40	0.75	2.05	1.00	3.35	1.25	4.15	0.35	0.50	0.55	0.80	0.75	1.15	1.00	1.90	1.25	2.35
	Rockwell	0.70	1.80	1.10	3.00	1.50	4.45	2.05	6.70	2.45	8.30	0.70	1.00	1.10	1.70	1.50	2.50	2.05	3.80	2.45	4.70
	SH 3-NW Exp	0.90	2.30	1.40	3.45	1.85	4.70	2.50	7.50	2.95	9.05	0.90	1.30	1.40	1.95	1.85	2.65	2.50	4.25	2.95	5.15
	Wilshire	1.10	3.55	1.50	4.75	2.00	7.15	3.35	11.95	3.75	14.50	1.10	2.00	1.50	2.70	2.00	4.05	3.35	6.80	3.75	8.25
	SH 66-39th Exp	1.15	3.55	1.55	4.75	2.05	7.15	3.75	11.95	4.55	14.50	1.15	2.00	1.55	2.70	2.05	4.05	3.75	6.80	4.55	8.25
	NW 10th	1.35	3.55	1.75	4.75	2.45	7.15	4.55	11.95	5.50	14.50	1.35	2.00	1.75	2.70	2.45	4.05	4.55	6.80	5.50	8.25
	I-40	1.40	3.55	1.85	4.75	2.60	7.15	4.90	11.95	5.95	14.50	1.40	2.00	1.85	2.70	2.60	4.05	4.90	6.80	5.95	8.25
MacArthur	Rockwell	0.55	1.40	0.70	2.05	0.95	2.65	1.85	4.15	2.25	4.90	0.35	0.50	0.55	0.90	0.75	1.35	1.00	1.90	1.25	2.35
	SH 3-NW Exp	0.55	1.40	0.90	2.05	1.15	2.65	2.05	4.15	2.50	4.90	0.55	0.80	0.90	1.15	1.15	1.50	2.05	2.35	2.50	2.80
	Wilshire	0.95	2.65	1.15	3.35	1.70	5.10	3.05	8.60	3.45	10.35	0.95	1.50	1.15	1.90	1.70	2.90	3.05	4.90	3.45	5.90
	SH 66-39th Exp	1.15	2.65	1.50	3.35	2.05	5.10	3.75	8.60	4.55	10.35	1.15	1.50	1.50	1.90	2.05	2.90	3.75	4.90	4.55	5.90
	NW 10th	1.25	2.65	1.65	3.35	2.25	5.10	4.35	8.60	5.20	10.35	1.25	1.50	1.65	1.90	2.25	2.90	4.35	4.90	5.20	5.90
	I-40	1.30	2.65	1.70	3.35	2.40	5.10	4.45	8.60	5.20	10.35	1.30	1.50	1.70	1.90	2.40	2.90	4.45	4.90	5.20	5.90
Rockwell	SH 3-NW Exp	0.55	1.40	0.70	2.05	0.95	2.65	1.85	4.15	2.25	4.90	0.55	0.80	0.70	1.15	0.95	1.50	1.85	2.35	2.25	2.80
	Wilshire	0.90	2.65	1.00	3.35	1.50	5.10	2.90	8.60	3.05	10.35	0.90	1.50	1.00	1.90	1.50	2.90	2.90	4.90	3.05	5.90
	SH 66-39th Exp	1.00	2.65	1.30	3.35	1.80	5.10	3.40	8.60	4.10	10.35	1.00	1.50	1.30	1.90	1.80	2.90	3.40	4.90	4.10	5.90
	NW 10th	1.25	2.65	1.65	3.35	2.20	5.10	4.15	8.60	5.00	10.35	1.25	1.50	1.65	1.90	2.20	2.90	4.15	4.90	5.00	5.90
	I-40	1.30	2.65	1.70	3.35	2.40	5.10	4.35	8.60	5.20	10.35	1.30	1.50	1.70	1.90	2.40	2.90	4.35	4.90	5.20	5.90
Council	SH 3-NW Exp	0.35	1.40	0.55	2.05	0.75	2.65	0.90	4.15	1.10	4.90	0.35	0.80	0.55	1.15	0.75	1.50	0.90	2.35	1.10	2.80
	Wilshire	0.60	2.65	0.75	3.35	1.00	5.10	1.65	8.60	2.00	10.35	0.60	1.50	0.75	1.90	1.00	2.90	1.65	4.90	2.00	5.90
	SH 66-39th Exp	0.90	2.65	0.90	3.35	1.25	5.10	2.25	8.60	2.80	10.35	0.90	1.50	0.90	1.90	1.25	2.90	2.25	4.90	2.80	5.90
	NW 10th	0.95	2.65	1.15	3.35	1.65	5.10	3.00	8.60	3.70	10.35	0.95	1.50	1.15	1.90	1.65	2.90	3.00	4.90	3.70	5.90
	I-40	1.00	2.65	1.35	3.35	1.80	5.10	3.35	8.60	4.10	10.35	1.00	1.50	1.35	1.90	1.80	2.90	3.35	4.90	4.10	5.90
SH 3-NW Exp	Wilshire	0.35	2.65	0.50	3.35	0.70	5.10	1.35	8.60	1.35	10.35	0.35	1.50	0.50	1.90	0.70	2.90	1.35	4.90	1.35	5.90
	SH 66-39th Exp	0.50	2.65	0.60	3.35	0.85	5.10	1.55	8.60	1.85	10.35	0.50	1.50	0.60	1.90	0.85	2.90	1.55	4.90	1.85	5.90
	NW 10th	0.70	2.65	0.90	3.35	1.25	5.10	2.25	8.60	2.80	10.35	0.70	1.50	0.90	1.90	1.25	2.90	2.25	4.90	2.80	5.90
	I-40	0.75	2.65	1.00	3.35	1.40	5.10	2.60	8.60	3.25	10.35	0.75	1.50	1.00	1.90	1.40	2.90	2.60	4.90	3.25	5.90
Wilshire	SH 66-39th Exp	0.35	1.40	0.45	2.30	0.55	3.25	1.00	5.70	1.25	6.95	0.35	0.80	0.45	1.30	0.55	1.85	1.00	3.25	1.25	3.95
	NW 10th	0.55	1.40	0.70	2.30	0.95	3.25	1.75	5.70	2.15	6.95	0.55	0.80	0.70	1.30	0.95	1.85	1.75	3.25	2.15	3.95
	I-40	0.60	1.40	0.90	2.30	1.15	3.25	2.15	5.70	2.60	6.95	0.60	0.80	0.90	1.30	1.15	1.85	2.15	3.25	2.60	3.95
SH 66-39th Exp	NW 10th	0.35	0.90	0.60	1.40	0.75	2.05	0.85	3.35	0.95	4.15	0.35	0.50	0.60	0.80	0.75	1.15	0.85	1.90	0.95	2.35
	I-40	0.35	0.90	0.60	1.40	0.75	2.05	1.15	3.35	1.40	4.15	0.35	0.50	0.60	0.80	0.75	1.15	1.15	1.90	1.40	2.35
SW 15	I-40	0.35	0.65	0.90	1.85	1.20	2.45	2.10	4.30	2.70	5.55	0.30	0.35	0.90	1.05	1.20	1.40	2.10	2.45	2.70	3.15

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

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

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

CHICKASAW TURNPIKE																					
Toll Rates Effective:		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	E.Britton Rd/93rd	0.60	2.25	0.90	3.50	1.20	4.50	2.10	8.00	2.70	10.25	LOCATION NOT OPEN TO TRAFFIC									
	NE 23rd St.	1.10	2.25	1.65	3.50	2.20	4.50	3.85	8.00	4.95	10.25										
	Reno Ave.	1.30	2.25	1.95	3.50	2.60	4.50	4.55	8.00	5.85	10.25										
	SE 29th St.	1.50	2.25	2.25	3.50	3.00	4.50	5.25	8.00	6.75	10.25										
	IH 40	1.90	2.25	2.85	3.50	3.80	4.50	6.65	8.00	8.55	10.25										
E.Britton Rd/93rd	NE 23rd St.	0.55	1.75	0.85	2.75	1.10	3.50	1.95	6.25	2.50	8.00										
	Reno Ave.	0.75	1.75	1.15	2.75	1.50	3.50	2.65	6.25	3.40	8.00										
	SE 29th St.	0.95	1.75	1.45	2.75	1.90	3.50	3.35	6.25	4.30	8.00										
	IH 40	1.30	1.75	1.95	2.75	2.60	3.50	4.55	6.25	5.85	8.00										
NE 23rd Street	Reno Ave.	0.30	1.00	0.45	1.50	0.60	2.00	1.05	3.50	1.35	4.50										
	SE 29th St.	0.45	1.00	0.70	1.50	0.90	2.00	1.60	3.50	2.05	4.50										
	IH 40	0.80	1.00	1.20	1.50	1.60	2.00	2.80	3.50	3.60	4.50										
Reno Avenue	SE 29th St.	0.30	0.75	0.45	1.25	0.60	1.50	1.05	2.75	1.35	3.50										
	IH 40	0.60	0.75	0.90	1.25	1.20	1.50	2.10	2.75	2.70	3.50										
SE 29th Street	IH 40	0.40	0.50	0.60	0.75	0.80	1.00	1.40	1.75	1.80	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 Bridge/ State Line	Kansas-SH 10	0.30	0.50	0.55	0.75	0.80	1.50	1.50	2.00	1.70	2.75	0.25	0.25	0.45	0.50	0.70	1.25	1.30	1.75	1.50	2.25
	Leach-US 412	1.35	3.00	2.00	4.25	2.70	6.00	4.50	10.00	5.40	12.00	1.20	2.50	1.75	3.75	2.40	5.25	4.00	8.75	4.80	10.50
	Loc Grove-SH 82	2.40	3.00	3.25	4.25	4.50	6.00	7.85	10.00	9.45	12.00	2.10	2.50	2.90	3.75	4.00	5.25	7.00	8.75	8.40	10.50
	US 69	2.70	3.00	3.85	4.25	5.30	6.00	9.30	10.00	11.10	12.00	2.40	2.50	3.40	3.75	4.70	5.25	8.30	8.75	9.90	10.50
Kansas-SH 10	Leach-US 412	1.00	3.00	1.35	4.25	1.95	6.00	3.40	10.00	4.05	12.00	0.85	2.50	1.20	3.75	1.70	5.25	3.00	8.75	3.60	10.50
	Loc Grove-SH 82	2.00	3.00	2.00	4.25	3.65	6.00	6.45	10.00	7.75	12.00	1.75	2.50	1.75	3.75	3.25	5.25	5.75	8.75	6.90	10.50
	US 69	2.40	3.00	3.25	4.25	4.55	6.00	7.85	10.00	9.45	12.00	2.10	2.50	2.90	3.75	4.05	5.25	7.00	8.75	8.40	10.50
Leach-US 412	Loc Grove-SH 82	0.90	1.75	1.30	2.25	1.80	3.00	3.15	4.50	3.70	5.75	0.80	1.50	1.15	2.00	1.60	2.50	2.80	4.00	3.30	5.00
	US 69	1.50	1.75	2.00	2.25	2.70	3.00	4.40	4.50	5.30	5.75	1.30	1.50	1.75	2.00	2.40	2.50	3.90	4.00	4.70	5.00
Loc Grove-SH 82	US 69	0.30	0.50	0.55	0.75	0.90	1.50	1.50	1.75	1.70	2.00	0.25	0.25	0.45	0.50	0.80	1.25	1.30	1.50	1.50	1.75

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

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

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

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

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

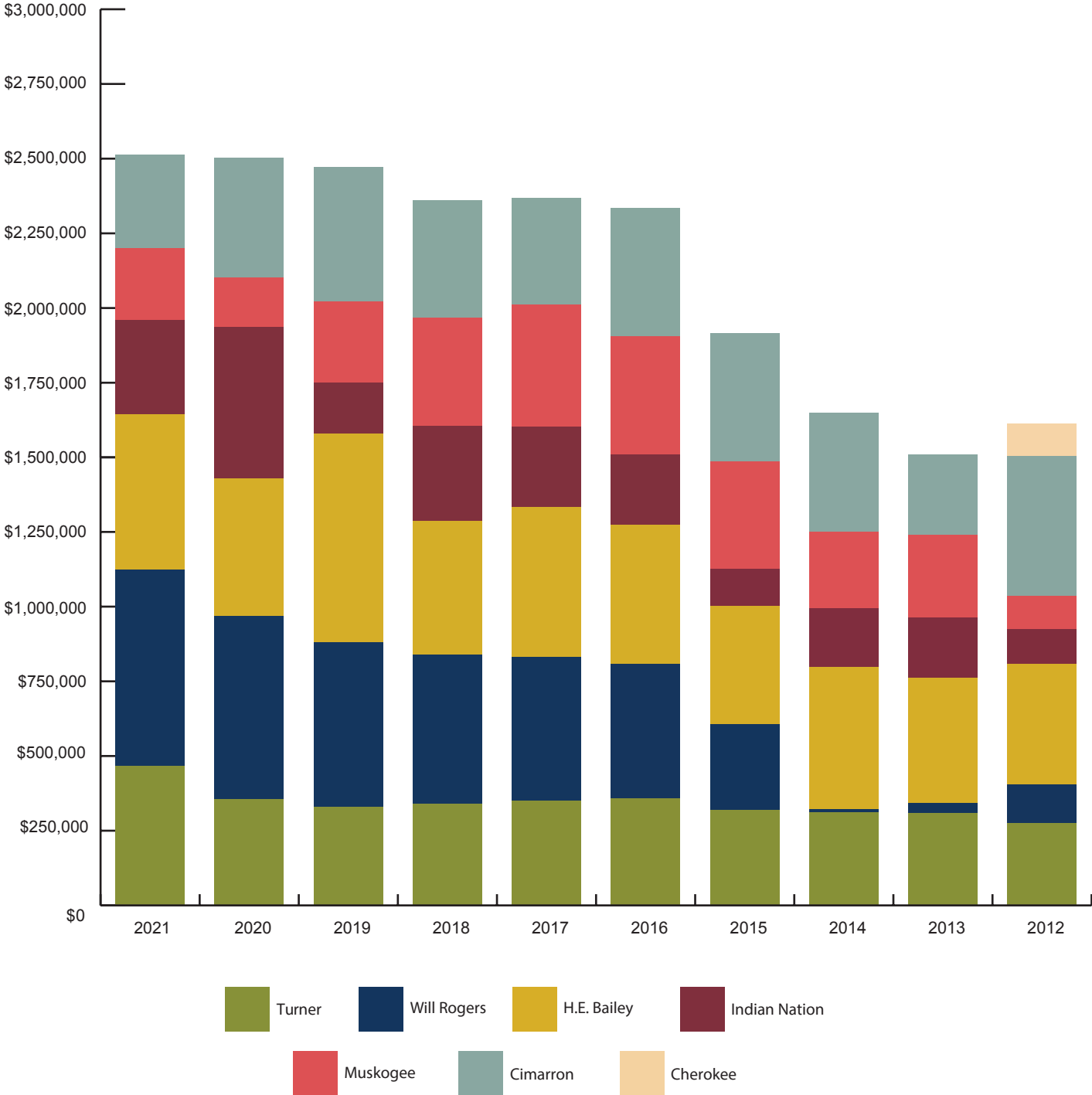
CREEK TURNPIKE																					
Toll Rates Effective:		March 1, 2017										August 4, 2009									
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH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

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

SCHEDULE 7: CONCESSION REVENUE BY TURNPIKE TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS										
	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Turnpike:										
Turner Turnpike	\$ 701,565	\$ 487,339	\$ 333,396	\$ 327,430	\$ 328,076	\$ 334,564	\$ 325,259	\$ 317,829	\$ 313,543	\$ 301,894
Will Rogers Turnpike	442,282	510,748	539,961	473,059	470,439	438,204	281,784	7,527	16,398	68,255
H.E. Bailey Turnpike	476,738	540,053	525,718	515,055	526,806	474,055	404,983	455,436	430,030	390,315
Indian Nation Turnpike	285,605	350,410	340,186	338,467	345,773	335,821	166,616	213,086	216,207	227,381
Muskogee Turnpike	326,965	341,522	337,018	335,262	354,614	329,231	299,645	272,041	269,441	224,953
Cimarron Turnpike	304,667	337,890	348,786	352,334	364,342	364,977	360,078	361,087	333,686	309,305
Cherokee Turnpike	-	-	-	-	-	-	-	-	-	60,000
Totals	\$ 2,537,822	\$ 2,567,962	\$ 2,425,065	\$ 2,341,607	\$ 2,390,050	\$ 2,276,852	\$ 1,838,365	\$ 1,627,006	\$ 1,579,305	\$ 1,582,103

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

CONCESSION REVENUE BY TURNPIKE, LAST TEN FISCAL YEARS



SCHEDULE 8: RATIOS OF OUTSTANDING DEBT
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Net revenue bonds outstanding	\$ 1,847,651	\$ 1,870,989	\$ 1,970,348	\$ 2,040,338	\$ 1,755,771	\$ 935,259	\$ 994,144	\$ 1,050,759	\$ 1,105,368	\$ 1,159,527
Other long-term debt	50,000	50,000	15,000	15,000	15,000	69,700	15,000	15,000	18,000	19,490
Total outstanding debt	\$ 1,897,651	\$ 1,920,989	\$ 1,985,348	\$ 2,055,338	\$ 1,770,771	\$ 1,004,959	\$ 1,009,144	\$ 1,065,759	\$ 1,123,368	\$ 1,179,017
Electronic Tolls transactions	163,348	134,206	146,993	141,545	138,238	135,560	127,609	118,050	108,415	106,870
Cash transactions	32,641	31,852	39,220	42,387	45,648	49,670	49,666	49,146	47,756	48,414
Total toll transactions	195,989	166,058	186,213	183,932	183,886	185,230	177,275	167,196	156,171	155,284
Debt per Electronic Tolls transaction	\$ 11.62	\$ 14.31	\$ 13.51	\$ 14.52	\$ 12.81	\$ 7.41	\$ 7.91	\$ 9.03	\$ 10.36	\$ 11.03
Debt per cash transaction	58.14	60.31	50.62	48.49	38.79	20.23	20.32	21.69	23.52	24.35
Debt per total transaction	9.68	11.57	10.66	11.17	9.63	5.43	5.69	6.37	7.19	7.59

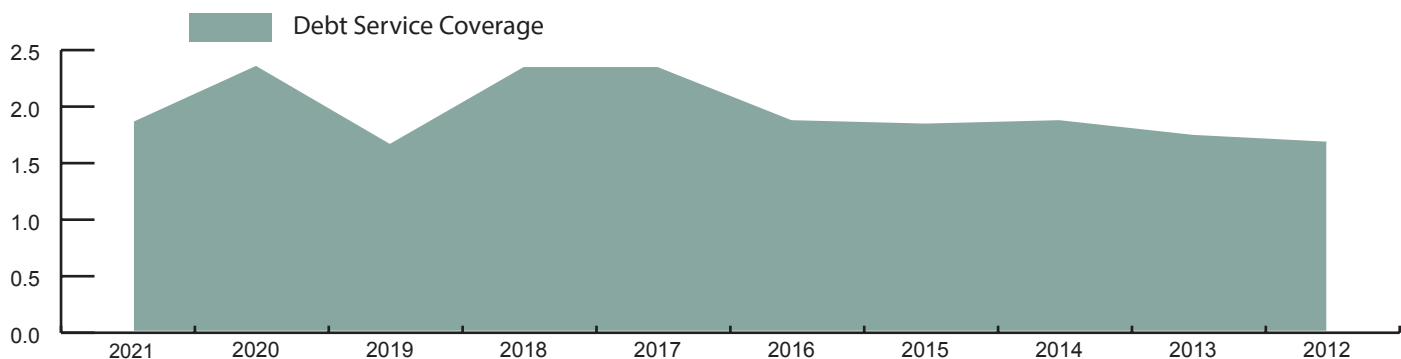
Note: For comparative purposes, the unamortized net debit and credit has been excluded from the calculation of net revenue bonds outstanding, in accordance with GASB 63

SCHEDULE 9: PLEDGED-REVENUE COVERAGE
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF DOLLARS)

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Gross revenues (1)	\$ 364,993	\$ 312,779	\$ 349,255	\$ 334,242	\$ 309,121	\$ 271,768	\$ 262,308	\$ 252,252	\$ 238,851	\$ 240,046
Operating expenses (2)	118,289	123,025	114,533	105,857	101,888	93,972	85,532	80,555	81,592	86,706
Net revenues available for debt service	\$ 246,704	\$ 189,754	\$ 234,722	\$ 228,385	\$ 207,233	\$ 177,796	\$ 176,776	\$ 171,697	\$ 157,259	\$ 153,340
Debt service for revenue bonds outstanding:										
Principal	\$ 56,345	\$ 10,930	\$ 57,780	\$ 56,645	\$ 54,590	\$ 56,505	\$ 54,050	\$ 51,780	\$ 49,775	\$ 49,310
Interest (3)	72,969	72,968	82,807	40,407	33,676	37,992	41,651	39,335	39,904	41,443
Total current debt service	\$ 129,314	\$ 83,898	\$ 140,587	\$ 97,052	\$ 88,266	\$ 94,497	\$ 95,701	\$ 91,115	\$ 89,679	\$ 90,753
Debt service coverage (4)	1.91	2.26	1.67	2.35	2.35	1.88	1.85	1.88	1.75	1.69

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

DEBT SERVICE COVERAGE, LAST TEN FISCAL YEARS

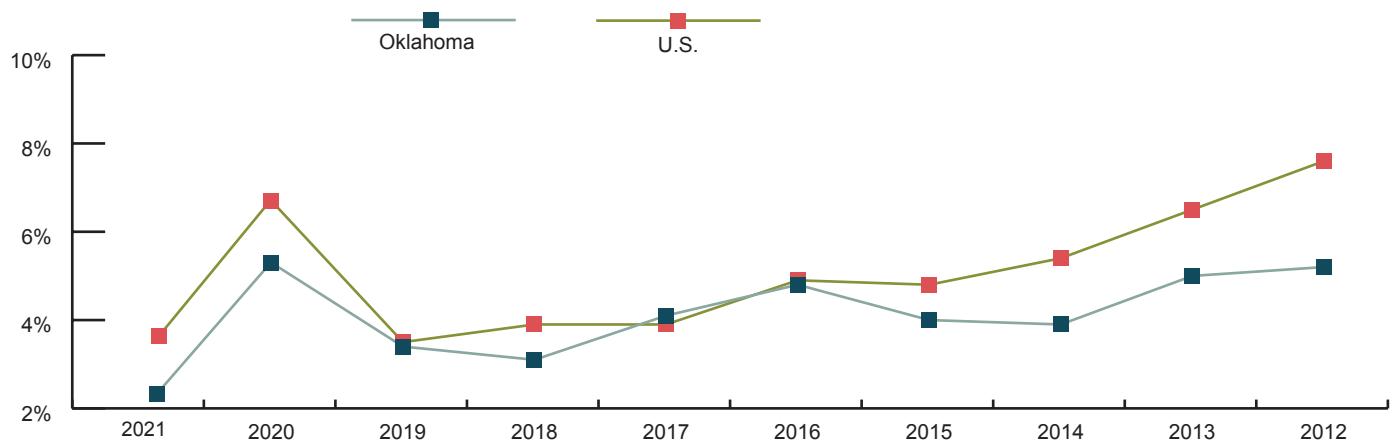


SCHEDULE 10: DEMOGRAPHIC AND ECONOMIC STATISTICS
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Population:										
Oklahoma (thousands)	3,987	3,981	3,957	3,943	3,931	3,924	3,911	3,878	3,851	3,815
U.S. (thousands)	331,894	329,484	328,240	327,167	325,719	323,128	321,419	318,857	316,129	313,914
Per capita income:										
Oklahoma	\$ *	\$ 49,878	\$ 47,341	\$ 45,843	\$ 43,794	\$ 42,692	\$ 44,272	\$ 43,138	\$ 41,861	\$ 41,399
U.S.	63,551	58,955	56,690	53,694	50,395	49,495	47,690	46,030	44,408	44,247
Total personal income:										
Oklahoma (millions)	\$ 208	\$ 195	\$ 190	\$ 182	\$ 171	\$ 179	\$ 174	\$ 171	\$ 162	\$ 158
U.S. (billions)	20,987	19,499	18,922	18,017	16,719	16,290	15,612	15,014	14,268	14,623
Gross product:										
Oklahoma (millions)	\$ *	\$ 194	\$ 202	\$ 199	\$ 185	\$ 183	\$ 186	\$ 184	\$ 176	\$ 169
U.S. (billions)	22,993	21,488	21,429	20,501	19,058	18,566	17,943	17,348	16,663	16,155
Total labor force:										
Oklahoma (thousands)	1,862	1,846	1,846	1,837	1,842	1,824	1,848	1,818	1,797	1,810
U.S. (thousands)	162,294	160,567	164,556	163,240	160,597	159,640	157,833	156,142	155,083	155,597
% Rate of unemployment:										
Oklahoma	2.3%	5.3%	3.4%	3.1%	4.1%	4.8%	4.0%	3.9%	5.0%	5.2%
U.S.	3.9%	6.7%	3.5%	3.9%	3.9%	4.9%	4.8%	5.4%	6.5%	7.6%

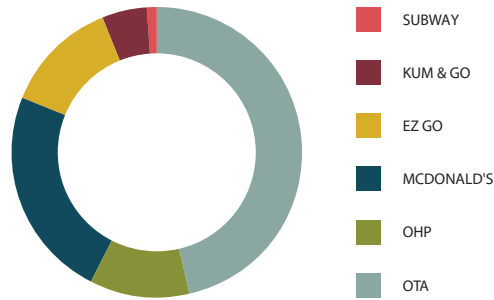
Sources: Web sites of the U.S. Census Bureau, Federal Reserve Bank of St. Louis and Bureau of Labor Statistics

UNEMPLOYMENT RATE, LAST TEN FISCAL YEARS



**SCHEDULE 11A: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM
DECEMBER 31, 2021**

	2021
OTA Employees	467
OHP (troopers assigned to OTA)	110
McDonald's Employees (concessionaire)	273
EZ Go Employees (concessionaire)	114
Kum & Go Employees (concessionaire)	40
Subway Employees (concessionaire)	10
Total	1,014



**SCHEDULE 11B: PRINCIPAL EMPLOYERS WITHIN THE JURISDICTION OF THE TURNPIKE SYSTEM
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS**

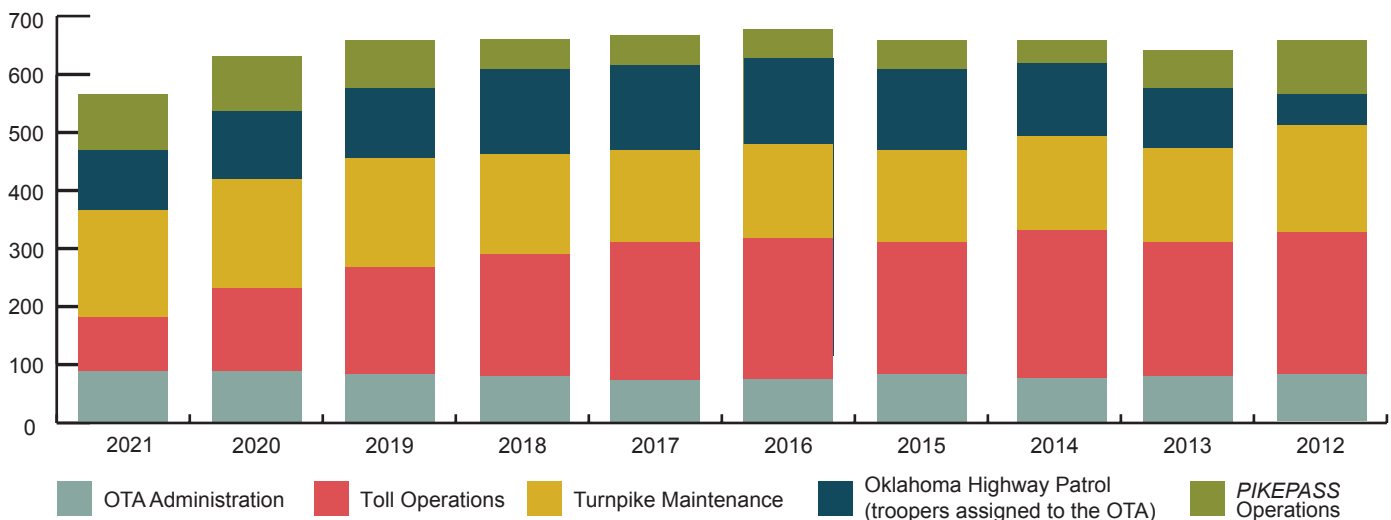
	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
OTA Office Employees	195	179	160	146	131	128	120	115	126	131
OTA Field Employees	272	332	357	384	400	411	408	421	398	423
OHP (troopers assigned to OTA)	110	123	135	136	143	146	119	111	110	113
McDonald's Employees (concessionaire)	273	259	290	314	312	313	329	374	316	341
EZ Go Employees (concessionaire)	114	139	99	104	106	106	101	90	86	99
Kum & Go Employees (concessionaire)	40	57	42	40	34	32	33	53	10	10
Subway Employees (concessionaire)	10	11	13	14	15	18	15	*	*	*
Total	1,014	1,100	1,096	1,138	1,141	1,154	1,125	1,164	1,046	1,117

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, 2021 AND PRIOR NINE YEARS**

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Administration	99	91	89	84	75	75	78	75	80	82
Toll Operations	92	138	178	209	231	239	235	249	227	254
Turnpike Maintenance	180	194	179	175	169	172	173	172	171	169
Highway Patrol (troopers assigned to OTA)	110	123	135	136	143	146	119	111	110	113
PIKEPASS Operations	96	88	71	62	56	53	42	40	46	49
Total	577	634	652	666	674	685	647	647	634	667

FULL-TIME EMPLOYEES, LAST TEN FISCAL YEARS



Sources: Employment records from OTA and concessionaires.

SCHEDULE 13: CAPITAL ASSET STATISTICS
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Turnpikes under operation (total length in miles)	624.4	616.7	607.0	600.9	600.9	600.9	600.9	600.9	604.9	604.9
Turner (opened 1953)	86	86	86	86	86	86	86	86	86	86
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	30.3	31.4	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	13.3	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)	18.5	10.8	-	-	-	-	-	-	-	-
Lane miles:	2,471.00	2,462.90	2,449.0	2,433.0	2,413.0	2,413.0	2,413.0	2,413.0	2,420.9	2,388.6
Right-of-Way area: (000's acres)	33	33	33	33	33	33	33	33	33	33
Facilities:	300	312	303	303	303	304	303	296	291	288
Interchanges	98	94	88	88	88	88	88	88	87	86
Service areas	17	18	16	16	16	17	18	18	16	19
Maintenance buildings	180	195	195	195	195	195	193	186	184	180
Administration building	1	1	1	1	1	1	1	1	1	1
PIKEPASS customer service centers/stores	4	4	3	3	3	3	3	3	3	2
Total number of crossings over/under turnpikes:	905	873	789	789	789	789	789	789	789	789
Other highways or interchange ramps	550	533	499	499	499	499	499	499	499	499
Railroads	32	33	29	29	29	29	29	29	29	29
Rivers and streams	323	307	261	261	261	261	261	261	261	261
<i>Notes:</i>										
<i>In 2021, added remaining 7.7 miles for Kickapoo Turnpike.</i>										
<i>In 2020, total lane miles were increased by the new construction of 10.8 miles of 4-lane for the Kickapoo Turnpike from Turner to 23rd Street.</i>										
<i>In 2020, total lane miles were expanded by adding 4.98 miles of 4-lane to the John Kilpatrick Turnpike.</i>										
<i>In 2019, total lane miles were expanded by completion of the widening project on the Turner Turnpike.</i>										
<i>In 2018, total lane miles were expanded by partial completion of the widening project on the Turner Turnpike.</i>										
<i>In 2014, total lane miles were reduced for the US Highway 7 to US Highway 177 segment on the Chickasaw Turnpike which was transferred to the ODOT.</i>										
<i>In 2013, total lane miles were expanded by completion of the widening projects on the John Kilpatrick and Creek Turnpikes.</i>										
<i>In 2013, the OTA partnered with the Department of Tourism to establish an additional full service PIKEPASS store within the Tourism Information Center in Oklahoma City.</i>										
<i>Sources: Various OTA Divisions.</i>										

SCHEDULE 14: INSURANCE IN FORCE, AS OF DECEMBER 31, 2021

Insurance		Policy	Coverage		Deductible	Annual or Last Premium
Fire & extended coverage for buildings & contents, bridges and computers	08/01/21 - 07/31/22	State of Oklahoma	\$ 204,715,921	Buildings & Contents	\$ 10,000	\$ 264,861
		Certificate #978	1,595,329,109	Bridges (100%)	200,000	945,392
Auto liability	07/01/21 - 06/30/22	State of Oklahoma	175,000	Bodily injury	-	59,111
		Certificate #978	25,000	Property damage		
			1,000,000	Per occurrence		
Auto Physical Damage (Specialty Vehicle)	08/01/21 - 08/01/22	State of Oklahoma			5% of vehicle value	7,866
Comprehensive general liability, personal and injury liability	07/01/21 - 06/30/22	State of Oklahoma	175,000	Bodily injury	-	18,164
		Certificate #978	25,000	Property damage		
			1,000,000	Per occurrence		
Director's, Officer's, & Employee's Insurance	10/30/21 - 10/29/22	State of Oklahoma	35,000,000	Aggregate	150,000	30,971
		Certificate #978	5,000,000	Per occurrence		
Public Employee Dishonesty Insurance	10/30/21 - 06/30/22	State of Oklahoma	50,000	Per employee	5,000	N/A
		Certificate #978		(Provided by State)		
Cyber Insurance	09/24/21 - 09/24/22	Cowbell Cyber Inc. OBD-CB-SX2PA6SEL - Policy NO. PrimaryLayer -\$1,000,000.00	1,000,000	\$1,000,000 Aggregate Limit	50,000	27,675
Workers compensation	07/01/21 - 06/30/22	State Risk Management	100,000,000	Liabilities (Okla)	-	374,098
		#00338640	100,000	Employee injuries		
Health benefits	01/01/20 - 12/31/21	State of Oklahoma	Various	Life, hospital, surgical, major medical, & dental	Various	7,771,039
		Travelers C&S Ins.				
Surety bond	04/06/21 – 07/01/22	#107423265	25,000	William L Berry Jr	n/a	124
	07/01/21 – 07/01/22	#1107119226	25,000	John Jones	n/a	100
	04/01/21 – 04/01/22	#106461440	100,000	Dana Weber	n/a	350
	04/01/21 – 04/01/22	#105639652	25,000	Gene Love	n/a	100
	04/01/21 – 04/01/22	#107077778	25,000	John Titsworth	n/a	100
	04/01/21 – 04/01/22	#107077794	25,000	Todd Cone	n/a	100

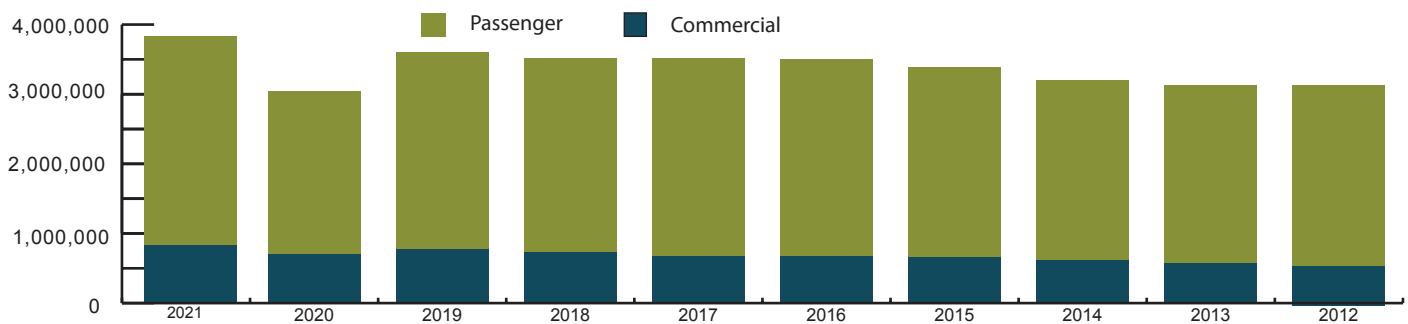
SCHEDULE 15: OPERATING INDICATORS
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
[CONCESSION INFORMATION PRESENTED IN 000'S OF DOLLARS/GALLONS]

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Concessions:										
Concessionaire restaurant sales (\$)	21,509	17,224	20,646	20,321	23,742	22,867	18,971	17,345	18,087	19,669
Concessionaire service station sales (\$)	22,124	17,405	18,837	18,184	14,991	14,738	15,991	13,277	12,878	14,024
Concessionaire gasoline sales (gallons)	23,234	19,380	22,463	22,380	19,534	20,052	21,671	18,114	16,688	18,536
Concessionaire diesel sales (gallons)	18,067	14,854	13,492	15,864	14,493	15,089	18,729	14,203	13,756	15,576
Concessionaire rent paid to OTA (\$)	2,538	2,568	2,425	2,342	2,390	2,277	1,838	1,627	1,579	1,582
Highway Patrol:										
Total citations	21,005	19,542	24,012	23,838	26,968	29,180	26,042	27,774	28,775	24,615
Total warnings	49,060	69,606	88,002	96,115	112,493	100,959	87,193	90,924	106,748	108,922
Motorist assists	14,862	17,224	18,598	20,504	21,449	20,467	18,820	19,431	17,098	16,404
Accidents	1,582	1,368	1,560	1,594	1,434	1,513	1,480	1,209	1,111	1,065
Accidents per 100 million miles	40.21	45.07	43.67	44.86	39.99	42.21	42.98	36.65	35.41	33.95
Fatalities	20	25	18	28	25	33	20	29	31	26
Fatalities per 100 million miles	0.51	0.82	0.50	0.79	0.70	0.92	0.58	0.88	0.99	0.83
PIKEPASS:										
Total active <i>PIKEPASS</i> accounts	855,348	828,560	787,193	744,672	705,584	715,127	634,151	596,716	624,455	593,851
Total active <i>PIKEPASS</i> transponders	2,185,894	2,705,813	1,949,652	1,873,581	1,777,499	1,748,180	1,672,405	1,557,593	1,422,271	1,321,538
Total customer service calls received	765,444	596,064	740,319	709,974	703,857	677,614	644,520	604,331	577,287	812,758
Turnpike maintenance:										
Joint and crack sealing (linear feet)	1,762,592	2,430,203	976,971	1,615,582	2,433,341	1,778,351	1,813,870	2,283,299	1,668,171	3,110,357
Fence Repair/Replacement (linear feet)	17,399	8,392	68,169	188,447	101,156	182,750	40,363	110,336	143,098	109,069
Vegetation management (acres)	19,090	26,874	34,804	51,951	58,115	72,526	56,401	59,160	33,781	35,799
Snow removal operations (lane miles)	96,301	135,656	75,533	70,857	69,833	33,963	188,811	107,296	128,842	31,198
Turnpike operations:										
Average toll collected (\$):										
<i>(toll revenues / transactions)</i>										
Passenger	1.22	1.19	1.20	1.18	1.13	0.99	0.98	0.99	1.00	1.00
Commercial	7.90	7.89	7.68	7.48	7.07	6.36	6.35	6.42	6.64	6.82
Average trip length (miles):										
<i>(mileage / transactions)</i>										
Passenger	17.1	16.9	17.2	17.4	17.6	17.5	17.5	17.7	18.0	18.1
Commercial	41.3	41.3	40.7	40.3	40.2	40.3	40.2	40.6	41.9	42.3
Average toll/mile (\$)										
<i>(toll revenues / mileage)</i>										
Passenger	7.1	7.0	7.0	6.8	6.4	5.7	5.6	5.6	5.5	5.5
Commercial	19.1	19.1	18.9	18.6	17.6	15.8	15.8	15.8	15.9	16.1
<i>Sources: Various OTA Divisions.</i>										

**SCHEDULE 16: MILEAGE BY TYPE AND TURNPIKE
TEN YEARS - DECEMBER 31, 2021 AND PRIOR NINE YEARS
(PRESENTED IN THOUSANDS OF MILES)**

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Turner Turnpike										
Passenger	740,804	627,187	750,991	743,350	757,489	757,721	714,505	681,093	652,340	655,342
Commercial	240,863	210,137	205,665	203,490	199,541	190,940	187,862	187,426	178,292	175,053
Total	981,667	837,324	956,656	946,840	957,030	948,661	902,367	868,519	830,632	830,395
Will Rogers Turnpike										
Passenger	486,527	408,675	478,684	489,693	520,497	532,815	506,834	487,844	464,490	464,919
Commercial	270,589	235,434	231,542	228,131	225,626	223,236	222,240	218,596	209,567	212,378
Total	757,116	644,109	710,226	717,824	746,123	756,051	729,074	706,440	674,057	677,297
H. E. Bailey Turnpike										
Passenger	397,990	351,516	411,059	397,822	392,253	395,135	374,259	360,895	347,672	344,941
Commercial	53,041	53,047	58,310	56,917	51,524	47,591	47,219	48,631	42,728	41,650
Total	451,031	404,563	469,369	454,739	443,777	442,726	421,478	409,526	390,400	386,591
Indian Nation Turnpike										
Passenger	163,325	130,626	166,576	163,324	165,703	168,221	170,181	162,806	158,411	159,112
Commercial	48,007	44,030	48,108	47,929	46,387	43,814	44,470	44,070	43,532	44,282
Total	211,332	174,656	214,684	211,253	212,090	212,035	214,651	206,876	201,943	203,394
Muskogee Turnpike										
Passenger	282,222	247,676	261,923	257,302	255,785	267,656	260,353	245,281	242,865	240,361
Commercial	35,728	33,723	35,082	37,436	39,091	40,316	39,760	38,471	29,813	28,963
Total	317,950	281,399	297,005	294,738	294,876	307,972	300,113	283,752	272,678	269,324
Cimarron Turnpike										
Passenger	126,846	108,506	135,061	135,680	143,046	144,280	141,341	135,738	129,921	126,763
Commercial	31,058	29,837	30,736	30,685	31,021	30,369	30,835	31,425	31,163	30,240
Total	157,904	138,343	165,797	166,365	174,067	174,649	172,176	167,163	161,084	157,003
John Kilpatrick Turnpike										
Passenger	423,946	330,708	330,655	327,107	324,885	322,702	301,964	276,294	249,628	247,880
Commercial	23,361	17,272	16,028	15,026	13,610	12,660	12,723	11,425	9,778	10,448
Total	447,307	347,980	346,683	342,133	338,495	335,362	314,687	287,719	259,406	258,328
Cherokee Turnpike										
Passenger	78,639	67,681	79,124	80,661	82,105	83,678	79,127	73,447	70,971	70,306
Commercial	15,774	14,111	14,086	12,744	12,863	13,004	12,587	12,166	11,720	11,724
Total	94,413	81,792	93,210	93,405	94,968	96,682	91,714	85,613	82,691	82,030
Chickasaw Turnpike										
Passenger	16,610	14,639	17,723	17,588	17,052	15,448	14,592	13,641	12,967	12,506
Commercial	3,580	2,995	2,936	2,724	2,851	4,024	3,727	4,120	3,670	3,437
Total	20,190	17,634	20,659	20,312	19,903	19,472	18,319	17,761	16,637	15,943
Creek Turnpike										
Passenger	297,449	256,179	287,187	293,263	292,723	280,208	268,935	255,112	237,910	246,231
Commercial	12,997	10,748	10,833	12,078	11,990	10,220	10,083	10,307	10,089	10,116
Total	310,446	266,927	298,020	305,341	304,713	290,428	279,018	265,419	247,999	256,347
Kickapoo Turnpike										
Passenger	26,678	1,275	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commercial	2,937	93	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	29,615	1,368	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Totals										
Passenger	3,041,036	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
Commercial	737,935	617,318	653,326	647,161	634,504	616,174	611,506	606,637	570,352	568,291
Total Mileage	3,778,971	3,196,095	3,572,309	3,552,951	3,586,042	3,584,038	3,443,597	3,298,788	3,137,527	3,136,652

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



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