



Annual Toll Rate Escalation Report

Central Texas Turnpike System
October 2025



Texas Department of Transportation

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Overview

Title 43, Texas Administrative Code §27.82(d) provides that the Texas Transportation Commission (commission) will establish toll rates for the use of a toll project on the state highway system. In setting toll rates, the commission is required to consider: (1) the results of traffic and revenue studies and any schedule of toll rates established in traffic and revenue reports; (2) the requirements of project bond covenants, if applicable; and (3) vehicle classifications, type and location of the facility, and similar criteria that apply to a specific project.

The Central Texas Turnpike System (CTTS) consists of the following elements: SH 130, which runs from I-35 North of Georgetown to the intersection of US 183 and SH 130 at SH 45 Southeast; SH 45 North, which runs from west of US 183 to SH 130 / SH 45 North interchange; Loop 1, which runs from existing Loop 1 and Farm to Market 734 (Parmer Lane) to the Loop 1 / SH 45 North interchange; and SH 45 Southeast, which runs from I-35 at FM 1327 south of Austin to the SH 130 / US 183 interchange.

In accordance with the CTTS Indenture of Trust, revenues received must be used to pay debt service, the costs of maintenance and operation, and other obligations incurred under the Indenture of Trust, and, after having made the deposits required under the Indenture of Trust, to repay the commission for amounts expended to pay maintenance and operating expenses, and then to purchase or redeem outstanding obligations, pay maintenance expenses, make payments to the construction fund, fund improvements, extensions and replacements of the CTTS, and for any other lawful purpose.

Minute Order 113244, dated August 30, 2012, authorized the executive director to annually escalate toll rates on the CTTS in accordance with established indices and the toll escalation policy set forth in Exhibit A to the minute order. The toll escalation policy provides that the toll rates are escalated by applying the toll rate escalation percentage, calculated each October 1 as the greater of (1) the consumer price index formula prescribed in the policy and (2) 0%. The toll rate escalation percentage shall be reported to the commission each year at or before the commission's October meeting.

The toll rate escalation percentage has been calculated to be 2.9%, as shown in the Traffic Consultant's Memorandum (Exhibit A), and will be applied to the current base toll rates for each CTTS element and paypoint, generating the schedule of increased toll rates for calendar year 2026 shown in Exhibit B. The toll rate escalation percentage and the escalated toll rate table for each CTTS element (shown in Exhibit B) have been prepared in accordance with the toll escalation policy established in Minute Order 113244. As provided in Minute Order 113244, the percentage increase in the toll rates will be effective automatically on January 1 of the next calendar year and implemented by the executive director, unless the commission affirmatively votes prior to January 1 to modify the toll rate escalation percentage. The Texas Department of Transportation has determined that a rate escalation percentage beyond what is

included in the Traffic Consultant's Memorandum (Exhibit A) is not necessary to meet covenants relating to outstanding debt obligations.

Exhibits

Exhibit A

Traffic Consultant's Memorandum

Toll Rate Escalation and 2026 Toll Rates

Central Texas Turnpike System (CTTS)

Exhibit A



Memorandum

To: TxDOT – Project Finance and Toll Operations Division From: Phil Eshelman
Subject: Toll Rate Escalation and 2026 Toll Rates - CTTS Date: September 17, 2025

Reference: 2026 CTTS Toll Escalation – Estimated Toll Rates

The purpose of this memorandum is to summarize the estimated toll rates scheduled for implementation on January 1st, 2026 for all facilities in the Central Texas Turnpike System (CTTS). These toll rates are the 13th set to be implemented as part of the annual escalation process that was approved at the August 30th, 2012 Texas Transportation Commission Meeting as Minute Order 113244, which is shown as Attachment 1 of this memorandum. The current toll rates are shown in Table 2 on the following page of this memorandum and the process for calculating the escalated toll rates is provided within Minute Order 113244, where it is referenced separately as Attachment 2 on the last page of that document.

Methodology

The process to determine the escalated toll rates is based on the change in the Bureau of Labor Statistics' (BLS) Consumer Price Index (CPI) for all US cities. The index is commonly referred to as the CPI-U and is updated on a monthly basis. The index uses the cost conditions of 1982-84 as the baseline for the index which is referenced with a value of 100. As discussed in Attachment 1, the toll escalation percentage needs to be calculated beginning on October 1st of each year and reported to the Commission at the October Commission Meeting. The escalation is to be based on the latest available increase in the CPI-U index for a 12-month period. As of October 1st, 2025, the latest available BLS report is for August 2025, which was released in September. Thus, the latest 12-month period would be between August 2024 and August 2025. The escalation percentage is calculated as follows:

$$\text{Escalation Percentage} = ((\text{August 2025 CPI} - \text{August 2024 CPI}) / \text{August 2024 CPI}) * 100.0$$

Table 1 provides the CPI-U value for this period and the resulting escalation percentage increase of 2.9%, along with the calculation for the prior years as reference points. To be consistent with the format of the CPI-U values provided in the BLS tables, the percentage change calculation was rounded to the nearest 1/10 of a percent.

The values in Table 1 for August 2024 and 2025 were obtained directly from the values in the BLS report released in September 2025 (August reference month). Note that the value released for August 2024 in this report is identical to the value for August 2024 released previously in September 2024. For the purposes of calculating the 2026 escalation, Stantec used these values as they represent the latest available estimates for CPI.

The escalation percentage was applied to the current base toll rates for each CTTS facility and paypoint as provided in Table 2, which generated the proposed toll increases for calendar year 2026 listed in Table 3. Note that the toll increases were rounded the nearest cent for both payment methods of the two-axle vehicle class and then applied to the remaining axle groups in a manner consistent with the existing baseline toll policy.

Reference: 2026 CITS Toll Escalation – Estimated Toll Rates**Table 1 – Annual Toll Escalation Percentage Values**

Year	Reference Month	CPI-U US City Average (1)	August CPI-U Annual Growth	Applied Toll Rate Escalation
2012	August	230.379		
2013	August	233.877	1.5%	1.5%
2014	August	237.852	1.7%	1.7%
2015	August	238.316	0.2%	0.2%
2016	August	240.849	1.1%	1.1%
2017	August	245.519	1.9%	1.9%
2018	August	252.146	2.7%	2.7%
2019	August	256.558	1.7%	1.7%
2020	August	259.918	1.3%	1.3%
2021	August	273.567	5.3%	5.3%
2022	August	296.171	8.3%*	2.4%
2023	August	307.026	3.7%	3.7%
2024	August	314.796	2.5%	2.5%
2025	August	323.976	2.9%	2.9%

Notes:

(1) - US Bureau of Labor Statistics

* The toll escalation used for the 2023 rates was 2.4%, based on Minute Order 116380 dated 11/16/22.

Reference: 2026 CITS Toll Escalation – Estimated Toll Rates

Table 2 – Existing 2025 Toll Rates by Paypoint and Axle Class

September 17, 2025

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Reference: 2026 CTTS Toll Escalation – Estimated Toll Rates
Table 3 - Toll Escalation Values by Paypoint and Axle Class

Tolling Point	Central Texas Turnpike System (CTTS) Toll Rate Changes (From 2025 to 2026 Toll Rates)									
	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
SH 130 (Segments 1-4) Change in Toll Rates										
Mainline Plazas (Segments 1-4): From I-35 (at SH 195) to US 183; Entrance and Exit Ramps at: Cameron Rd.	\$0.06	\$0.09	\$0.12	\$0.18	\$0.18	\$0.27				
Entrance and Exit Ramps at: SH 29, Blue Bluff, Tesla Rd., and Moore Rd.	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09				
Entrance and Exit Ramps at: CR 104, Pecan St./Pflugerville, Gregg Manor, FM 973, FM 969, Pearce Ln., and FM 812	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09				
Entrance and Exit Ramps at: US 79, CR 138, Chandler Rd., and Elroy Rd.	\$0.03	\$0.05	\$0.06	\$0.10	\$0.09	\$0.15				
SH 45 Southeast Change in Toll Rates										
Mainline Plaza between: N. Turnersville Rd. and Palmer Rd.	\$0.04	\$0.06	\$0.08	\$0.12	\$0.12	\$0.18				
Entrance and Exit Ramps at: N. Turnersville Rd. and FM 1625	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09				
SH 45 North Change in Toll Rates										
Mainline Plazas: Lake Creek and Heatherwilde	\$0.04	\$0.06	\$0.08	\$0.12	\$0.12	\$0.18	\$0.16	\$0.24	\$0.20	\$0.30
Entrance and Exit Ramps at: Parmer Ln. (FM 734) and RM 620	\$0.03	\$0.04	\$0.06	\$0.08	\$0.09	\$0.12	\$0.12	\$0.16	\$0.15	\$0.20
Entrance and Exit Ramps at: O'Connor Dr.	\$0.03	\$0.04	\$0.06	\$0.08	\$0.09	\$0.12	\$0.12	\$0.16	\$0.15	\$0.20
Entrance and Exit Ramps at: Greenlawn and AW Grimes	\$0.03	\$0.04	\$0.06	\$0.08	\$0.09	\$0.12	\$0.12	\$0.16	\$0.15	\$0.20
Entrance and Exit Ramps at: Schultz Ln. and Wilke Ln. (Heatherwilde)	\$0.04	\$0.06	\$0.08	\$0.12	\$0.12	\$0.18	\$0.16	\$0.24	\$0.20	\$0.30
Loop 1 Change in Toll Rates										
Mainline Plaza at: Merrilltown	\$0.04	\$0.06	\$0.08	\$0.12	\$0.12	\$0.18	\$0.16	\$0.24	\$0.20	\$0.30
Entrance and Exit Ramps at: Shoreline Dr., and Howard Ln./Wells Branch	\$0.03	\$0.04	\$0.06	\$0.08	\$0.09	\$0.12	\$0.12	\$0.16	\$0.15	\$0.20
Entrance and Exit Ramps (via Direct Connectors) at: O'Connor Dr.	\$0.03	\$0.04	\$0.06	\$0.08	\$0.09	\$0.12	\$0.12	\$0.16	\$0.15	\$0.20

Notes:

1.) Non-Tag rates include a 50% surcharge over the Tag rate. The 2-axle Tag & Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles.

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Reference: 2026 CTTS Toll Escalation – Estimated Toll Rates

Table 4 provides a listing of the final toll rates for calendar year 2026 and these toll rates become effective January 1, 2026. Note that these toll rates are the base rates that would be in effect prior to any temporary discount schemes that might be identified in the future.

Table 4 – January 2026 Toll Rates by Paypoint and Axle Class

Tolling Point	Central Texas Turnpike System (CTTS) Toll Rates (Effective January 1, 2026)									
	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
SH 130 (Segments 1-4) Toll Rates										
Mainline Plazas (Segments 1-4): From I-35 (at SH 195) to US 183; Entrance and Exit Ramps at: Cameron Rd.	\$2.24	\$3.36	\$4.48	\$6.72	\$6.72	\$10.08				
Entrance and Exit Ramps at: SH 29, Blu Bluff, Tesla Rd., and Moore Rd.	\$0.61	\$0.92	\$1.22	\$1.84	\$1.83	\$2.76				
Entrance and Exit Ramps at: CR 104, Pecan St/Pflugerville, Gregg Manor, FM 973, FM 969, Pearce Ln., and FM 812	\$0.76	\$1.14	\$1.52	\$2.28	\$2.28	\$3.42				
Entrance and Exit Ramps at: US 79, CR 138, Chandler Rd., and Elroy Rd.	\$0.95	\$1.43	\$1.90	\$2.86	\$2.85	\$4.29				
SH 45 Southeast Toll Rates										
Mainline Plaza between: N. Turnersville Rd. and Palmer Rd.	\$1.34	\$2.01	\$2.68	\$4.02	\$4.02	\$6.03				
Entrance and Exit Ramps at: N. Turnersville Rd. and FM 1625	\$0.87	\$1.31	\$1.74	\$2.62	\$2.61	\$3.93				
SH 45 North Toll Rates										
Mainline Plazas: Lake Creek and Heatherwilde	\$1.36	\$2.04	\$2.72	\$4.08	\$4.08	\$6.12	\$5.44	\$8.16	\$6.80	\$10.20
Entrance and Exit Ramps at: Parmer Ln. (FM 734) and RM 620	\$1.18	\$1.77	\$2.36	\$3.54	\$3.54	\$5.31	\$4.72	\$7.08	\$5.90	\$8.85
Entrance and Exit Ramps at: O'Connor Dr.	\$1.20	\$1.80	\$2.40	\$3.60	\$3.60	\$5.40	\$4.80	\$7.20	\$6.00	\$9.00
Entrance and Exit Ramps at: Greenlawn and AW Grimes	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Entrance and Exit Ramps at: Schultz Ln. and Wilke Ln. (Heatherwilde)	\$1.36	\$2.04	\$2.72	\$4.08	\$4.08	\$6.12	\$5.44	\$8.16	\$6.80	\$10.20
Loop 1 Toll Rates										
Mainline Plaza at: Merrilltown	\$1.36	\$2.04	\$2.72	\$4.08	\$4.08	\$6.12	\$5.44	\$8.16	\$6.80	\$10.20
Entrance and Exit Ramps at: Shoreline Dr., and Howard Ln./Wells Branch	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Entrance and Exit Ramps (via Direct Connectors) at: O'Connor Dr.	\$1.20	\$1.80	\$2.40	\$3.60	\$3.60	\$5.40	\$4.80	\$7.20	\$6.00	\$9.00

Notes:

1.) Non-Tag rates include a 50% surcharge over the Tag rate. The 2-axle Tag & Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles.

Reference: 2026 CTTS Toll Escalation – Estimated Toll Rates

Calculated Per Mile Toll Rates

The effective per mile toll rates for each CTTS facility are listed in Table 5. These toll rates are calculated using the distances for each facility and the toll costs for full length trips for each facility. The toll costs are the summation of the base auto and 4-axle truck tolls charged when paying with tags at all mainline gantries when traveling the full length of each facility. The toll rates in the table are calculated to tenths of cents and then rounded to the nearest cent for comparison to reported values in other CTTS documentation.

Table 5 – 2026 Per Mile Toll Rates by CTTS Element

CTTS Facility	Full Length Trip			Cost per Mile			
	Distance (Miles)	Toll Costs (Dollars)		2-Axle Vehicle		4-Axle Truck	
		2-Axle Vehicle	4-Axle Truck	Calculated	Rounded to cents	Calculated	Rounded to cents
Loop 1	4.0	\$1.36	\$4.08	\$0.340	34	\$1.020	102
SH 45 N	12.8	\$2.72	\$8.16	\$0.213	21	\$0.638	64
SH 130	49.0	\$8.96	\$26.88	\$0.183	18	\$0.549	55
SH 45 SE	7.0	\$1.34	\$4.02	\$0.191	19	\$0.574	57

Notes:

Toll rates are Tag values

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Reference: 2026 CITS Toll Escalation – Estimated Toll Rates

ATTACHMENT 1

TEXAS TRANSPORTATION COMMISSION

TRAVIS and WILLIAMSON Counties

MINUTE ORDER

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AUSTIN District

Title 43, Texas Administrative Code, §27.82(d) provides that the Texas Transportation Commission (commission) will establish toll rates for the use of a toll project on the state highway system. In setting toll rates, the commission is required to consider: (1) the results of traffic and revenue studies and any schedule of toll rates established in traffic and revenue report; (2) the requirements of project bond covenants, if applicable; and (3) vehicle classifications, type and location of the facility, and similar criteria that apply to a specific project.

The Central Texas Turnpike System (CTTS) consists of the following elements: State Highway 130, which runs from I-35 North of Georgetown to the intersection of US 183 and SH 130 at SH 45 Southeast; SH 45 North, which runs from west of US 183 to SH 130/SH 45 North interchange; Loop 1, which runs from existing Loop 1 and Farm to Market 734 (Parmer Lane) to the Loop 1 / SH 45 North interchange; and SH 45 Southeast, which runs from I-35 at FM 1327 south of Austin to the SH 130 / US 183 interchange.

The Texas Department of Transportation (department) desires to establish new toll rate tables for the CTTS and eliminate cash collection, in an effort to ensure that the CTTS remains in a sound financial condition. The department has analyzed the current rate structure and alternatives rates and toll collection methodologies to determine the best combination of measures consistent with other toll rates and toll rate structures in the Central Texas region. The results of the toll rate analysis for the subject segments of the CTTS provide for rates at each tolling point as shown on Exhibit A.

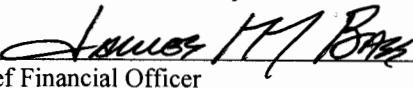
Pursuant to Section 501(a) of the CTTS Indenture of Trust (indenture), prior to adopting any change in the toll rate schedule, the commission shall obtain and file with the trustee a certificate by the traffic and revenue consultant that, in the consultant's opinion, the adoption of such proposed toll rate schedule will not adversely affect the ability of the commission to comply with its rate covenant in the indenture. The commission has received such certification from the traffic and revenue consultant and filed it with the trustee.

Under Section 17(r) of the TIFIA Master Secured Loan Agreement for the CTTS, the commission may not amend or supplement the CTTS Traffic and Revenue Forecast without the prior written consent of the U.S. Department of Transportation.

IT IS THEREFORE ORDERED that, subject to the approval of the U.S. Department of Transportation, the department is authorized to charge tolls on the CTTS in the amounts stated in Exhibit A, and eliminate cash collection, effective January 1, 2013.

IT IS FURTHER ORDERED that the executive director is authorized to annually escalate toll rates on the CTTS in accordance with established indices and toll escalation policy as shown in Exhibit A.

Submitted and reviewed by:



Chief Financial Officer

Recommended by:



Executive Director

113244 AUG 30 12

Minute
Number

Date
Passed

Exhibit A

The proposed Toll Rate Schedule (Attachment 1) includes an increase of toll rates for the CTTS as shown in this exhibit; the adoption of rates for the ramps at the new SH 45 North/O'Connor Drive interchange scheduled for completion in December 2013; the conversion of CTTS toll collection system to cashless operations; the conversion of the pilot video billing program to a permanent payment method; and the adoption of annual toll escalation (Attachment 2) in accordance with a calculation process provided in Minute Order _____ dated August 30, 2012. The effective date of the new toll rates is January 1, 2013 and the date of the first annual escalation of toll rates is January 1, 2014.

Attachment 1

SH 130 (Segments 1-4) Toll Rates										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM
SH 130 (Segments 1-4) From I-35 at SH 195 to US 183: Mainline Plazas	\$1.69	\$2.25	\$3.38	\$4.50	\$5.07	\$6.75	\$5.07	\$6.75	\$5.07	\$6.75
Entrance and Exit Ramps at: SH 29, Blue Bluff, Harold Green, and Moore Rd.	\$0.45	\$0.60	\$0.90	\$1.20	\$1.35	\$1.80	\$1.35	\$1.80	\$1.35	\$1.80
Entrance and Exit Ramps at: FM 104, Pecan St./Pflugerville, Gregg Manor, FM 973, Fm 969, Pearce Ln, and FM 812	\$0.56	\$0.74	\$1.12	\$1.48	\$1.68	\$2.22	\$1.68	\$2.22	\$1.68	\$2.22
Entrance and Exit Ramps at: US 79, CR 138, Chandler Rd., and Elroy Rd.	\$0.73	\$0.97	\$1.46	\$1.94	\$2.19	\$2.91	\$2.19	\$2.91	\$2.19	\$2.91
Tolling Point	Passenger Car, Light Truck, SUV		Passenger Vehicle with Trailer		Commercial Vehicle		Commercial Vehicle with One (1) Trailer		Commercial Vehicle with Two (2) Trailers	
	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM
Entrance and Exit Ramps at: Cameron Rd.	\$1.69	\$2.25	\$3.38	\$4.50	\$5.07	\$6.75	\$5.07	\$6.75	\$5.07	\$6.75

SH 45 Southeast Toll Rates										
Tolling Point	Passenger Car, Light Truck, SUV		Passenger Vehicle with Trailer		Commercial Vehicle		Commercial Vehicle with One (1) Trailer		Commercial Vehicle with Two (2) Trailers	
	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM
Mainline Plaza between N. Turnersville Road and Palmer Road	\$1.00	\$1.33	\$2.00	\$2.66	\$3.00	\$3.99	\$3.00	\$3.99	\$3.00	\$3.99
Entrance and Exit Ramps at: N. Turnersville Road, and FM 1625	\$0.66	\$0.88	\$1.32	\$1.76	\$1.98	\$2.64	\$1.98	\$2.64	\$1.98	\$2.64

Attachment 1

Tolling Point	SH 45 North Toll Rates									
	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM
Mainline Plazas: Lake Creek and Heatherwilde	\$1.02	\$1.36	\$2.04	\$2.72	\$3.06	\$4.08	\$4.08	\$5.44	\$5.10	\$6.80
Entrance and Exit Ramps at: Parmer Ln.(FM 734), and RM 620	\$0.88	\$1.17	\$1.76	\$2.34	\$2.64	\$3.51	\$3.52	\$4.68	\$4.40	\$5.85
Entrance and Exit Ramps at: O'Connor Drive	\$0.90	\$1.20	\$1.80	\$2.40	\$2.70	\$3.60	\$3.60	\$4.80	\$4.50	\$6.00
Entrance and Exit Ramps at: Greenlawn, and AW Grimes	\$0.68	\$0.90	\$1.36	\$1.80	\$2.04	\$2.70	\$2.72	\$3.60	\$3.40	\$4.50
Entrance and Exit Ramps at: Schultz Lane, Wilke Lane (Heatherwilde)	\$1.02	\$1.36	\$2.04	\$2.72	\$3.06	\$4.08	\$4.08	\$5.44	\$5.10	\$6.80

Tolling Point	Loop 1 Toll Rates									
	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM	TxTag	PBM
Mainline Plaza at: Merrilltown	\$1.02	\$1.36	\$2.04	\$2.72	\$3.06	\$4.08	\$4.08	\$5.44	\$5.10	\$6.80
Entrance and Exit Ramps at: Shoreline Drive, and Howard Ln./Wells Branch	\$0.68	\$0.90	\$1.36	\$1.80	\$2.04	\$2.70	\$2.72	\$3.60	\$3.40	\$4.50
Entrance and Exit Ramps at: O'Connor Drive	\$0.90	\$1.20	\$1.80	\$2.40	\$2.70	\$3.60	\$3.60	\$4.80	\$4.50	\$6.00

Notes:

- 1.) Pay By Mail (PBM) rates do not include \$1.15 statement fee.
- 2.) A 33% surcharge (for PBM) over the TxTag rate is applied.

Attachment 2

Toll Rate Escalation Policy

Subject in all instances to the provisions, requirements and restrictions of the indenture, as amended and supplemented from time to time, beginning on October 1, 2013 and on each October 1 thereafter (the "Toll Escalation Determination Date"), a percentage increase in the toll rates charged on all toll facilities in the CTTS will be determined in an amount equal to the Toll Rate Escalation Percentage. The Toll Rate Escalation Percentage, as calculated on each Toll Escalation Determination Date, shall be reported to the commission each year at its October meeting. The percentage increase in the toll rates shall be effective automatically on January 1 of the next calendar year and implemented by the executive director, unless the commission affirmatively votes prior to January 1 to modify the Toll Rate Escalation Percentage. If the commission votes to modify the Toll Rate Escalation Percentage, the toll rate increase to be effective on January 1 of the next calendar year shall be based on the modified Toll Rate Escalation Percentage.

For purposes of determining the Toll Rate Escalation Percentage, the following capitalized terms shall have the meanings given below:

"Toll Rate Escalation Percentage" = shall mean a percentage amount equal to $[(CPI^t - CPI^{t-12})/CPI^{t-12}]$. In the event the Toll Rate Escalation Percentage is calculated to equal less than 0%, then the Toll Rate Escalation Percentage shall be deemed to equal 0%.

"CPI" = the most recently published non-revised index of Consumer Prices for All Urban Consumers (CPI-U) before seasonal adjustment ("CPI"), as published by the Bureau of Labor Statistics of the U.S. Department of Labor ("BLS") prior to the Toll Escalation Determination Date for which such calculation is being made. The CPI is published monthly and the CPI for a particular month is generally released and published during the following month. The CPI is a measure of the average change in consumer prices over time for a fixed market basket of goods and services, including food, clothing, shelter, fuels, transportation, charges for doctors' and dentists' services, and drugs. In calculating the index, price changes for the various items are averaged together with weights that represent their importance in the spending of urban households in the United States. The contents of the market basket of goods and services and the weights assigned to the various items are updated periodically by the BLS to take into account changes in consumer expenditure patterns. The CPI is expressed in relative terms in relation to a time base reference period for which the level is set at 100.0. The base reference period for the CPI is the 1982-1984 average.

"CPI^{t-12}" = the CPI published by the BLS in the month that is 12 months prior to the month used to establish CPI^t.

If the CPI is discontinued or substantially altered, as determined in the sole discretion of the department, the department will determine an appropriate substitute index or, if no such substitute index is able to be determined, the commission reserves the right to modify its obligations under this policy.

Exhibit B

Central Texas Turnpike System (CTTS)

Toll Rates (Effective January 1, 2026)

Exhibit B

Central Texas Turnpike System (CTTS) Toll Rates (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
SH 130 (Segments 1-4) Toll Rates										
Mainline Plazas (Segments 1-4): From I-35 (at SH 195) to US 183; Entrance and Exit Ramps at: Cameron Rd.	\$2.24	\$3.36	\$4.48	\$6.72	\$6.72	\$10.08				
Entrance and Exit Ramps at: SH 29, Blue Bluff, Tesla Rd., and Moore Rd.	\$0.61	\$0.92	\$1.22	\$1.84	\$1.83	\$2.76				
Entrance and Exit Ramps at: CR 104, Pecan St./Pflugerville, Gregg Manor, FM 973, FM 969, Pearce Ln., and FM 812	\$0.76	\$1.14	\$1.52	\$2.28	\$2.28	\$3.42				
Entrance and Exit Ramps at: US 79, CR 138, Chandler Rd., and Elroy Rd.	\$0.95	\$1.43	\$1.90	\$2.86	\$2.85	\$4.29				
SH 45 Southeast Toll Rates										
Mainline Plaza between: N. Turnersville Rd. and Palmer Rd.	\$1.34	\$2.01	\$2.68	\$4.02	\$4.02	\$6.03				
Entrance and Exit Ramps at: N. Turnersville Rd. and FM 1625	\$0.87	\$1.31	\$1.74	\$2.62	\$2.61	\$3.93				
SH 45 North Toll Rates										
Mainline Plazas: Lake Creek and Heatherwilde	\$1.36	\$2.04	\$2.72	\$4.08	\$4.08	\$6.12	\$5.44	\$8.16	\$6.80	\$10.20
Entrance and Exit Ramps at: Parmer Ln. (FM 734) and RM 620	\$1.18	\$1.77	\$2.36	\$3.54	\$3.54	\$5.31	\$4.72	\$7.08	\$5.90	\$8.85
Entrance and Exit Ramps at: O'Connor Dr.	\$1.20	\$1.80	\$2.40	\$3.60	\$3.60	\$5.40	\$4.80	\$7.20	\$6.00	\$9.00
Entrance and Exit Ramps at: Greenlawn and AW Grimes	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Entrance and Exit Ramps at: Schultz Ln. and Wilke Ln. (Heatherwilde)	\$1.36	\$2.04	\$2.72	\$4.08	\$4.08	\$6.12	\$5.44	\$8.16	\$6.80	\$10.20
Loop 1 Toll Rates										
Mainline Plaza at: Merrilltown	\$1.36	\$2.04	\$2.72	\$4.08	\$4.08	\$6.12	\$5.44	\$8.16	\$6.80	\$10.20
Entrance and Exit Ramps at: Shoreline Dr., and Howard Ln./Wells Branch	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Entrance and Exit Ramps (via Direct Connectors) at: O'Connor Dr.	\$1.20	\$1.80	\$2.40	\$3.60	\$3.60	\$5.40	\$4.80	\$7.20	\$6.00	\$9.00

Notes:

1.) Non-Tag rates include a 50% surcharge over the Tag rate. The 2-axle Tag & Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles.