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Member

Tim J. Gatz,

Secretary of Transportation



OKLAHOMA
Turnpike Authority

**Oklahoma Turnpike Authority
Report to Bondholders
Second Quarter 2021**

Tim J. Gatz
Secretary of Transportation and Executive Director



OKLAHOMA Turnpike Authority

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Dear Oklahoma Turnpike Authority Bondholders:

With daily activities and routines of the traveling public returning to pre-COVID levels, overall net toll revenue for the second quarter of 2021 reported at \$91.9 million, a significant increase of 35.5% when compared to the same period last year. Overall, toll transactions for the second quarter were approximately 51.3 million, a significant increase of 39.9% over the prior year 36.7 million. Passenger traffic significantly increased by 42.0% over the second quarter of 2020, while heavy truck traffic increased by 18.6% over the same period last year. Net toll revenue attributable to interoperable agreements with North Texas Tollway Authority (NTTA), Texas Department of Transportation (TxDOT), Harris County Toll Road Authority (HCTRA) and Kansas Turnpike Authority (KTA) was approximately 4.5% for the second quarter.

Year-to-date revenue fund operating expenses reported at \$47.3 million, operating at 13.8% under the 2021 operating budget. Senior and total debt service ratios remain in compliance with the minimum trust requirements. Total debt service coverage exceeds minimum trust requirements on a rolling twelve-month basis by approximately 84%.

Chart 1: Two-Year Comparison of Toll Revenues

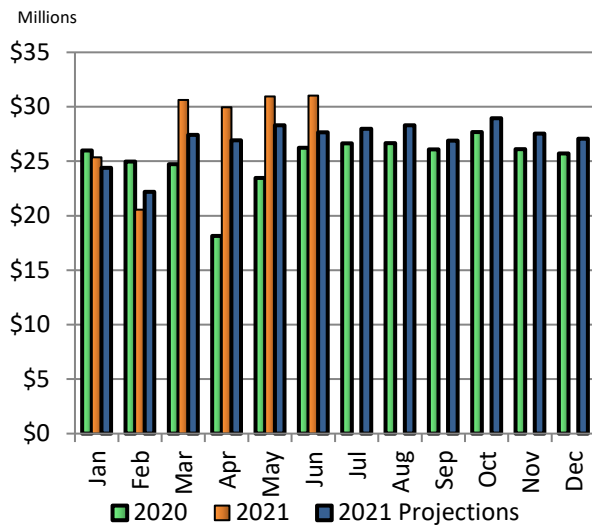
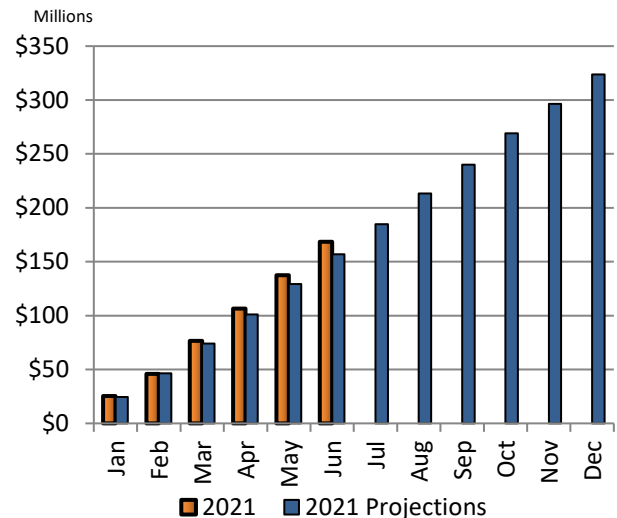
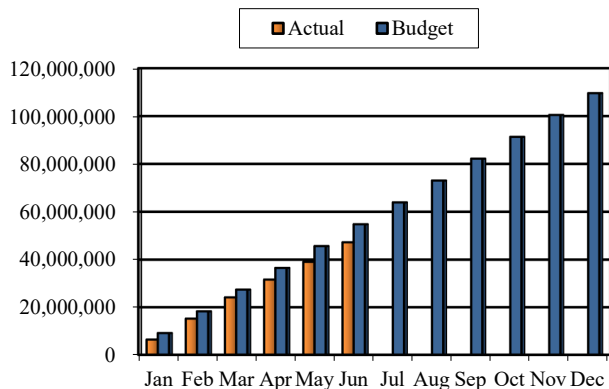


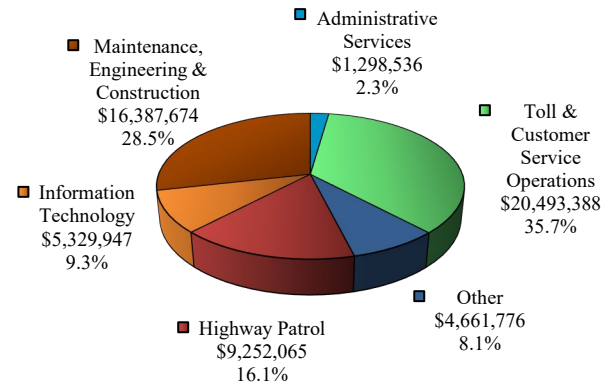
Chart 2: 2021 Revenues - Actual vs. Projections (Cumulative)



**Chart 3: 2021 Operating Expenses – Actual vs. Budget
Revenue Fund Only (Cumulative)**



**Chart 4: Operating Expenses by Division-All Funds
For the Six Months Ended June 30, 2021**



Second Quarter Highlights:

- With temperatures reaching acceptable levels in April 2021, surfacing operations continued on the southern section of the Kickapoo Turnpike. Surfacing operations are expected to be completed by late summer 2021. In addition, construction continues on the next section of the Turner Turnpike. This reconstruction and widening project begins at the Creek Turnpike interchange and extends approximately 4 miles east; the construction was approximately 42% complete at the end of June 2021. Also, despite above average rainfall in May and June, progress continued with the Gilcrease Expressway. Construction was approximately 64% complete at June 2021.
- During the second quarter, the Engineering Division continued on the design for several Capital Plan projects across the System. These projects are in various stages of design and include bridge and pavement rehabilitation, dowel bar retrofit and grind (resurfacing), center median cable barrier, interchange modifications, and a service plaza redevelopment. In addition, the Engineering Division, in conjunction with the Maintenance and Toll Divisions, continued preparing for the conversion of cashless tolling on the Kilpatrick Turnpike, as well as across the System. The Engineering Division is evaluating the System in preparation for re-balancing the 2022-2026 Capital Plan.
- During the second quarter, the Information Technology (IT) completed the transition of the *PIKEPASS* Customer Service database to new servers. IT also completed the first phase of the multi-protocol label switching (MPLS) network in Tulsa and surrounding areas to streamline OTA’s network resiliency in the field. Strategic fiber initiatives for several turnpikes progressed as the IT teams continued to enhance OTA’s networks and prepare for the National Interoperability and the conversion to cashless tolling, two of the Authority’s top strategic objectives. Additionally, in partnership with the Maintenance Division, implementation continues with a new asset management system. This innovative and collaborative solution is enabling the Maintenance Division to collect data in the field and eliminate paper processes, streamlining and creating efficiencies for the OTA as a whole. The next phase of the asset management system is expected to be placed in production in late summer 2021.

- During the second quarter, the Controller Division staff finalized the preparation of the 2020 Comprehensive Annual Financial Report and distributed the report in compliance with the trust-required deadlines. This 2020 Comprehensive Annual Financial Report was submitted to the Government Finance Officers Association of the United States and Canada (GFOA) to apply for the Certificate of Achievement Award for Excellence in Financial Reporting.
- In the second quarter, the Maintenance Division, supplementing labor through supervised inmates and contractors, completed various System repairs. With combined efforts, approximately 358,000 linear feet of joints and cracks were sealed and 31,000 square yards of drainage repairs were completed. The Maintenance Division also performed brush and weed control and maintained approximately 7,000 acres of vegetation management.
- As of June 30, 2021, the total number of active *PIKEPASS* tags exceeded 2.1 million, an increase of 6.1% when compared to the same time last year. *PIKEPASS* patrons continued to take advantage of the *PIKEPASS* volume discount program for frequent patrons of the System with approximately \$1.5 million in discounts issued during the second quarter of 2021. The Customer Service Division continued to assist customers with questions regarding interoperable transactions, PlatePay issues and other general information.
- The OHP troopers continued their efforts to achieve safe patron travel through several enforcement programs. In the second quarter of 2021, OHP troopers made approximately 20,000 violator contacts and assisted over 4,000 motorists.

Respectfully,

Gene Love
Chairman of the Authority

Tim J. Gatz
Secretary of Transportation and Executive Director of the Authority

OKLAHOMA TURNPIKE AUTHORITY
TABLE OF CONTENTS
June 30, 2021

| Schedule | Page |
|--|-------------|
| Statements of Net Position | 1 |
| Schedule of Deposits and Withdrawals | 2 |
| Statements of Revenues, Expenses and Changes in Net Position | 3 |
| Statement of Revenues - Total All Turnpikes | 4 |
| Statement of Revenues - Turner Turnpike | 5 |
| Statement of Revenues - Will Rogers Turnpike | 6 |
| Statement of Revenues - H. E. Bailey Turnpike | 7 |
| Statement of Revenues - Muskogee Turnpike | 8 |
| Statement of Revenues - Indian Nation Turnpike | 9 |
| Statement of Revenues - Cimarron Turnpike | 10 |
| Statement of Revenues - John Kilpatrick Turnpike | 11 |
| Statement of Revenues - Cherokee Turnpike | 12 |
| Statement of Revenues - Chickasaw Turnpike | 13 |
| Statement of Revenues - Creek Turnpike | 14 |
| Statement of Revenues - Kickapoo Turnpike | 15 |
| Schedule of Cash, Cash Equivalents and Investments | 16 |
| Schedule of Bonds Issued, Retired, Defeased and Outstanding | 20 |
| Schedule of Sales of Surplus Property | 20 |

Prepared by the Controller Division

PRELIMINARY AND UNAUDITED

Oklahoma Turnpike Authority
Statements of Net Position
June 30, 2021 and 2020

| | <u>2021</u> | <u>2020</u> |
|--|--------------------------------|------------------------------|
| Assets: | | |
| Current assets: | | |
| Cash and cash equivalents-unrestricted | \$ 204,180,101 | \$ 170,868,248 |
| Investments-unrestricted | 12,520,693 | 11,497,801 |
| Cash and cash equivalents - restricted | 171,041,190 | 277,548,129 |
| Investments-restricted | 108,683,524 | 64,468,154 |
| Accounts receivable | 9,975,065 | 28,477,609 |
| Accrued interest receivable-unrestricted | 28,933 | 36,606 |
| Accrued interest receivable-restricted | 2,033,667 | 2,194,064 |
| Tag inventory | 1,573,552 | 4,440,005 |
| Materials inventory | 5,856,838 | 5,871,254 |
| Prepaid expenses | 109,967 | 64,620 |
| Total current assets | <u>516,003,530</u> | <u>565,466,490</u> |
| Noncurrent assets: | | |
| Cash and cash equivalents - restricted | 23,922,628 | 20,754,415 |
| Investments-restricted | 171,051,467 | 182,771,912 |
| Total noncurrent cash, cash equivalents and investments | <u>194,974,095</u> | <u>203,526,327</u> |
| Capital assets: | | |
| Depreciable, net | 886,296,362 | 888,834,891 |
| Land | 299,398,406 | 297,890,974 |
| Construction work in progress | 1,139,508,367 | 980,077,861 |
| Net capital assets | <u>2,325,203,135</u> | <u>2,166,803,726</u> |
| Net OPEB asset | 557,086 | 470,899 |
| Total noncurrent assets | <u>2,520,734,316</u> | <u>2,370,800,952</u> |
| Total assets | <u>3,036,737,846</u> | <u>2,936,267,442</u> |
| Deferred Outflows of Resources: | | |
| Unamortized net deferred debit on refunding | 59,697,143 | 70,415,091 |
| Related to pensions | 6,993,389 | 2,043,030 |
| Related to OPEB | 506,973 | 247,541 |
| Total deferred outflows of resources | <u>67,197,505</u> | <u>72,705,662</u> |
| Liabilities: | | |
| Current liabilities: | | |
| Accounts payable and accrued expenses | 16,707,898 | 15,608,913 |
| Payable from restricted assets: | | |
| Accounts payable and accrued expenses | 1,166,252 | 881,529 |
| Accrued interest payable | 36,467,933 | 39,845,435 |
| Unearned revenue | 41,729,226 | 38,692,868 |
| Arbitrage rebate payable to U.S. Treasury | 425,375 | 635,486 |
| Current notes payable and long-term debt | 56,345,000 | 73,404,991 |
| Total current liabilities | <u>152,841,684</u> | <u>169,069,222</u> |
| Noncurrent liabilities: | | |
| Accounts payable and accrued expenses | 1,785,797 | 1,761,370 |
| Net pension liability | 10,601,074 | 1,613,337 |
| Net OPEB liability | 1,948,749 | 2,079,051 |
| Long-term debt, net of unamortized net premiums of \$143,619,903 and \$152,735,510 in 2021 and 2020, respectively | 1,847,509,903 | 1,847,490,519 |
| Payable to Department of Transportation | 54,011,105 | 53,509,449 |
| Total noncurrent liabilities | <u>1,915,856,628</u> | <u>1,906,453,726</u> |
| Total liabilities | <u>2,068,698,312</u> | <u>2,075,522,948</u> |
| Deferred Inflows of Resources: | | |
| Unamortized net deferred credit on refunding | 11,075,518 | - |
| Related to pensions | 85,889 | 866,440 |
| Related to OPEB | 1,432,819 | 1,156,783 |
| Total deferred inflows of resources | <u>12,594,226</u> | <u>2,023,223</u> |
| Net Position: | | |
| Invested in capital assets, net of related debt | 583,576,414 | 502,963,524 |
| Restricted for debt service | 126,023,499 | 171,347,747 |
| Restricted for reserve maintenance | 75,951,414 | 73,624,278 |
| Restricted for pension | (6,011,083) | (2,954,141) |
| Unrestricted | 243,102,569 | 186,445,525 |
| Total net position | <u>\$ 1,022,642,813</u> | <u>\$ 931,426,933</u> |

**Oklahoma Turnpike Authority
Schedule of Deposits and Withdrawals
For the Quarter Ending June 30, 2021**

| Account | Beginning Book Balance | Receipts or Deposits | Withdrawals or Payments | Ending Book Balance |
|------------------------------|------------------------------|-------------------------|----------------------------|---|
| 2017 Debt service accounts | 15,306,720 | 30,611,592 | 15,305,796 | 30,612,516 |
| 2018 Debt service accounts | 3,767,441 | 7,534,881 | 3,767,441 | 7,534,881 |
| 2020 Debt service accounts | 15,348,942 | 21,255,549 | 10,627,774 | 25,976,717 |
| Revenue Bond Reserve account | 145,840,266 | 56,065,025 | 55,376,801 | 146,528,490 |
| Revenue fund | 40,246,388 | 371,695,708 | 378,451,597 | 33,490,499 |
| Reserve Maintenance fund | 79,776,133 | 54,485,141 | 58,544,783 | 75,716,491 |
| General fund | 168,928,040 | 152,627,233 | 138,344,978 | 183,210,295 |
| Motor Fuel Tax Trust fund | 48,409,031 | 21,853,146 | 21,816,572 | 48,445,605 |
| 2017 Construction funds | 470,704 | 69 | 34 | 470,739 |
| 2018 Construction funds | 85,847,594 | 17,057,657 | 33,733,273 | 69,171,978 |
| PIKEPASS account | 49,678,919 | 75,317,251 | 74,793,341 | 50,202,829 |
| Gilcrease Expressway fund | 20,037,013 | 3,101 | 1,551 | 20,038,563 |
| Total | <u>\$ 673,657,191</u> | | | <u>\$ 691,399,603</u> |
| | | | | Cash & Cash Equivalents-unrestricted \$ 204,180,101 |
| | | | | Investments-unrestricted 12,520,693 |
| | | | | Cash & Cash Equivalents-restricted 194,963,818 |
| | | | | Investments-restricted 279,734,991 |
| | | | Total | <u>\$ 691,399,603</u> |

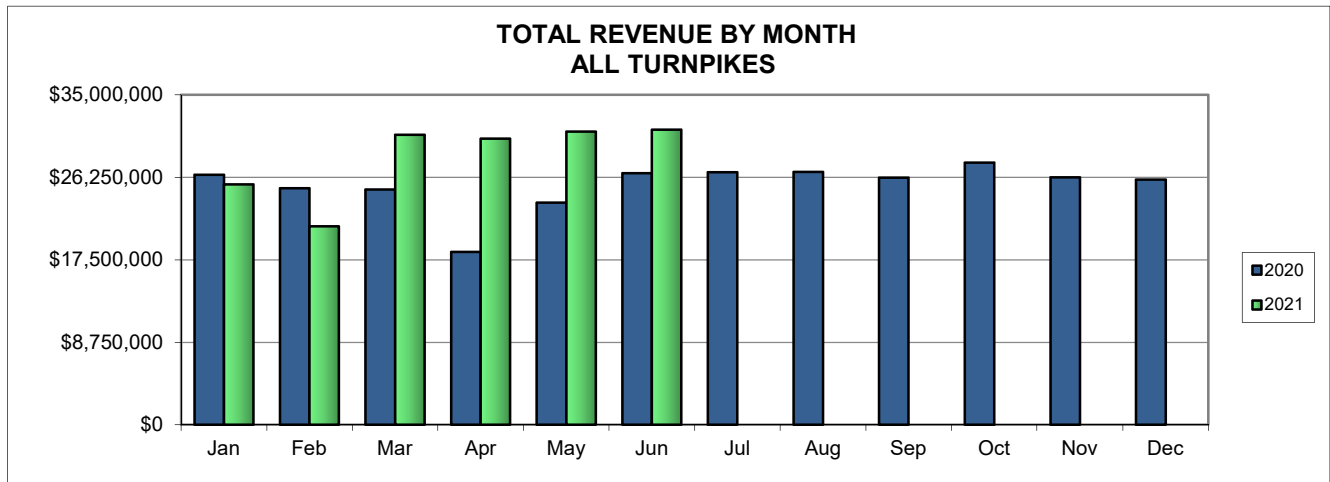
PRELIMINARY AND UNAUDITED

Oklahoma Turnpike Authority
Statements of Revenues, Expenses and Changes in Net Position
For the Quarters Ended and Year to Date June 30, 2021 and 2020

| | 2021 Current Quarter | 2020 Current Quarter | 2021 Year to Date | 2020 Year to Date |
|---|----------------------------|--------------------------------|------------------------------|------------------------------|
| Operating revenues: | | | | |
| Tolls | \$ 91,937,529 | \$ 67,852,854 | \$ 168,487,445 | \$ 143,549,971 |
| Concessions | 818,901 | 774,158 | 1,612,653 | 1,655,275 |
| Total operating revenues | 92,756,430 | 68,627,012 | 170,100,098 | 145,205,246 |
| Operating expenses: | | | | |
| Toll Operations | 7,408,809 | 7,636,827 | 14,509,794 | 14,404,397 |
| Turnpike Maintenance | 7,221,532 | 6,609,211 | 14,163,674 | 12,532,340 |
| Engineering | 1,231,402 | 481,856 | 1,851,829 | 958,930 |
| Construction | 192,873 | 247,457 | 372,171 | 484,528 |
| Highway Patrol | 4,770,259 | 5,928,900 | 9,252,065 | 10,244,722 |
| Customer Service | 3,095,108 | 2,738,459 | 5,983,594 | 6,047,285 |
| Administrative Services | 621,017 | 465,041 | 1,298,536 | 1,032,269 |
| Information Technology | 2,996,159 | 2,598,517 | 5,329,948 | 5,003,190 |
| Controller | 334,853 | 366,291 | 709,248 | 714,879 |
| Finance and Revenue | 210,799 | 1,158,836 | 507,287 | 2,075,797 |
| Operations Support | 1,510,258 | - | 1,510,258 | - |
| Executive Authority | 1,035,925 | 931,036 | 1,933,281 | 1,986,198 |
| | 1,701 | - | 1,701 | 582 |
| Total operating expenses before depreciation and amortization | 30,630,695 | 29,162,431 | 57,423,386 | 55,485,117 |
| Operating income before depreciation and amortization | 62,125,735 | 39,464,581 | 112,676,712 | 89,720,129 |
| Depreciation and amortization | (23,415,114) | (24,263,476) | (46,468,723) | (48,427,408) |
| Operating income | 38,710,621 | 15,201,105 | 66,207,989 | 41,292,721 |
| Non-operating revenues (expenses): | | | | |
| Interest earned on investments | 1,190,672 | 1,644,527 | 2,599,043 | 4,584,055 |
| Net increase (decrease) in fair value of investments | 1,336,592 | 2,255,770 | (607,630) | 3,455,859 |
| Interest expense on revenue bonds outstanding | (17,571,977) | (19,328,816) | (35,131,658) | (38,686,291) |
| Other revenues | 3,133,656 | 1,476,615 | 6,025,030 | 3,788,188 |
| Contributed revenue | - | 23,135,851 | 1,691,921 | 36,426,391 |
| Net non-operating revenues (expenses) | (11,911,057) | 9,183,947 | (25,423,294) | 9,568,202 |
| Change in net position | 26,799,564 | 24,385,052 | 40,784,695 | 50,860,923 |
| Total net position, beginning of the quarter | 995,843,249 | 907,041,881 | 981,858,118 | 880,566,010 |
| Total net position, end of the quarter | \$ 1,022,642,813 | \$ 931,426,933 | \$ 1,022,642,813 | \$ 931,426,933 |
| Other relevant data: | | | | |
| Motor fuel tax received | 11,509,667 | \$ 9,715,270 | \$ 22,559,441 | \$ 21,194,519 |
| Reserve maintenance deposits made | - | 9,750,000 | - | 19,465,000 |
| Debt interest deposits (net of interest earned on debt service accounts) | 15,613,999 | 19,898,955 | 27,710,755 | 39,747,637 |
| Debt principal deposits (net of interest earned on debt service accounts) | 14,085,485 | 14,588,696 | 28,171,319 | 29,101,415 |
| | | Required Coverage Ratio | Actual Coverage Ratio | Actual Coverage Ratio |
| Senior Debt Service Coverage Ratio | | 120% | 305% | 202% |
| Total Debt Service Coverage Ratio | | 100% | 184% | 127% |

**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
TOTAL ALL TURNPIKES**

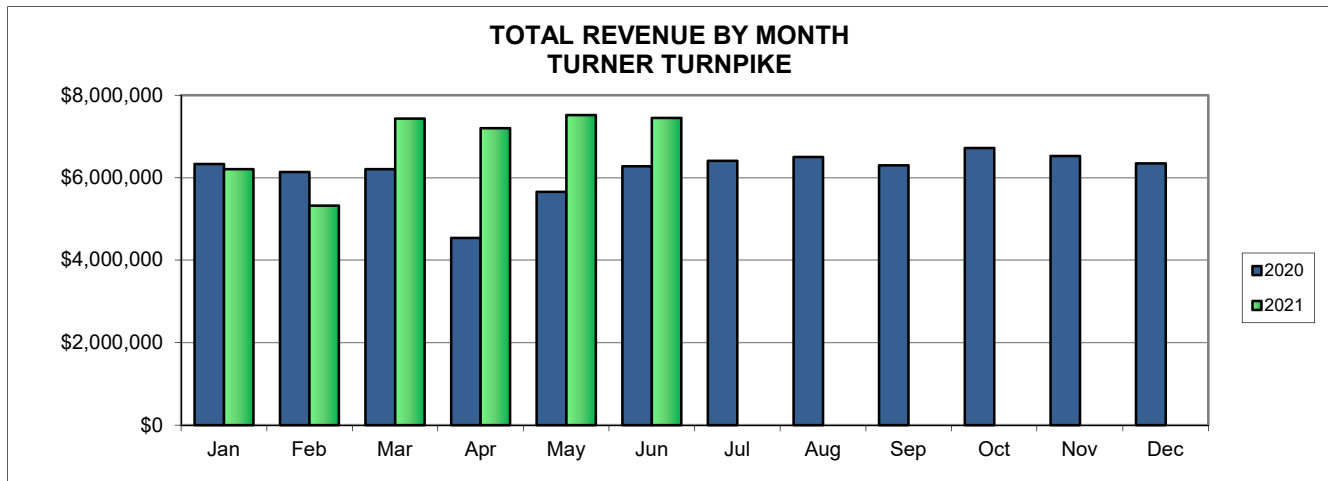
| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|-------------------------------|-------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 56,204,667 | 803,351,449 | 46,716,500 |
| Three Axle Vehicles | 2,144,573 | 23,790,674 | 841,286 |
| Four Axle Vehicles | 2,124,691 | 15,487,298 | 481,664 |
| Five Axle Vehicles | 30,453,037 | 145,192,303 | 3,172,975 |
| Six Axles Vehicles | 1,010,561 | 3,980,275 | 99,684 |
| Total | \$ 91,937,529 | 991,801,999 | 51,312,109 |
| Concession Revenue | 818,901 | | |
| Total Revenue | \$ 92,756,430 | | |
| | | | |
| % Increase from prior year quarter | <u>35.16%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 38,923,514 | 556,685,971 | 32,896,213 |
| Three Axle Vehicles | 1,654,258 | 18,592,162 | 662,927 |
| Four Axle Vehicles | 1,542,982 | 11,237,446 | 363,767 |
| Five Axle Vehicles | 24,786,521 | 118,759,017 | 2,673,504 |
| Six Axles Vehicles | 945,579 | 3,793,403 | 87,064 |
| Total | \$ 67,852,854 | 709,067,999 | 36,683,475 |
| Concession Revenue | 774,158 | | |
| Total Revenue | \$ 68,627,012 | | |



**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
TURNER TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|-------------------------------|-------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 10,424,784 | 199,400,829 | 4,413,533 |
| Three Axle Vehicles | 587,485 | 7,150,836 | 120,997 |
| Four Axle Vehicles | 558,340 | 4,188,730 | 64,338 |
| Five Axle Vehicles | 10,067,999 | 47,936,186 | 616,375 |
| Six Axles Vehicles | 362,995 | 1,456,870 | 19,971 |
| Total | \$ 22,001,603 | 260,133,451 | 5,235,214 |
| Concession Revenue | 174,434 | | |
| Total Revenue | \$ 22,176,037 | | |
| | | | |
| % Increase from prior year quarter | <u>34.66%</u> | | |

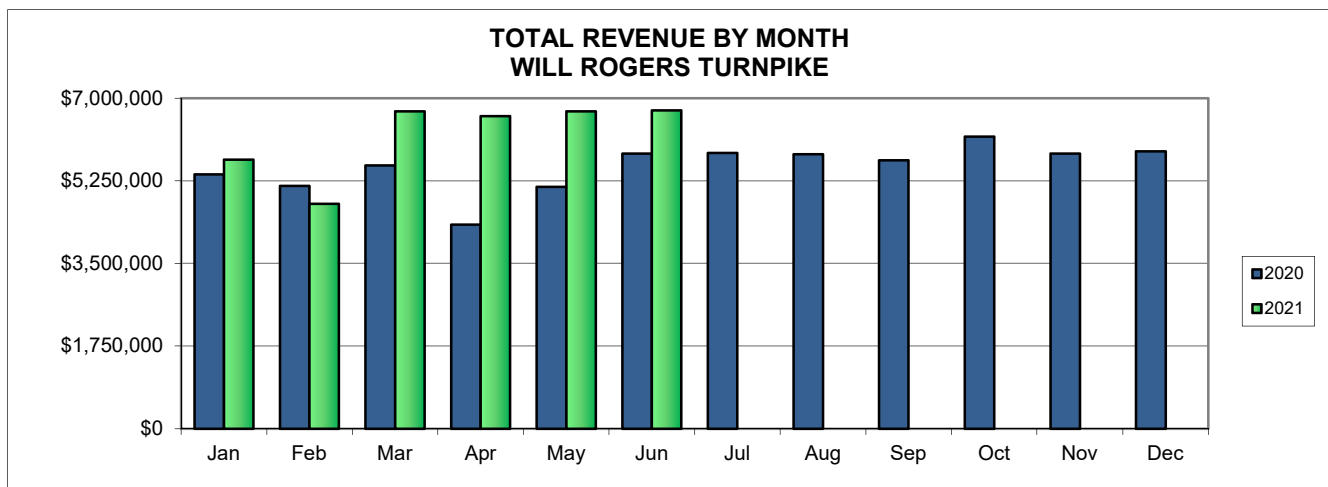
| | | | |
|-------------------------|----------------------|--------------------|------------------|
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 7,083,027 | 135,131,287 | 3,098,423 |
| Three Axle Vehicles | 458,547 | 5,610,961 | 90,045 |
| Four Axle Vehicles | 389,898 | 2,923,827 | 45,748 |
| Five Axle Vehicles | 8,090,090 | 38,367,647 | 499,180 |
| Six Axles Vehicles | 364,556 | 1,461,015 | 18,519 |
| Total | \$ 16,386,118 | 183,494,737 | 3,751,915 |
| Concession Revenue | 82,252 | | |
| Total Revenue | \$ 16,468,370 | | |



**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
WILL ROGERS TURNPIKE**

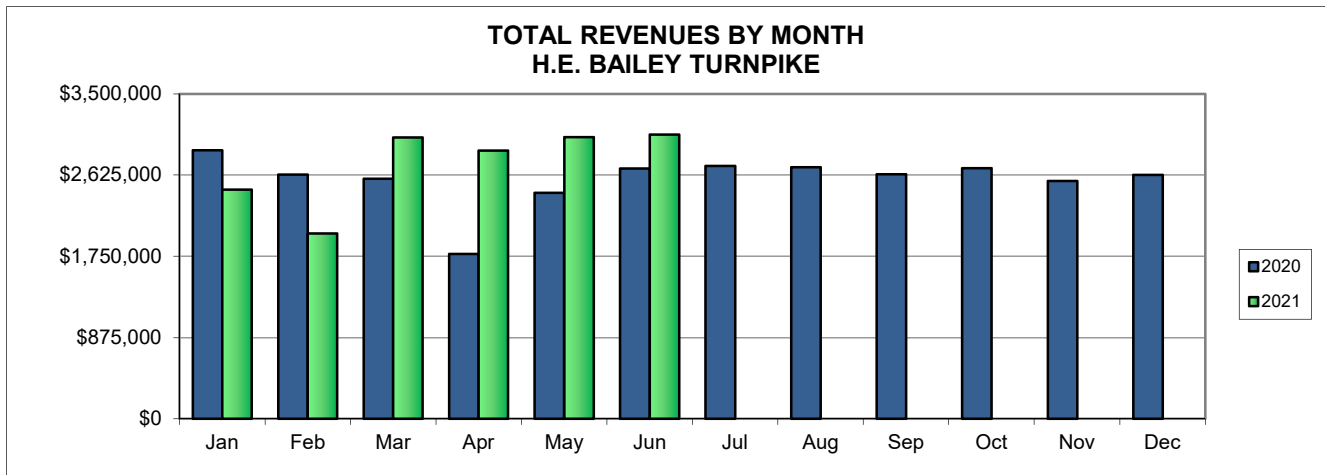
| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|-------------------------------|-------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 6,850,507 | 132,077,631 | 3,414,405 |
| Three Axle Vehicles | 423,373 | 5,149,581 | 95,423 |
| Four Axle Vehicles | 623,655 | 4,912,635 | 79,079 |
| Five Axle Vehicles | 11,654,963 | 57,637,312 | 851,903 |
| Six Axles Vehicles | 325,592 | 1,337,169 | 21,708 |
| Total | \$ 19,878,090 | 201,114,328 | 4,462,518 |
| Concession Revenue | 206,322 | | |
| Total Revenue | \$ 20,084,412 | | |
| | | | |
| % Increase from prior year quarter | <u>31.52%</u> | | |

| | | | |
|-------------------------|----------------------|--------------------|------------------|
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 4,731,865 | 91,518,044 | 2,520,646 |
| Three Axle Vehicles | 291,265 | 3,558,434 | 68,916 |
| Four Axle Vehicles | 426,744 | 3,381,041 | 56,879 |
| Five Axle Vehicles | 9,235,685 | 45,773,574 | 696,856 |
| Six Axles Vehicles | 311,364 | 1,278,505 | 19,468 |
| Total | \$ 14,996,923 | 145,509,598 | 3,362,765 |
| Concession Revenue | 274,628 | | |
| Total Revenue | \$ 15,271,551 | | |



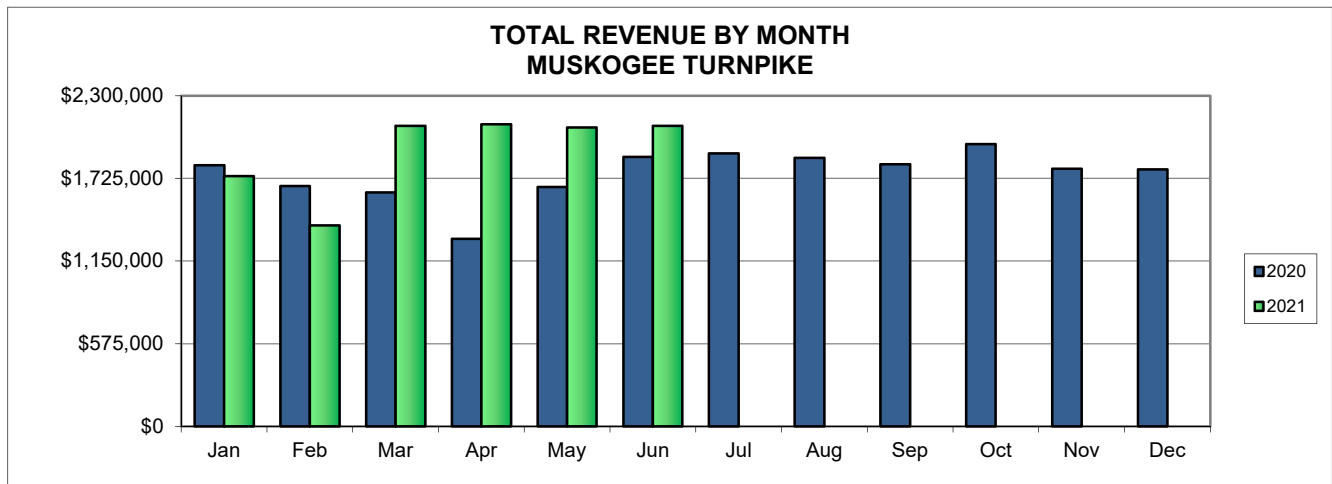
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
H. E. BAILEY TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|-------------------------------|-------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 6,687,931 | 104,812,050 | 4,922,879 |
| Three Axle Vehicles | 247,993 | 2,977,224 | 113,090 |
| Four Axle Vehicles | 200,278 | 1,502,492 | 62,763 |
| Five Axle Vehicles | 1,669,955 | 9,216,765 | 378,836 |
| Six Axles Vehicles | 72,079 | 332,089 | 13,427 |
| Total | \$ 8,878,236 | 118,840,620 | 5,490,995 |
| Concession Revenue | 107,728 | | |
| Total Revenue | \$ 8,985,964 | | |
| | | | |
| % Increase from prior year quarter | <u>30.23%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 4,902,381 | 77,613,232 | 3,679,058 |
| Three Axle Vehicles | 226,270 | 2,772,735 | 104,674 |
| Four Axle Vehicles | 162,134 | 1,224,703 | 51,149 |
| Five Axle Vehicles | 1,456,074 | 8,265,370 | 341,058 |
| Six Axles Vehicles | 77,282 | 372,935 | 14,360 |
| Total | \$ 6,824,141 | 90,248,975 | 4,190,299 |
| Concession Revenue | 75,692 | | |
| Total Revenue | \$ 6,899,833 | | |



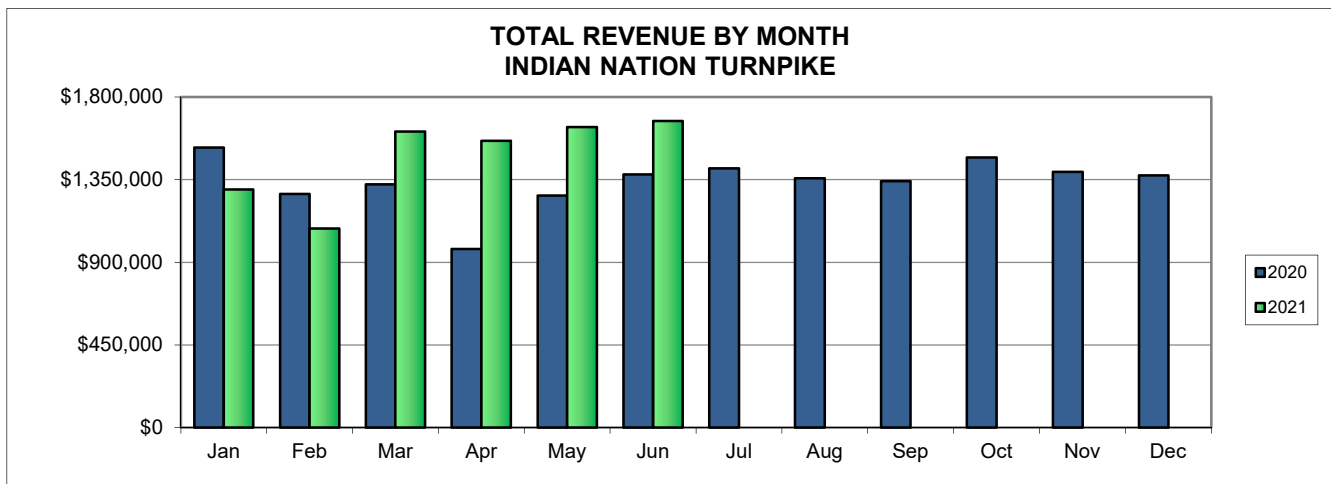
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
MUSKOGEE TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 4,610,820 | 74,600,643 | 2,920,649 |
| Three Axle Vehicles | 207,123 | 2,297,537 | 96,310 |
| Four Axle Vehicles | 119,034 | 854,132 | 35,526 |
| Five Axle Vehicles | 1,191,201 | 6,137,001 | 240,481 |
| Six Axles Vehicles | 36,246 | 175,446 | 6,298 |
| Total | \$ 6,164,424 | 84,064,759 | 3,299,264 |
| Concession Revenue | 109,441 | | |
| Total Revenue | \$ 6,273,865 | | |
| | | | |
| % Increase from prior year quarter | <u>29.56%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 3,366,491 | 54,957,106 | 2,171,096 |
| Three Axle Vehicles | 182,829 | 2,025,705 | 88,111 |
| Four Axle Vehicles | 96,230 | 708,133 | 29,528 |
| Five Axle Vehicles | 1,046,343 | 5,430,188 | 215,239 |
| Six Axles Vehicles | 31,968 | 157,641 | 5,697 |
| Total | \$ 4,723,861 | 63,278,773 | 2,509,671 |
| Concession Revenue | 118,731 | | |
| Total Revenue | \$ 4,842,592 | | |



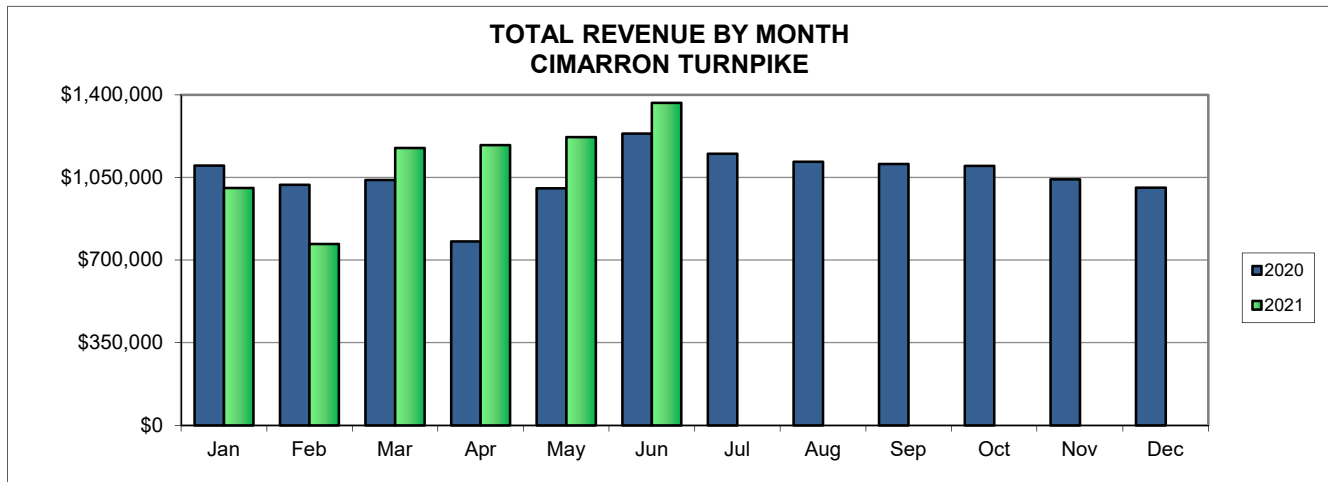
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
INDIAN NATION TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 2,794,546 | 43,726,608 | 1,365,176 |
| Three Axle Vehicles | 136,949 | 1,905,980 | 60,462 |
| Four Axle Vehicles | 183,027 | 1,469,545 | 49,338 |
| Five Axle Vehicles | 1,665,087 | 8,777,465 | 254,791 |
| Six Axles Vehicles | 43,369 | 194,637 | 5,482 |
| Total | <u>\$ 4,822,978</u> | <u>56,074,235</u> | <u>1,735,249</u> |
| Concession Revenue | 43,026 | | |
| Total Revenue | <u><u>\$ 4,866,004</u></u> | | |
| | | | |
| % Increase from prior year quarter | <u>34.73%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 1,788,806 | 27,956,213 | 899,036 |
| Three Axle Vehicles | 108,284 | 1,517,986 | 48,512 |
| Four Axle Vehicles | 129,996 | 1,049,347 | 36,296 |
| Five Axle Vehicles | 1,508,293 | 7,941,391 | 232,310 |
| Six Axles Vehicles | 33,197 | 149,259 | 4,397 |
| Total | <u>\$ 3,568,576</u> | <u>38,614,196</u> | <u>1,220,551</u> |
| Concession Revenue | 43,026 | | |
| Total Revenue | <u><u>\$ 3,611,602</u></u> | | |



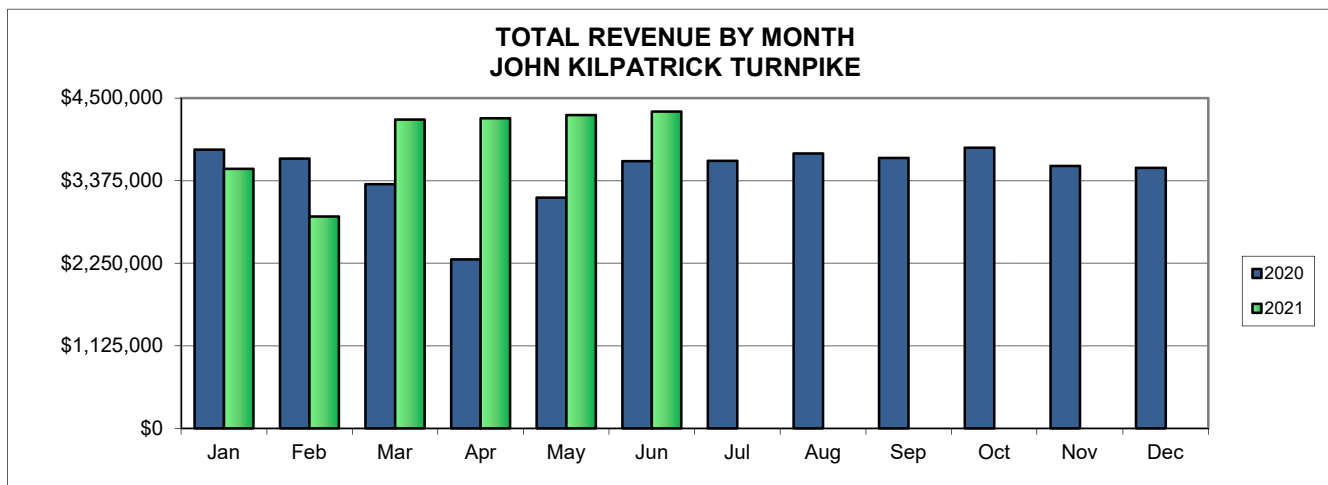
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CIMARRON TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 2,068,016 | 33,613,829 | 1,529,066 |
| Three Axle Vehicles | 75,825 | 921,361 | 40,433 |
| Four Axle Vehicles | 135,554 | 1,045,552 | 42,781 |
| Five Axle Vehicles | 1,277,744 | 5,998,647 | 222,110 |
| Six Axles Vehicles | 38,007 | 146,999 | 5,711 |
| Total | \$ 3,595,146 | 41,726,388 | 1,840,101 |
| Concession Revenue | 177,950 | | |
| Total Revenue | \$ 3,773,096 | | |
| | | | |
| % Increase from prior year quarter | <u>24.96%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 1,444,611 | 23,404,745 | 1,065,332 |
| Three Axle Vehicles | 61,619 | 758,365 | 33,863 |
| Four Axle Vehicles | 101,380 | 786,321 | 32,667 |
| Five Axle Vehicles | 1,198,335 | 5,656,721 | 210,571 |
| Six Axles Vehicles | 33,602 | 133,609 | 5,248 |
| Total | \$ 2,839,547 | 30,739,761 | 1,347,681 |
| Concession Revenue | 179,829 | | |
| Total Revenue | \$ 3,019,376 | | |



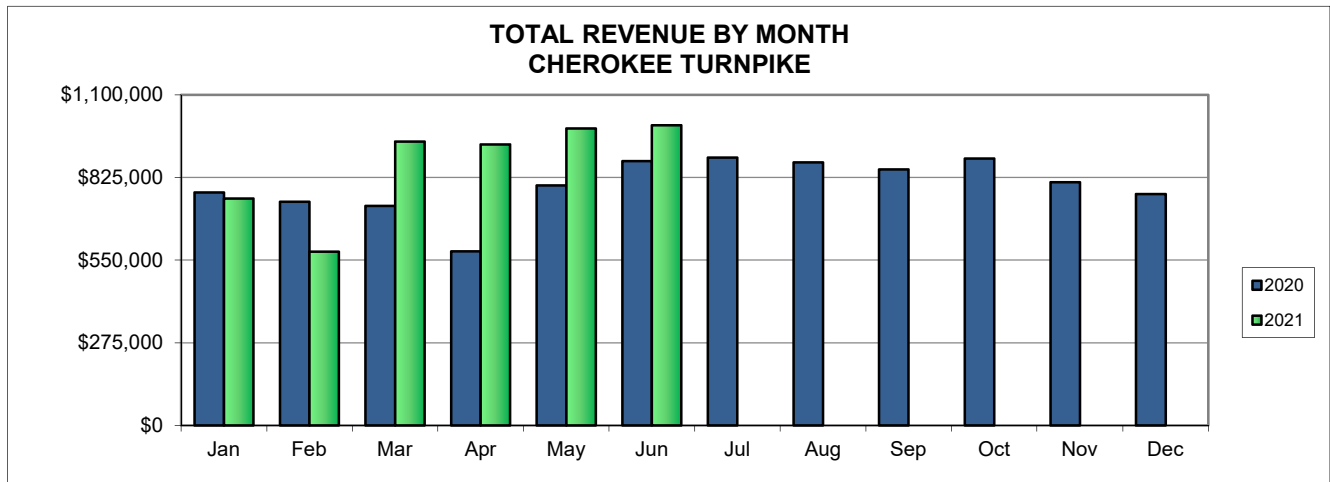
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
JOHN KILPATRICK TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 11,172,675 | 102,789,041 | 14,260,438 |
| Three Axle Vehicles | 152,396 | 974,171 | 118,960 |
| Four Axle Vehicles | 112,644 | 507,268 | 60,638 |
| Five Axle Vehicles | 1,293,231 | 3,892,101 | 246,881 |
| Six Axles Vehicles | 76,882 | 189,694 | 14,170 |
| Total | <u>\$ 12,807,828</u> | <u>108,352,275</u> | <u>14,701,087</u> |
| Concession Revenue | - | | |
| Total Revenue | <u>\$ 12,807,828</u> | | |
| | | | |
| % Increase from prior year quarter | <u>40.89%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 7,885,852 | 71,206,499 | 9,973,150 |
| Three Axle Vehicles | 113,459 | 695,922 | 90,732 |
| Four Axle Vehicles | 86,290 | 385,366 | 45,345 |
| Five Axle Vehicles | 943,859 | 2,794,561 | 191,698 |
| Six Axles Vehicles | 61,013 | 149,175 | 11,406 |
| Total | <u>\$ 9,090,473</u> | <u>75,231,523</u> | <u>10,312,331</u> |
| Concession Revenue | - | | |
| Total Revenue | <u>\$ 9,090,473</u> | | |



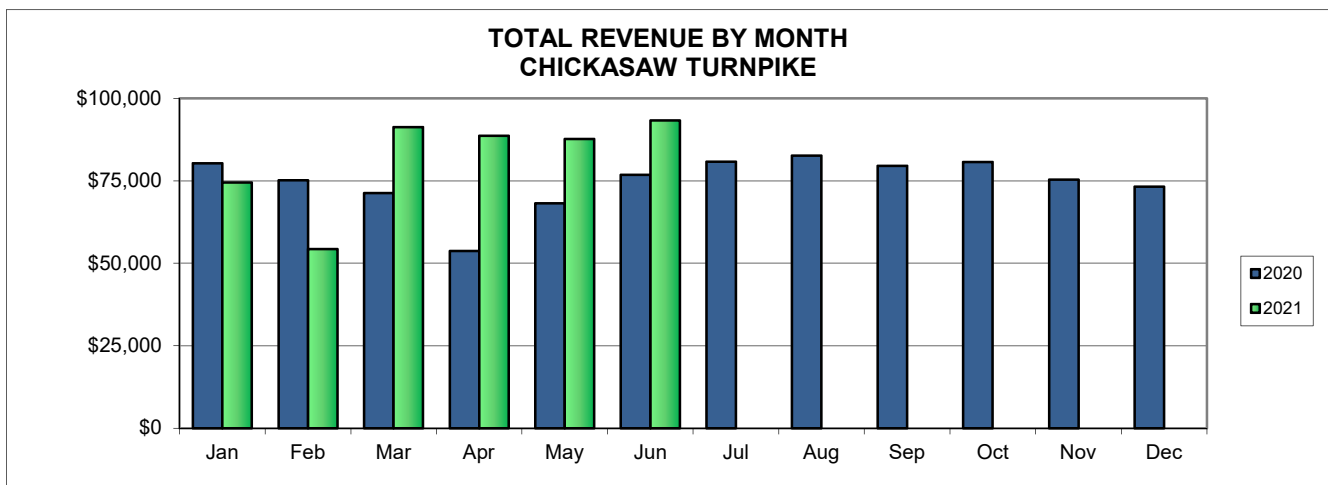
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CHEROKEE TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|-------------------------------|-------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 1,893,170 | 21,314,093 | 1,028,489 |
| Three Axle Vehicles | 112,485 | 896,630 | 36,937 |
| Four Axle Vehicles | 70,630 | 360,143 | 13,050 |
| Five Axle Vehicles | 832,511 | 2,866,955 | 99,021 |
| Six Axles Vehicles | 13,967 | 39,343 | 1,692 |
| Total | \$ 2,922,763 | 25,477,164 | 1,179,189 |
| Concession Revenue | - | | |
| Total Revenue | \$ 2,922,763 | | |
| | | | |
| % Increase from prior year quarter | <u>29.48%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 1,341,875 | 15,146,377 | 770,297 |
| Three Axle Vehicles | 86,766 | 693,615 | 28,296 |
| Four Axle Vehicles | 55,535 | 284,612 | 10,530 |
| Five Axle Vehicles | 762,416 | 2,629,544 | 90,586 |
| Six Axles Vehicles | 10,650 | 31,054 | 1,255 |
| Total | \$ 2,257,242 | 18,785,202 | 900,964 |
| Concession Revenue | - | | |
| Total Revenue | \$ 2,257,242 | | |



**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CHICKASAW TURNPIKE**

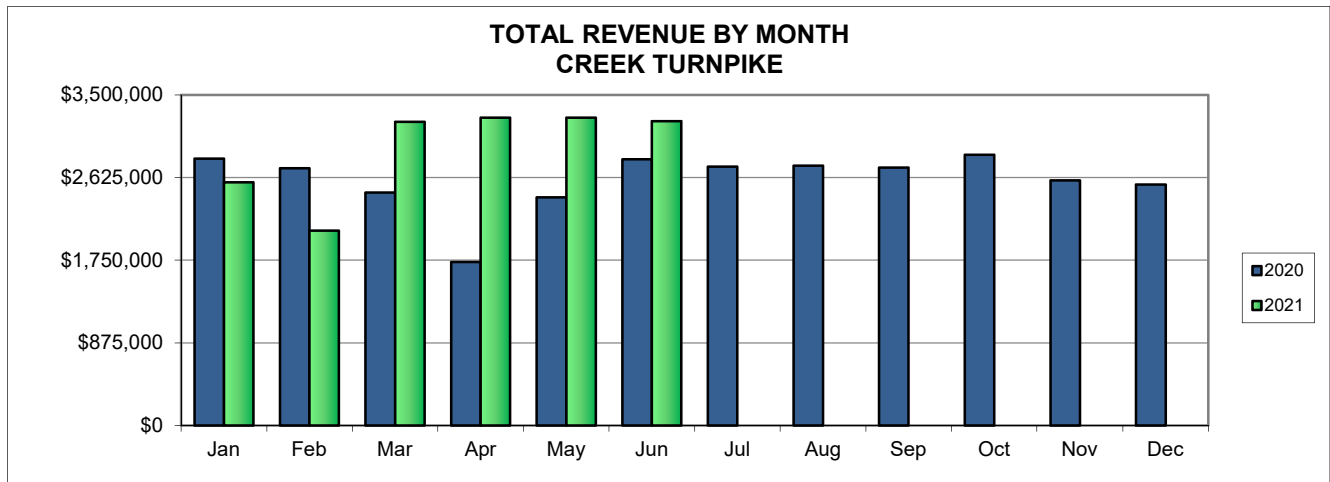
| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|-------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 183,362 | 4,378,441 | 256,187 |
| Three Axle Vehicles | 23,376 | 388,592 | 22,738 |
| Four Axle Vehicles | 5,473 | 53,953 | 3,157 |
| Five Axle Vehicles | 55,281 | 430,412 | 25,185 |
| Six Axles Vehicles | 2,137 | 12,681 | 742 |
| Total | \$ 269,629 | 5,264,079 | 308,009 |
| Concession Revenue | - | | |
| Total Revenue | \$ 269,629 | | |
| | | | |
| % Increase from prior year quarter | <u>35.76%</u> | | |
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 135,033 | 3,204,871 | 187,529 |
| Three Axle Vehicles | 17,598 | 294,700 | 17,244 |
| Four Axle Vehicles | 3,706 | 36,146 | 2,115 |
| Five Axle Vehicles | 40,795 | 319,497 | 18,695 |
| Six Axles Vehicles | 1,481 | 8,835 | 517 |
| Total | \$ 198,613 | 3,864,049 | 226,100 |
| Concession Revenue | - | | |
| Total Revenue | \$ 198,613 | | |



**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CREEK TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 8,849,151 | 79,972,830 | 12,042,499 |
| Three Axle Vehicles | 126,450 | 789,085 | 108,594 |
| Four Axle Vehicles | 109,196 | 560,251 | 68,693 |
| Five Axle Vehicles | 633,677 | 1,977,452 | 215,584 |
| Six Axles Vehicles | 28,020 | 69,983 | 8,283 |
| Total | \$ 9,746,494 | 83,369,601 | 12,443,653 |
| Concession Revenue | - | | |
| Total Revenue | \$ 9,746,494 | | |
| | | | |
| % Increase from prior year quarter | <u>39.89%</u> | | |

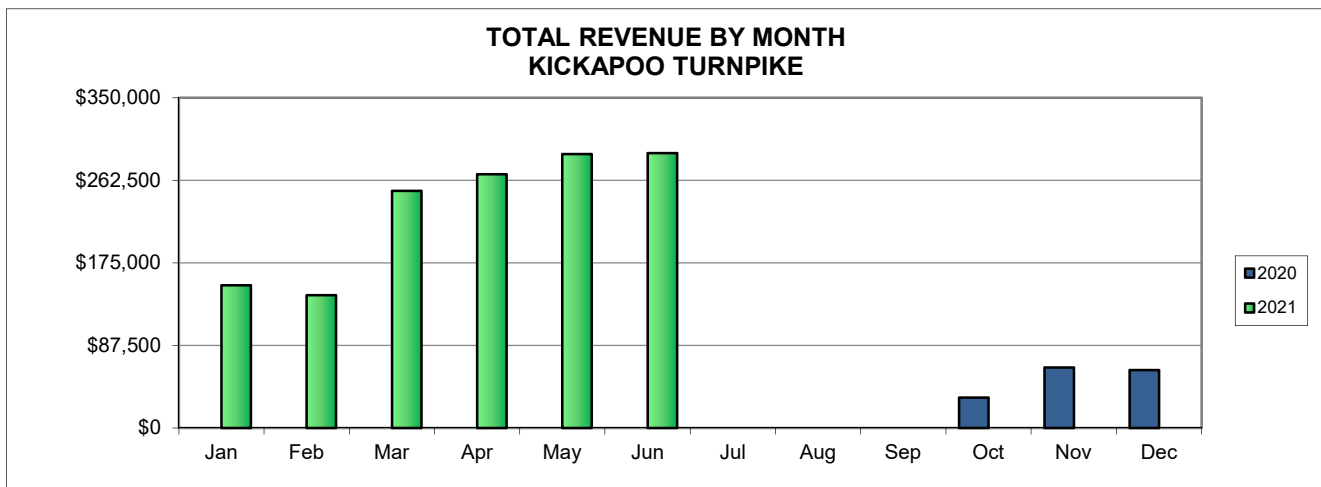
| | | | |
|-------------------------|---------------------|-------------------|------------------|
| Quarter ended June 2020 | | | |
| Two Axle Vehicles | \$ 6,243,573 | 56,547,597 | 8,531,646 |
| Three Axle Vehicles | 107,621 | 663,739 | 92,534 |
| Four Axle Vehicles | 91,069 | 457,950 | 53,510 |
| Five Axle Vehicles | 504,631 | 1,580,524 | 177,311 |
| Six Axles Vehicles | 20,466 | 51,375 | 6,197 |
| Total | \$ 6,967,360 | 59,301,185 | 8,861,198 |
| Concession Revenue | - | | |
| Total Revenue | \$ 6,967,360 | | |



**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
KICKAPOO TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|----------------------------------|--------------------------|---------------------------------------|---------------------------------------|
| Quarter ended June 2021 | | | |
| Two Axle Vehicles | \$ 669,705 | 6,665,454 | 563,179 |
| Three Axle Vehicles | 51,118 | 339,677 | 27,342 |
| Four Axle Vehicles | 6,860 | 32,597 | 2,301 |
| Five Axle Vehicles | 111,388 | 322,007 | 21,808 |
| Six Axles Vehicles | 11,267 | 25,364 | 2,200 |
| Total | <u>\$ 850,338</u> | <u>7,385,099</u> | <u>616,830</u> |
| Concession Revenue | - | | |
| Total Revenue | <u><u>\$ 850,338</u></u> | | |
| % Change from prior year quarter | <u>N/A*</u> | | |

*NOTE: The Kickapoo Turnpike opened to the public during October 2020.



Oklahoma Turnpike Authority
Schedule of Cash, Cash Equivalents and Investments
as of June 30, 2021

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|--|---------------|---------------|---------------|-----------------------|-----------------------|
| Unrestricted: | | | | | |
| General Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 % | 6/30/2021 | Demand | \$ 170,292,687 | \$ 170,292,687 |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | 576,744 | 576,744 |
| FFCB | 0.690 | 7/24/2020 | 7/22/2025 | 249,975 | 249,675 |
| FFCB | 0.700 | 8/17/2020 | 8/13/2026 | 249,562 | 247,145 |
| FFCB | 0.720 | 10/28/2020 | 10/27/2026 | 249,825 | 246,782 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 400,000 | 400,056 |
| FHLB | 0.625 | 1/11/2021 | 1/22/2026 | 200,000 | 197,454 |
| FHLB | 0.300 | 2/5/2021 | 2/26/2027 | 400,000 | 396,708 |
| FHLB | 1.000 | 3/26/2021 | 4/13/2028 | 200,000 | 200,006 |
| FHLB | 0.300 | 2/2/2021 | 1/27/2031 | 249,625 | 247,532 |
| FHLMC | 0.320 | 12/15/2020 | 6/28/2024 | 250,000 | 248,617 |
| FHLMC | 0.625 | 10/15/2020 | 10/27/2025 | 125,000 | 123,818 |
| FHLMC | 0.700 | 12/8/2020 | 12/30/2025 | 250,000 | 248,530 |
| FHLMC | 1.000 | 2/8/2021 | 7/20/2027 | 799,880 | 791,376 |
| FHLMC | 1.000 | 12/1/2020 | 12/23/2027 | 250,000 | 245,255 |
| FHLMC | 1.070 | 10/14/2020 | 10/27/2028 | 250,000 | 243,898 |
| FHLMC | 1.080 | 11/4/2020 | 11/24/2028 | 250,000 | 243,843 |
| FHMS | 4.094 | 4/8/2019 | 9/25/2024 | 382,276 | 391,033 |
| FHR | 2.000 | 11/4/2019 | 3/15/2026 | 65,456 | 66,090 |
| FHR | 2.000 | 9/5/2019 | 12/15/2026 | 152,053 | 158,219 |
| FHR | 1.250 | 3/31/2020 | 3/15/2027 | 112,024 | 113,402 |
| FHR | 2.500 | 3/12/2020 | 5/15/2041 | 121,005 | 121,730 |
| FHR | 2.000 | 4/1/2020 | 2/15/2042 | 522,265 | 529,992 |
| FHR | 3.000 | 4/17/2019 | 1/15/2047 | 16,729 | 16,848 |
| FHR | 2.750 | 9/26/2019 | 8/15/2047 | 150,154 | 157,013 |
| FHR | 2.500 | 9/5/2019 | 7/25/2048 | 171,782 | 176,260 |
| FNA | 2.739 | 4/17/2019 | 4/25/2029 | 172,332 | 182,961 |
| FNR | 3.000 | 12/9/2020 | 1/25/2040 | 73,512 | 72,441 |
| FNR | 1.750 | 6/10/2021 | 2/25/2043 | 152,429 | 152,010 |
| FNR | 2.500 | 4/22/2021 | 6/25/2047 | 27,671 | 27,909 |
| FNR | 1.000 | 1/11/2021 | 8/25/2050 | 275,512 | 263,408 |
| GNR | 4.000 | 12/9/2020 | 7/20/2039 | 44,871 | 44,495 |
| GNR | 3.250 | 12/9/2020 | 8/16/2039 | 21,019 | 20,856 |
| GNR | 3.000 | 1/28/2021 | 9/16/2039 | 17,521 | 17,647 |
| GNR | 3.000 | 6/3/2021 | 9/16/2039 | 8,502 | 8,678 |
| GNR | 2.650 | Various | 1/20/2046 | 180,275 | 179,096 |
| GNR | 3.000 | 1/30/2020 | 9/20/2049 | 98,172 | 98,344 |
| U.S. Treasury Notes | 1.500 | 4/6/2021 | 3/31/2023 | 2,360,824 | 2,351,773 |
| U.S. Treasury Notes | 2.625 | Various | 12/31/2025 | 2,543,150 | 2,487,703 |
| U.S. Treasury Notes | 0.875 | 1/5/2021 | 11/15/2030 | 575,514 | 552,090 |
| | | | | <u>183,488,346</u> | <u>183,390,124</u> |
| Revenue Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 6/30/2021 | Demand | 26,561,498 | 26,561,498 |
| | | | | <u>26,561,498</u> | <u>26,561,498</u> |
| Total unrestricted cash equivalents & investments | | | | \$ 210,049,844 | \$ 209,951,622 |

Oklahoma Turnpike Authority
Schedule of Cash, Cash Equivalents and Investments
as of June 30, 2021

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|--------------------------------|---------------|---------------|---------------|------------|------------|
| Restricted: | | | | | |
| Reserve Maintenance Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 % | 6/30/2021 | Demand | \$ 906,890 | \$ 906,890 |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | 3,136,793 | 3,136,793 |
| FFCB | 1.625 | 12/2/2019 | 11/19/2021 | 999,860 | 1,006,230 |
| FFCB | 0.150 | 2/12/2021 | 8/10/2023 | 1,999,000 | 1,994,480 |
| FFCB | 0.300 | 10/2/2020 | 9/1/2023 | 999,850 | 999,660 |
| FFCB | 0.280 | 9/14/2020 | 9/14/2023 | 999,000 | 997,970 |
| FFCB | 0.350 | 5/4/2021 | 4/22/2024 | 2,204,268 | 2,195,270 |
| FFCB | 0.320 | 6/14/2021 | 6/14/2024 | 1,868,597 | 1,861,155 |
| FFCB | 0.320 | 2/2/2021 | 2/3/2025 | 2,996,250 | 2,962,620 |
| FHLB | 0.125 | 7/6/2020 | 7/2/2021 | 3,999,240 | 4,000,000 |
| FHLB | 1.625 | 1/3/2020 | 12/20/2021 | 1,001,483 | 1,007,410 |
| FHLB | 2.125 | 7/5/2019 | 6/10/2022 | 1,005,506 | 1,019,220 |
| FHLB | 1.875 | 1/2/2020 | 12/9/2022 | 1,007,053 | 1,024,530 |
| FHLB | 1.375 | 3/3/2020 | 2/17/2023 | 1,016,772 | 1,019,310 |
| FHLB | 0.220 | 10/2/2020 | 4/5/2023 | 3,000,000 | 2,994,570 |
| FHLB | 3.375 | 5/24/2021 | 12/8/2023 | 879,671 | 875,065 |
| FHLB | 0.400 | 3/16/2021 | 4/12/2024 | 3,000,000 | 2,992,470 |
| FHLB | 0.500 | 6/22/2021 | 6/28/2024 | 999,700 | 1,000,040 |
| FHLMC | 1.125 | Various | 8/12/2021 | 9,094,187 | 9,010,890 |
| FHLMC | 2.375 | Various | 1/13/2022 | 4,612,034 | 4,555,350 |
| FHLMC | 0.375 | 4/29/2020 | 4/20/2023 | 1,999,860 | 2,004,480 |
| FHLMC | 0.250 | 11/13/2020 | 8/16/2023 | 2,000,000 | 1,998,660 |
| FHLMC | 0.300 | 10/2/2020 | 9/28/2023 | 1,804,000 | 1,804,397 |
| FNMA | 1.375 | 7/2/2020 | 10/7/2021 | 1,015,210 | 1,003,520 |
| FNMA | 2.375 | 4/1/2020 | 1/19/2023 | 2,112,374 | 2,067,740 |
| U.S. Treasury Notes | 2.125 | 7/5/2019 | 12/31/2021 | 1,006,562 | 1,010,230 |
| U.S. Treasury Notes | 2.500 | 4/29/2019 | 1/15/2022 | 1,005,625 | 1,013,120 |
| U.S. Treasury Notes | 1.125 | 12/7/2020 | 2/28/2022 | 4,049,219 | 4,028,280 |
| U.S. Treasury Notes | 0.375 | 11/5/2020 | 3/31/2022 | 3,009,844 | 3,006,450 |
| U.S. Treasury Notes | 2.250 | 4/29/2019 | 4/15/2022 | 499,629 | 508,535 |
| U.S. Treasury Notes | 0.125 | 1/29/2021 | 6/30/2022 | 5,001,758 | 5,001,400 |
| U.S. Treasury Notes | 1.500 | 10/2/2020 | 2/28/2023 | 2,064,765 | 2,043,520 |
| U.S. Treasury Notes | 0.125 | 10/2/2020 | 9/15/2023 | 1,997,578 | 1,992,980 |
| U.S. Treasury Notes | 0.375 | 5/25/2021 | 4/15/2024 | 3,508,203 | 3,495,905 |
| | | | | 76,800,781 | 76,539,140 |
| Revenue Bond Reserve Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 6/30/2021 | Demand | 8,728,194 | 8,728,194 |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | 2,909,234 | 2,909,234 |
| FFCB | 0.700 | 8/17/2020 | 8/13/2026 | 873,469 | 865,007 |
| FFCB | 0.750 | 12/16/2020 | 12/16/2026 | 875,000 | 863,126 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 1,000,000 | 1,000,140 |
| FHLB | 0.625 | 11/11/2021 | 1/22/2026 | 1,000,000 | 987,270 |
| FHLB | 0.900 | 2/5/2021 | 2/26/2027 | 1,600,000 | 1,586,832 |
| FHLB | 1.080 | 3/26/2021 | 4/13/2028 | 1,000,000 | 1,000,030 |
| FHLB | 1.000 | 8/25/2020 | 8/17/2028 | 847,450 | 833,314 |
| FHLB | 0.300 | 2/2/2021 | 1/27/2031 | 848,725 | 841,610 |
| FHLB | 1.000 | 1/25/2021 | 2/12/2031 | 1,500,000 | 1,479,900 |
| FHLB | 1.100 | 2/12/2021 | 2/26/2031 | 3,000,000 | 2,994,150 |
| FHLMC | 0.625 | 10/15/2020 | 10/27/2025 | 1,700,000 | 1,683,918 |
| FHLMC | 0.700 | 12/8/2020 | 12/30/2025 | 1,000,000 | 994,120 |
| FHLMC | 0.800 | 8/3/2020 | 1/28/2027 | 499,500 | 492,905 |
| FHLMC | 1.000 | 2/8/2021 | 7/20/2027 | 1,999,700 | 1,978,440 |
| FHLMC | 1.000 | 7/14/2020 | 10/29/2027 | 1,500,000 | 1,472,595 |
| FHLMC | 1.000 | 12/1/2020 | 12/23/2027 | 1,750,000 | 1,716,785 |
| FHLMC | 1.150 | 7/14/2020 | 6/30/2028 | 674,865 | 662,836 |
| FHLMC | 1.020 | 1/4/2021 | 10/27/2028 | 874,650 | 851,760 |
| FHLMC | 1.070 | 10/14/2020 | 10/27/2028 | 900,000 | 878,031 |
| FHLMC | 1.080 | 11/4/2020 | 11/24/2028 | 1,750,000 | 1,706,897 |
| FHMS | 4.094 | Various | 9/25/2024 | 1,414,421 | 1,446,823 |
| FHMS | 3.600 | 4/29/2020 | 2/25/2025 | 938,719 | 919,789 |
| FHR | 1.500 | 7/23/2020 | 12/15/2027 | 1,880,584 | 1,870,145 |
| FHR | 2.000 | 2/9/2021 | 3/15/2040 | 2,527 | 2,523 |

Oklahoma Turnpike Authority
Schedule of Cash, Cash Equivalents and Investments
as of June 30, 2021

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|-----------------------------|---------------|---------------|---------------|--------------------|--------------------|
| FHR | 1.250 % | 6/3/2021 | 8/25/2040 | \$ 986,165 | \$ 981,644 |
| FHR | 2.000 | 11/2/2018 | 1/15/2041 | 595,750 | 647,538 |
| FHR | 2.500 | 3/12/2020 | 5/15/2041 | 824,167 | 829,109 |
| FHR | 3.000 | 10/31/2018 | 12/15/2041 | 611,364 | 661,108 |
| FHR | 2.000 | 5/20/2021 | 2/15/2042 | 212,401 | 211,997 |
| FHR | 2.000 | 11/16/2018 | 12/15/2042 | 136,053 | 151,612 |
| FHR | 2.250 | 9/4/2019 | 6/15/2044 | 893,557 | 923,797 |
| FHR | 3.000 | 1/18/2019 | 8/15/2044 | 496,127 | 521,529 |
| FHR | 2.750 | 6/10/2021 | 1/15/2045 | 678,001 | 691,215 |
| FHR | 2.500 | 9/5/2019 | 7/25/2048 | 1,374,258 | 1,410,083 |
| FHR | 3.000 | 9/6/2019 | 8/15/2048 | 235,617 | 243,177 |
| FHR | 3.000 | 8/26/2020 | 10/25/2049 | 561,531 | 554,998 |
| FNR | 5.577 | 4/14/2021 | 8/25/2039 | 64,132 | 64,376 |
| FNR | 2.000 | 10/13/2020 | 12/25/2042 | 299,815 | 302,071 |
| FNR | 1.000 | 1/11/2021 | 8/25/2050 | 918,374 | 878,026 |
| GNR | 1.750 | 6/8/2020 | 10/20/2042 | 178,567 | 179,388 |
| GNR | 3.000 | 9/3/2019 | 3/20/2045 | 254,483 | 252,210 |
| GNR | 2.500 | 3/13/2020 | 4/20/2045 | 382,638 | 390,438 |
| GNR | 2.650 | 7/6/2020 | 1/20/2046 | 1,225,053 | 1,217,035 |
| GNR | 3.500 | 9/18/2019 | 2/20/2049 | 770,069 | 804,588 |
| GNR | 3.000 | 1/30/2020 | 9/20/2049 | 667,570 | 668,739 |
| JP Morgan Chase Repo | 5.991 | 5/23/2002 | 1/1/2022 | 50,936,450 | 50,936,450 |
| U.S. Treasury Notes | 1.500 | 4/6/2021 | 3/31/2023 | 18,681,305 | 18,609,682 |
| U.S. Treasury Notes | 2.625 | Various | 12/31/2025 | 19,700,723 | 19,252,658 |
| U.S. Treasury Notes | 0.875 | 2/16/2021 | 11/15/2030 | 4,427,859 | 4,378,648 |
| | | | | <u>147,179,067</u> | <u>146,528,490</u> |
| 2017 Bond Service Accounts: | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | <u>30,612,516</u> | <u>30,612,516</u> |
| | | | | <u>30,612,516</u> | <u>30,612,516</u> |
| 2017A Construction Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 6/30/2021 | Demand | <u>464,974</u> | <u>464,974</u> |
| | | | | <u>464,974</u> | <u>464,974</u> |
| 2017C Construction Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 6/30/2021 | Demand | <u>4,945</u> | <u>4,945</u> |
| | | | | <u>4,945</u> | <u>4,945</u> |
| 2018 Bond Service Accounts | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | <u>7,534,881</u> | <u>7,534,881</u> |
| | | | | <u>7,534,881</u> | <u>7,534,881</u> |
| 2018A Construction Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 6/30/2021 | Demand | <u>69,781,509</u> | <u>69,781,509</u> |
| | | | | <u>69,781,509</u> | <u>69,781,509</u> |
| 2020 Bond Service Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 6/30/2021 | Demand | <u>25,976,717</u> | <u>25,976,717</u> |
| | | | | <u>25,976,717</u> | <u>25,976,717</u> |
| Turnpike Trust Fund: | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | 12,310,579 | 12,310,579 |
| FFCB | 1.625 | 12/2/2019 | 11/19/2021 | 1,999,720 | 2,012,460 |
| FFCB | 0.150 | 2/12/2021 | 8/10/2023 | 799,600 | 797,792 |
| FFCB | 0.280 | 9/14/2020 | 9/14/2023 | 1,998,000 | 1,995,940 |
| FFCB | 0.320 | 6/14/2021 | 6/14/2024 | 999,250 | 995,270 |
| FFCB | 0.320 | 2/2/2021 | 2/3/2025 | 1,498,125 | 1,481,310 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 2,000,000 | 2,000,280 |
| FHLB | 0.125 | 7/6/2020 | 7/2/2021 | 1,999,620 | 2,000,000 |
| FHLB | 1.625 | 1/3/2020 | 12/20/2021 | 2,002,966 | 2,014,820 |
| FHLB | 2.125 | 7/5/2019 | 6/10/2022 | 1,005,506 | 1,019,220 |
| FHLB | 1.875 | 1/2/2020 | 12/9/2022 | 2,014,106 | 2,049,060 |
| FHLB | 0.650 | 4/8/2021 | 4/28/2026 | 1,000,000 | 1,000,020 |
| FHLMC | 1.125 | Various | 8/12/2021 | 1,818,832 | 1,802,178 |
| FHLMC | 2.375 | Various | 1/13/2022 | 3,088,049 | 3,036,900 |
| FHLMC | 0.375 | 4/29/2020 | 4/20/2023 | 1,999,860 | 2,004,480 |
| FHLMC | 0.375 | 10/2/2020 | 9/23/2025 | 996,860 | 984,740 |
| FNMA | 2.375 | 4/1/2020 | 1/19/2023 | 2,112,374 | 2,067,740 |
| GNR | 2.000 | 11/19/2020 | 4/20/2066 | 92,039 | 93,020 |

Oklahoma Turnpike Authority
Schedule of Cash, Cash Equivalents and Investments
as of June 30, 2021

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|--|---------------|---------------|---------------|----------------|----------------|
| U.S. Treasury Notes | 2.375 % | 7/5/2019 | 3/15/2022 | \$ 1,014,453 | \$ 1,016,210 |
| U.S. Treasury Notes | 2.000 | 5/1/2019 | 10/31/2022 | 990,664 | 1,024,750 |
| U.S. Treasury Notes | 2.125 | 5/1/2019 | 12/31/2022 | 994,687 | 1,029,280 |
| U.S. Treasury Notes | 2.750 | 5/1/2019 | 8/31/2023 | 1,018,477 | 1,053,440 |
| U.S. Treasury Notes | 0.125 | 10/2/2020 | 9/15/2023 | 998,789 | 996,490 |
| U.S. Treasury Notes | 2.875 | 5/1/2019 | 10/31/2023 | 1,024,414 | 1,059,580 |
| U.S. Treasury Notes | 2.625 | 5/1/2019 | 12/31/2023 | 1,014,180 | 1,056,700 |
| U.S. Treasury Notes | 2.125 | 5/1/2019 | 2/29/2024 | 991,719 | 1,046,390 |
| U.S. Treasury Notes | 2.000 | 5/1/2019 | 4/30/2024 | 492,715 | 522,335 |
| | | | | 48,275,584 | 48,470,984 |
| Prepaid PIKEPASS Fund: | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 6/30/2021 | Demand | 3,009,154 | 3,009,154 |
| DFA S/T Extended Quality-Inst (open-end fund) | 0.000 | Various | Demand | 3,564,037 | 3,649,626 |
| Ishares Inter Govt Cr Bond (exchange-traded fund) | 1.610 | Various | Demand | 4,584,127 | 4,931,771 |
| Ishares Morgan Stanley Capital International Europe Asia Far East Index (exchange-traded fund) | 2.280 | Various | Demand | 2,573,335 | 3,292,451 |
| Ishares RSSLL 1000 L/C Idx-K (open-end fund) | 1.260 | Various | Demand | 7,540,343 | 13,534,316 |
| Ishares RSSLL 2000 (exchange-traded fund) | 0.830 | Various | Demand | 613,280 | 1,321,859 |
| Vanguard Emerg Mkt Stk Idx-Adm (open-end fund) | 1.940 | Various | Demand | 568,273 | 974,018 |
| Vanguard Intrmd Bd Idx-Inst (open-end fund) | 1.900 | Various | Demand | 4,714,060 | 4,940,559 |
| Vanguard Short Term Treasury (exchange-traded fund) | 0.580 | Various | Demand | 3,545,064 | 3,543,467 |
| | | | | 30,711,673 | 39,197,221 |
| Gilcrease Expressway Fund: | | | | | |
| Blackrock Liq Fedfd-Csh | 0.030 | 6/30/2021 | Demand | 20,038,563 | 20,038,563 |
| | | | | 20,038,563 | 20,038,563 |
| Total restricted cash equivalents & investments | | | | \$ 457,381,210 | \$ 465,149,940 |
| Cash balance (unrestricted & restricted) | | | | - | 16,298,041 |
| Total Cash, Cash Equivalents and Investments | | | | \$ 667,431,054 | \$ 691,399,603 |

**OKLAHOMA TURNPIKE AUTHORITY
SCHEDULE OF INDEBTEDNESS ISSUED, RETIRED, DEFEASED AND OUTSTANDING
AS OF JUNE 30, 2021**

| | Date of Issuance | Amount of Issuance | Range of Maturities | Range of Interest Rates | Quarter Beginning Balance Outstanding | Additional Issues | Retired or Defeased | Quarter Ending Balance Outstanding |
|--|-------------------------|---------------------------|----------------------------|--------------------------------|--|--------------------------|----------------------------|---|
| Refunding 2nd Senior Revenue Bonds - Series 2017B | 2/8/17 | 23,930,000 | 1/1/18 to 1/1/22 | 2.00% to 4.00% | 4,730,000 | - | - | 4,730,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2017D | 12/21/17 | 275,680,000 | 1/1/18 to 1/1/28 | 4.00% to 5.00% | 235,295,000 | - | - | 235,295,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2017E | 12/21/17 | 95,835,000 | 1/1/18 to 1/1/31 | 2.85% to 5.00% | 93,550,000 | - | - | 93,550,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2020A | 10/29/20 | 187,195,000 | 1/1/22 to 1/1/33 | 5.00% | 187,195,000 | - | - | 187,195,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2020B | 10/29/20 | 179,165,000 | 1/1/22 to 1/1/33 | 0.491% to 2.072% | 179,165,000 | - | - | 179,165,000 |
| Construction 2nd Senior Revenue Bonds - Series 2017A | 2/8/17 | 456,070,000 | 1/1/32 to 1/1/47 | 3.50% to 5.00% | 456,070,000 | - | - | 456,070,000 |
| Construction 2nd Senior Revenue Bonds - Series 2017C | 12/21/17 | 312,840,000 | 1/1/34 to 1/1/47 | 3.00% to 5.00% | 209,920,000 | - | - | 209,920,000 |
| Construction 2nd Senior Revenue Bonds - Series 2018A | 10/31/18 | 344,310,000 | 1/1/32 to 1/1/48 | 3.625% to 5.00% | 344,310,000 | - | - | 344,310,000 |
| Junior Obligation Note, Series 2020A* | 7/1/20 | 50,000,000 | 7/1/23 | 2.274% | 50,000,000 | - | - | 50,000,000 |
| Totals | | | | | \$ 1,760,235,000 | \$ - | \$ - | \$ 1,760,235,000 |

**OKLAHOMA TURNPIKE AUTHORITY
PROCEEDS FROM SALE OF SURPLUS PROPERTY
FOR THE QUARTER ENDED JUNE 30, 2021**

| | DATE | DESCRIPTION | PROCEEDS |
|------|-------------|---|-----------------|
| 2QTR | 06/30/21 | Total Sale of Surplus Property & Insurance Proceeds | \$ 522,136 |
| | | Total | \$ 522,136 |

*The note is a credit agreement with DNT Asset Trust. The note is structured as a Line of Credit with the full line being drawn at close. 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 credit of the General Fund.