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Member Ex-Officio

Gene Love,

Chairman

John D. Jones,

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Dana Weber,

Secretary / Treasurer

Will Berry,

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John Titsworth,

Member

Tim J. Gatz,

Secretary of Transportation



OKLAHOMA
Turnpike Authority

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

Tim J. Gatz
Secretary of Transportation and Executive Director



OKLAHOMA Turnpike Authority

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Dear Oklahoma Turnpike Authority Bondholders:

On July 25, 2021, the OTA converted the John Kilpatrick Turnpike to cashless tolling, known as PlatePay. Cashless tolling improves safety, traffic flow and reduces equipment maintenance costs by removing equipment that is required to support cash balances. During the third quarter of 2021, PlatePay was 2.0% of total revenue and 2.7% of total transactions for the quarter. Overall net toll revenue for the third quarter of 2021 reported at \$93.4 million, a substantial increase of 17.6% when compared to the same period last year. Overall toll transactions for the third quarter were approximately 51.3 million, a significant increase of 15.9% over the prior year 44.2 million. Passenger traffic significantly increased by 16.1% over the third quarter of 2020, while heavy truck traffic increased by 13.3% 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 4.7% for the third quarter.

Year-to-date revenue fund operating expenses reported at \$71.1 million, operating at 13.5% 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 90%.

Chart 1: Two-Year Comparison of Toll Revenues

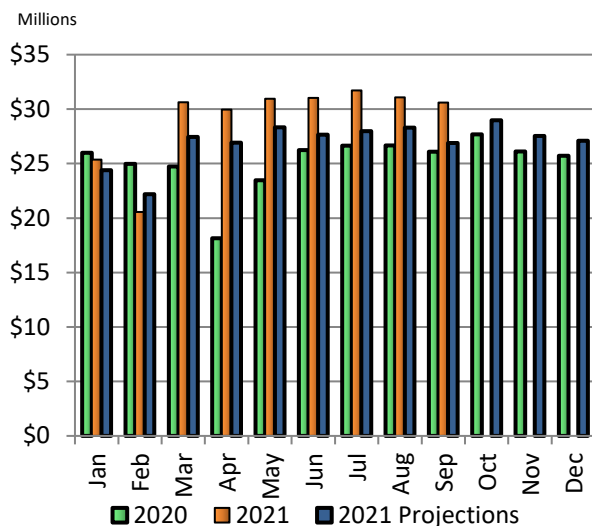


Chart 2: 2021 Revenues - Actual vs. Projections (Cumulative)

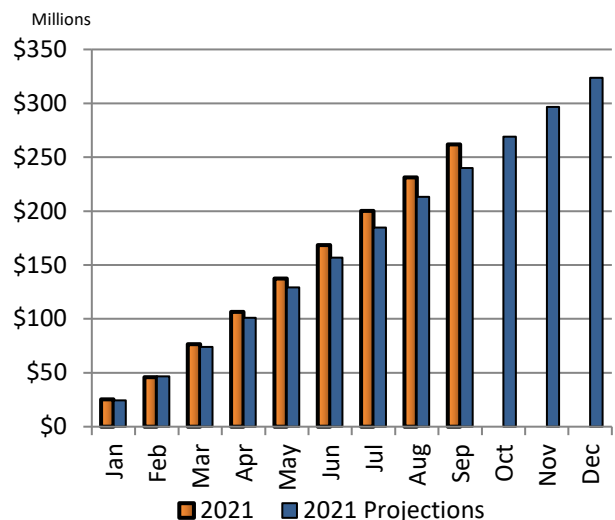


Chart 3: 2021 Operating Expenses – Actual vs. Budget Revenue Fund Only (Cumulative)

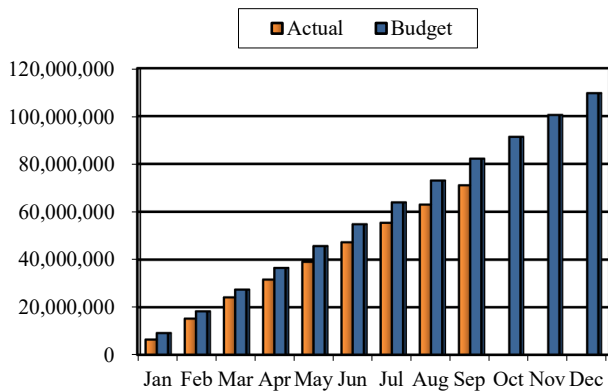
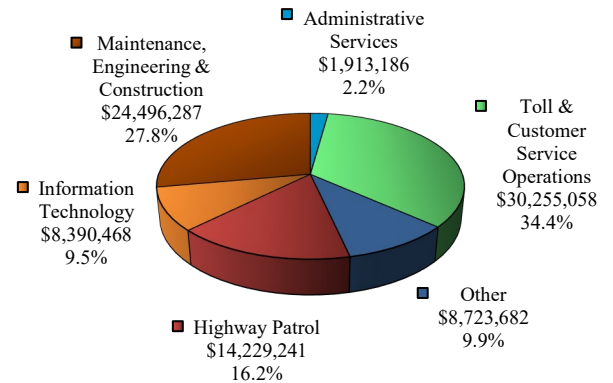


Chart 4: Operating Expenses by Division-All Funds For the Nine Months Ended September 30, 2021



Third Quarter Highlights:

- Work on the Kickapoo is substantially complete for the entire corridor from I-40 to the Turner Turnpike and the southern section of the Turnpike was fully opened to traffic in September. Remaining minor items of work are expected to be completed by early 2022. In addition, construction continued to progress on the Turner Turnpike from the Creek Turnpike interchange and extends approximately four miles east. Surfacing operations for the eastbound direction are near complete with the entire project being 63% complete at the end of September 2021. Also, progress continued on the Gilcrease Expressway; the construction was approximately 73% at September 2021, and is projected to open in Summer 2022. Construction related to converting the H.E. Bailey Turnpike to cashless tolling began in September 2021 with an early 2022 completion date; conversion to PlatePay on the Turnpike is expected to occur mid to late 2022.
- Design work continued for several Capital Plan projects across the System. The Engineering Division ratified an emergency declaration for a bridge repair on the Turner Turnpike. Two construction contracts on the John Kilpatrick Turnpike and one construction contract related to the cashless tolling conversion on the H. E. Bailey Turnpike were awarded during the third quarter. The Division also processed a resolution for additional route designations for the John Kilpatrick, Kickapoo, H. E. Bailey Spur, Chickasaw, Cimarron Spur and Indian Nation Turnpikes. Also during the quarter, the Division, in conjunction with other divisions, continued working on the preliminary 2022-2026 Capital Plan Budget.
- During the third quarter, strategic fiber initiatives for several turnpikes progressed as the Information Technology (IT) teams continued to enhance OTA’s networks and prepare for National Interoperability and System-wide 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.

- In the third quarter, the Maintenance Division, supplementing labor through supervised inmates and contractors, completed various System repairs. With combined efforts, approximately 732,000 linear feet of joints and cracks were sealed and 1,600 labor hours were dedicated to drainage repairs. The Maintenance Division also performed brush and weed control and spent approximately 5,300 labor hours on vegetation management.
- As of September 30, 2021, the total number of active *PIKEPASS* tags exceeded 2.1 million, an increase of 7.2% when compared to the same time last year. *PIKEPASS* patrons continued to take advantage of the *PIKEPASS* volume discount program with approximately \$1.5 million in discounts issued to frequent patrons of the System during the third 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 third quarter of 2021, OHP troopers made approximately 18,000 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
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Prepared by the Comptroller Division

PRELIMINARY AND UNAUDITED

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

| | <u>2021</u> | <u>2020</u> |
|--|--------------------------------|------------------------------|
| Assets: | | |
| Current assets: | | |
| Cash and cash equivalents-unrestricted | \$ 222,226,990 | \$ 154,543,307 |
| Investments-unrestricted | 12,748,975 | 12,270,737 |
| Cash and cash equivalents - restricted | 149,927,763 | 248,319,412 |
| Investments-restricted | 103,669,378 | 104,240,478 |
| Accounts receivable | 12,389,412 | 9,753,741 |
| Accrued interest receivable-unrestricted | 28,655 | 52,093 |
| Accrued interest receivable-restricted | 1,231,821 | 1,548,741 |
| Tag inventory | 737,354 | 3,648,387 |
| Materials inventory | 5,856,838 | 5,871,254 |
| Prepaid expenses | 8,775 | 6,587 |
| Total current assets | <u>508,825,961</u> | <u>540,254,737</u> |
| Noncurrent assets: | | |
| Cash and cash equivalents - restricted | 22,025,349 | 23,306,140 |
| Investments-restricted | 174,360,748 | 181,725,734 |
| Total noncurrent cash, cash equivalents and investments | <u>196,386,097</u> | <u>205,031,874</u> |
| Capital assets: | | |
| Depreciable, net | 881,072,976 | 880,872,454 |
| Land | 295,498,540 | 299,557,989 |
| Construction work in progress | 1,163,249,430 | 1,062,788,145 |
| Net capital assets | <u>2,339,820,946</u> | <u>2,243,218,588</u> |
| Net OPEB asset | 557,086 | 470,899 |
| Total noncurrent assets | <u>2,536,764,129</u> | <u>2,448,721,361</u> |
| Total assets | <u>3,045,590,090</u> | <u>2,988,976,098</u> |
| Deferred Outflows of Resources: | | |
| Unamortized net deferred debit on refunding | 57,072,373 | 67,735,604 |
| Related to pensions | 6,993,389 | 2,043,030 |
| Related to OPEB | 506,973 | 247,541 |
| Total deferred outflows of resources | <u>64,572,735</u> | <u>70,026,175</u> |
| Liabilities: | | |
| Current liabilities: | | |
| Accounts payable and accrued expenses | 18,037,818 | 15,369,453 |
| Payable from restricted assets: | | |
| Accounts payable and accrued expenses | 1,421,709 | 1,073,433 |
| Accrued interest payable | 18,238,704 | 20,212,531 |
| Unearned revenue | 43,469,761 | 38,197,410 |
| Arbitrage rebate payable to U.S. Treasury | 721,940 | 802,168 |
| Current notes payable and long-term debt | 56,345,000 | 73,404,991 |
| Total current liabilities | <u>138,234,932</u> | <u>149,059,986</u> |
| Noncurrent liabilities: | | |
| Accounts payable and accrued expenses | 1,785,797 | 1,761,371 |
| 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 \$140,518,045 and \$149,399,250 in 2021 and 2020, respectively | 1,844,408,045 | 1,894,154,259 |
| Payable to Department of Transportation | 54,127,438 | 53,621,967 |
| Total noncurrent liabilities | <u>1,912,871,103</u> | <u>1,953,229,985</u> |
| Total liabilities | <u>2,051,106,035</u> | <u>2,102,289,971</u> |
| Deferred Inflows of Resources: | | |
| Unamortized net deferred credit on refunding | 10,817,713 | - |
| Related to pensions | 85,889 | 866,440 |
| Related to OPEB | 1,432,819 | 1,156,783 |
| Total deferred inflows of resources | <u>12,336,421</u> | <u>2,023,223</u> |
| Net Position: | | |
| Invested in capital assets, net of related debt | 580,539,326 | 534,375,327 |
| Restricted for debt service | 141,017,042 | 136,623,149 |
| Restricted for reserve maintenance | 71,334,945 | 93,997,421 |
| Restricted for pension | (6,011,083) | (2,954,141) |
| Unrestricted | 259,840,139 | 192,647,323 |
| Total net position | <u>\$ 1,046,720,369</u> | <u>\$ 954,689,079</u> |

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

| Account | Beginning Book Balance | Receipts or Deposits | Withdrawals or Payments | Ending Book Balance |
|------------------------------|------------------------------|-------------------------|----------------------------|---|
| 2017 Debt service accounts | 30,612,516 | 53,200,684 | 60,483,980 | 23,329,220 |
| 2018 Debt service accounts | 7,534,881 | 15,069,763 | 18,837,203 | 3,767,441 |
| 2020 Debt service accounts | 25,976,717 | 31,718,798 | 24,536,800 | 33,158,715 |
| Revenue Bond Reserve account | 146,528,490 | 116,946,801 | 115,561,511 | 147,913,780 |
| Revenue fund | 33,490,499 | 355,702,871 | 352,106,667 | 37,086,703 |
| Reserve Maintenance fund | 75,716,491 | 103,584,010 | 107,984,167 | 71,316,334 |
| General fund | 183,210,295 | 113,815,699 | 99,136,732 | 197,889,262 |
| Motor Fuel Tax Trust fund | 48,445,605 | 38,105,344 | 38,078,632 | 48,472,317 |
| 2017 Construction funds | 470,739 | 4,943 | 4,922 | 470,760 |
| 2018 Construction funds | 69,171,978 | 19,514,298 | 37,958,976 | 50,727,300 |
| PIKEPASS account | 50,202,829 | 77,864,489 | 77,279,713 | 50,787,605 |
| Gilcrease Expressway fund | 20,038,563 | 2,405 | 1,202 | 20,039,766 |
| Total | <u>\$ 691,399,603</u> | | | <u>\$ 684,959,203</u> |
| | | | | Cash & Cash Equivalents-unrestricted \$ 222,226,990 |
| | | | | Investments-unrestricted 12,748,975 |
| | | | | Cash & Cash Equivalents-restricted 171,953,112 |
| | | | | Investments-restricted 278,030,126 |
| | | | Total | <u>\$ 684,959,203</u> |

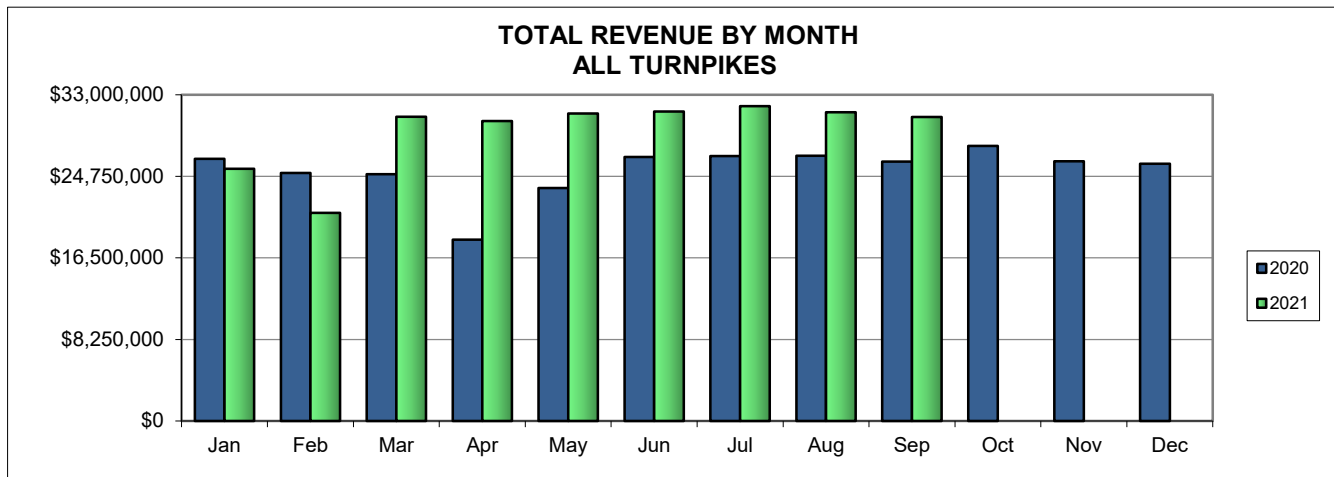
PRELIMINARY AND UNAUDITED

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

| | 2021 Current Quarter | 2020 Current Quarter | 2021 Year to Date | 2020 Year to Date |
|---|-------------------------------------|-------------------------------------|----------------------------------|----------------------------------|
| Operating revenues: | | | | |
| Tolls | \$ 93,373,431 | \$ 79,399,196 | \$ 261,860,876 | \$ 222,949,167 |
| Concessions | 462,957 | 458,751 | 2,075,610 | 2,114,026 |
| Total operating revenues | 93,836,388 | 79,857,947 | 263,936,486 | 225,063,193 |
| Operating expenses: | | | | |
| Toll Operations | 6,136,970 | 8,105,377 | 20,646,764 | 22,509,774 |
| Turnpike Maintenance | 6,924,699 | 6,238,381 | 21,088,373 | 18,770,721 |
| Engineering | 772,823 | 781,378 | 2,624,652 | 1,740,308 |
| Construction | 411,091 | 75,221 | 783,262 | 559,749 |
| Highway Patrol | 4,977,176 | 4,343,808 | 14,229,241 | 14,588,530 |
| Customer Service | 3,624,700 | 2,841,653 | 9,608,294 | 8,888,938 |
| Administrative Services | 614,650 | 458,699 | 1,913,186 | 1,490,968 |
| Information Technology | 3,060,520 | 2,724,678 | 8,390,468 | 7,727,868 |
| Comptroller | 313,447 | 359,253 | 1,022,695 | 1,074,132 |
| Finance and Revenue | 446,244 | 513,455 | 953,531 | 2,589,252 |
| Operations Support | 2,100,502 | - | 3,610,760 | - |
| Executive Authority | 1,200,569 | 857,969 | 3,133,850 | 2,844,167 |
| | 1,145 | 130 | 2,846 | 712 |
| Total operating expenses before depreciation and amortization | 30,584,536 | 27,300,002 | 88,007,922 | 82,785,119 |
| Operating income before depreciation and amortization | 63,251,852 | 52,557,945 | 175,928,564 | 142,278,074 |
| Depreciation and amortization | (23,753,761) | (24,379,175) | (70,222,484) | (72,806,583) |
| Operating income | 39,498,091 | 28,178,770 | 105,706,080 | 69,471,491 |
| Non-operating revenues (expenses): | | | | |
| Interest earned on investments | 1,132,588 | 1,532,330 | 3,731,631 | 6,116,385 |
| Net increase (decrease) in fair value of investments | (935,283) | 553,356 | (1,542,913) | 4,009,215 |
| Interest expense on revenue bonds outstanding | (17,503,809) | (19,583,689) | (52,635,467) | (58,269,980) |
| Other revenues | 1,885,969 | 1,944,106 | 7,910,999 | 5,732,294 |
| Contributed revenue | - | 10,637,273 | 1,691,921 | 47,063,664 |
| Net non-operating revenues (expenses) | (15,420,535) | (4,916,624) | (40,843,829) | 4,651,578 |
| Change in net position | 24,077,556 | 23,262,146 | 64,862,251 | 74,123,069 |
| Total net position, beginning of the quarter | 1,022,642,813 | 931,426,933 | 981,858,118 | 880,566,010 |
| Total net position, end of the quarter | \$ 1,046,720,369 | \$ 954,689,079 | \$ 1,046,720,369 | \$ 954,689,079 |
| Other relevant data: | | | | |
| Motor fuel tax received | 13,428,225 | \$ 10,687,607 | \$ 35,987,666 | \$ 31,882,126 |
| Reserve maintenance deposits made | - | 50,000,000 | - | 69,465,000 |
| Debt interest deposits (net of interest earned on debt service accounts) | 17,953,445 | 19,912,731 | 45,664,200 | 59,660,368 |
| Debt principal deposits (net of interest earned on debt service accounts) | 14,084,968 | 14,595,472 | 42,256,287 | 43,696,887 |
| | | Required Coverage Ratio | Actual Coverage Ratio | Actual Coverage Ratio |
| Senior Debt Service Coverage Ratio | | 120% | 309% | 198% |
| Total Debt Service Coverage Ratio | | 100% | 190% | 132% |

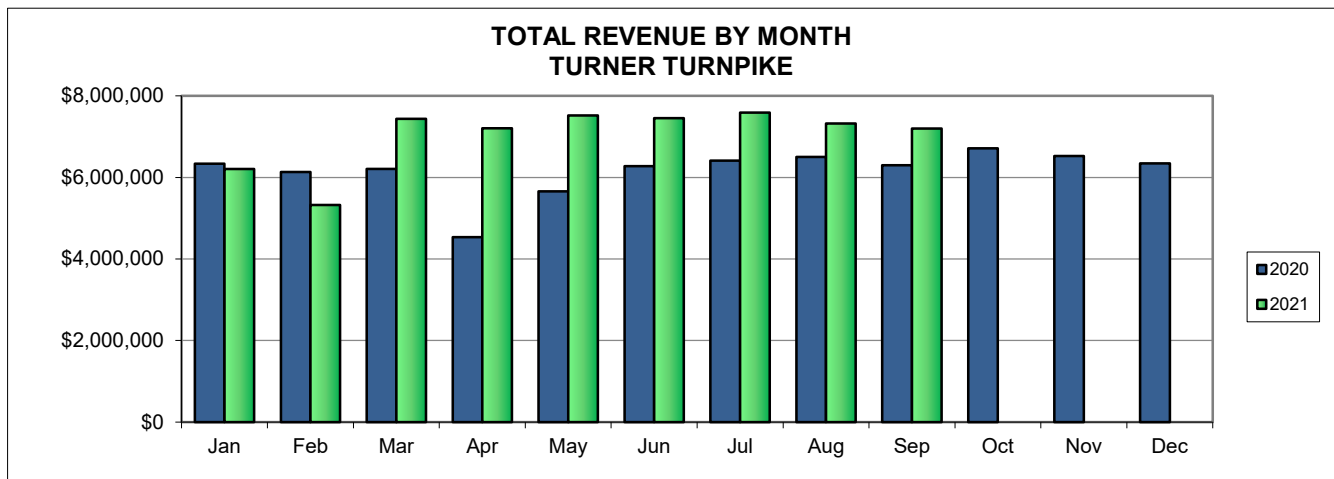
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
TOTAL ALL TURNPIKES**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|-------------------------------|-------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 57,466,532 | 806,531,043 | 46,597,741 |
| Three Axle Vehicles | 2,143,211 | 23,840,929 | 852,748 |
| Four Axle Vehicles | 2,018,767 | 14,715,361 | 462,055 |
| Five Axle Vehicles | 30,656,355 | 145,969,347 | 3,233,580 |
| Six Axles Vehicles | 1,088,566 | 4,287,830 | 106,213 |
| Total | \$ 93,373,431 | 995,344,510 | 51,252,337 |
| Concession Revenue | 462,957 | | |
| Total Revenue | \$ 93,836,388 | | |
| | | | |
| % Increase from prior year quarter | <u>17.50%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 47,887,930 | 687,099,745 | 40,144,471 |
| Three Axle Vehicles | 1,852,950 | 21,034,750 | 725,695 |
| Four Axle Vehicles | 1,836,708 | 13,364,451 | 414,559 |
| Five Axle Vehicles | 26,843,331 | 128,953,056 | 2,857,743 |
| Six Axles Vehicles | 978,277 | 3,918,974 | 89,901 |
| Total | \$ 79,399,196 | 854,370,976 | 44,232,369 |
| Concession Revenue | 458,751 | | |
| Total Revenue | \$ 79,857,947 | | |



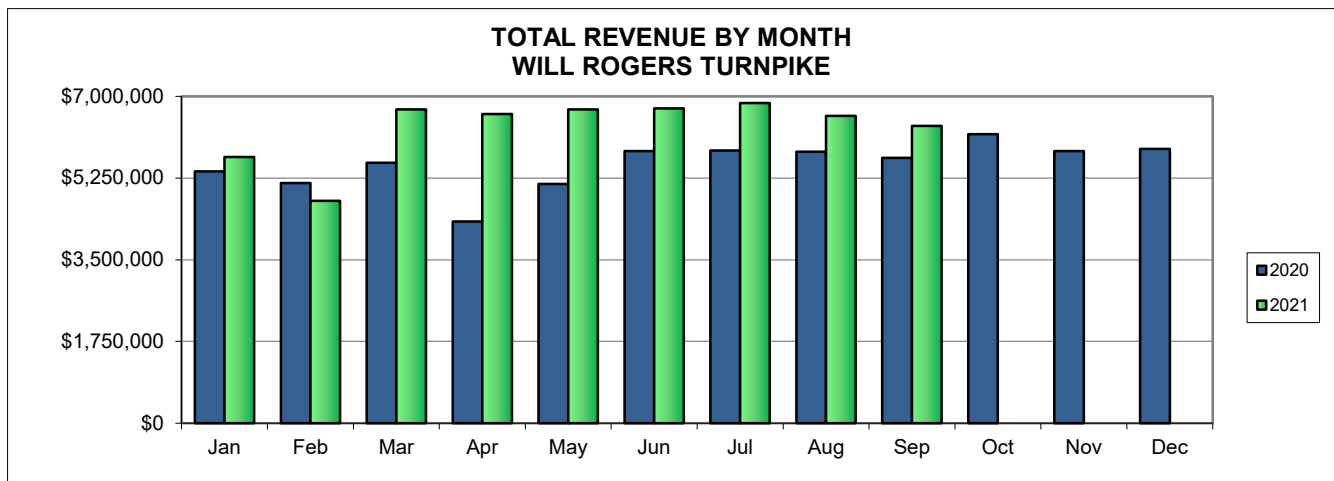
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
TURNER TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|-------------------------------|-------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 10,275,281 | 195,521,272 | 4,320,652 |
| Three Axle Vehicles | 588,693 | 7,132,371 | 120,369 |
| Four Axle Vehicles | 526,646 | 3,906,794 | 60,412 |
| Five Axle Vehicles | 10,115,551 | 48,213,716 | 621,066 |
| Six Axles Vehicles | 433,457 | 1,739,199 | 22,905 |
| Total | \$ 21,939,628 | 256,513,352 | 5,145,404 |
| Concession Revenue | 168,671 | | |
| Total Revenue | \$ 22,108,299 | | |
| | | | |
| % Increase from prior year quarter | <u>15.09%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 8,825,837 | 168,749,851 | 3,735,979 |
| Three Axle Vehicles | 527,849 | 6,448,339 | 103,924 |
| Four Axle Vehicles | 485,176 | 3,613,357 | 56,305 |
| Five Axle Vehicles | 8,821,739 | 41,903,148 | 542,464 |
| Six Axles Vehicles | 379,457 | 1,523,269 | 19,563 |
| Total | \$ 19,040,058 | 222,237,964 | 4,458,235 |
| Concession Revenue | 168,744 | | |
| Total Revenue | \$ 19,208,802 | | |



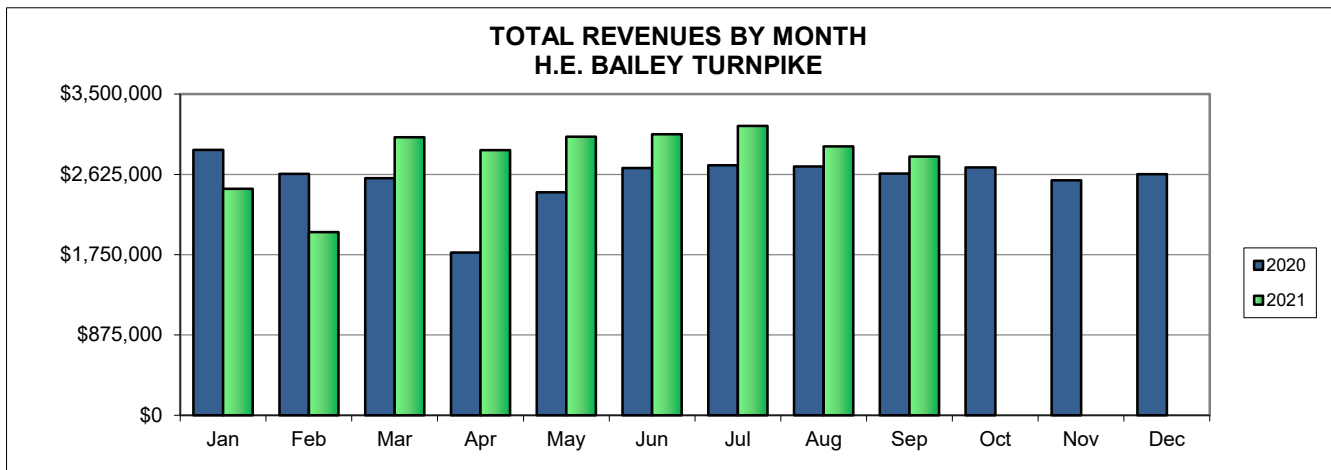
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
WILL ROGERS TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|-------------------------------|-------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 6,866,556 | 131,798,832 | 3,397,455 |
| Three Axle Vehicles | 411,470 | 5,018,820 | 90,248 |
| Four Axle Vehicles | 584,588 | 4,602,919 | 73,638 |
| Five Axle Vehicles | 11,546,295 | 56,958,430 | 833,360 |
| Six Axles Vehicles | 318,387 | 1,304,073 | 20,564 |
| Total | \$ 19,727,296 | 199,683,074 | 4,415,265 |
| Concession Revenue | 78,600 | | |
| Total Revenue | \$ 19,805,896 | | |
| | | | |
| % Increase from prior year quarter | <u>14.18%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 5,935,208 | 114,708,573 | 3,045,621 |
| Three Axle Vehicles | 358,603 | 4,398,964 | 79,748 |
| Four Axle Vehicles | 529,977 | 4,168,567 | 67,870 |
| Five Axle Vehicles | 10,121,813 | 50,222,405 | 754,396 |
| Six Axles Vehicles | 322,231 | 1,329,576 | 20,640 |
| Total | \$ 17,267,832 | 174,828,085 | 3,968,275 |
| Concession Revenue | 78,120 | | |
| Total Revenue | \$ 17,345,952 | | |



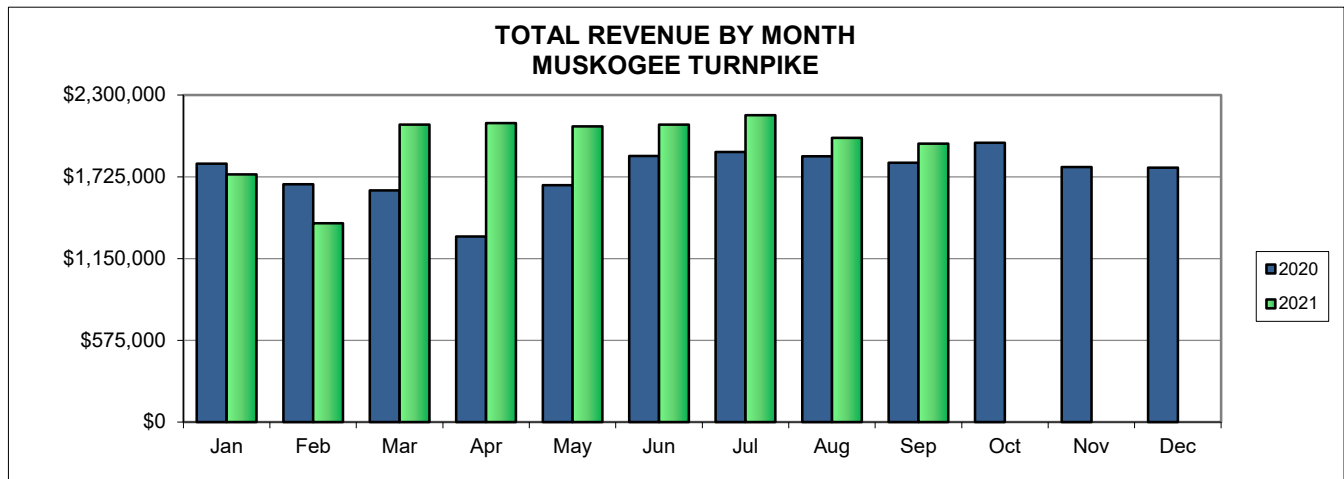
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
H. E. BAILEY TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|-------------------------------|-------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 6,574,162 | 102,208,240 | 4,740,011 |
| Three Axle Vehicles | 256,432 | 3,061,205 | 116,485 |
| Four Axle Vehicles | 189,512 | 1,404,601 | 59,143 |
| Five Axle Vehicles | 1,723,026 | 9,470,877 | 385,982 |
| Six Axles Vehicles | 72,588 | 337,248 | 13,048 |
| Total | \$ 8,815,720 | 116,482,171 | 5,314,669 |
| Concession Revenue | 85,291 | | |
| Total Revenue | \$ 8,901,011 | | |
| | | | |
| % Increase from prior year quarter | <u>10.34%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 5,865,693 | 92,974,742 | 4,384,482 |
| Three Axle Vehicles | 244,370 | 2,983,404 | 113,689 |
| Four Axle Vehicles | 183,379 | 1,371,141 | 56,740 |
| Five Axle Vehicles | 1,624,589 | 9,212,391 | 376,758 |
| Six Axles Vehicles | 67,256 | 324,603 | 12,719 |
| Total | \$ 7,985,287 | 106,866,281 | 4,944,388 |
| Concession Revenue | 81,492 | | |
| Total Revenue | \$ 8,066,779 | | |



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

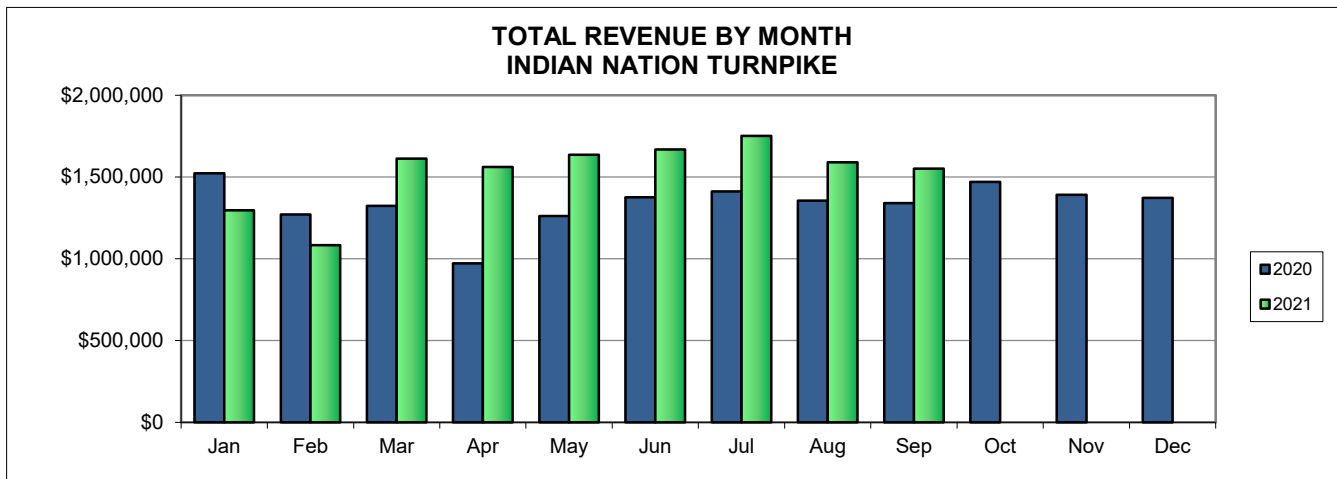
| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|---------------------------------------|---------------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 4,533,156 | 73,573,117 | 2,887,239 |
| Three Axle Vehicles | 201,105 | 2,225,011 | 94,226 |
| Four Axle Vehicles | 117,215 | 848,787 | 35,154 |
| Five Axle Vehicles | 1,183,382 | 6,095,792 | 238,475 |
| Six Axles Vehicles | 35,094 | 169,841 | 6,056 |
| Total | \$ 6,069,952 | 82,912,548 | 3,261,150 |
| Concession Revenue | 45,130 | | |
| Total Revenue | \$ 6,115,082 | | |
| | | | |
| % Increase from prior year quarter | <u>9.39%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 4,095,844 | 66,988,960 | 2,633,519 |
| Three Axle Vehicles | 197,388 | 2,191,581 | 93,818 |
| Four Axle Vehicles | 108,536 | 790,995 | 32,899 |
| Five Axle Vehicles | 1,108,279 | 5,764,990 | 226,826 |
| Six Axles Vehicles | 34,983 | 173,714 | 6,168 |
| Total | \$ 5,545,030 | 75,910,240 | 2,993,230 |
| Concession Revenue | 45,130 | | |
| Total Revenue | \$ 5,590,160 | | |



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

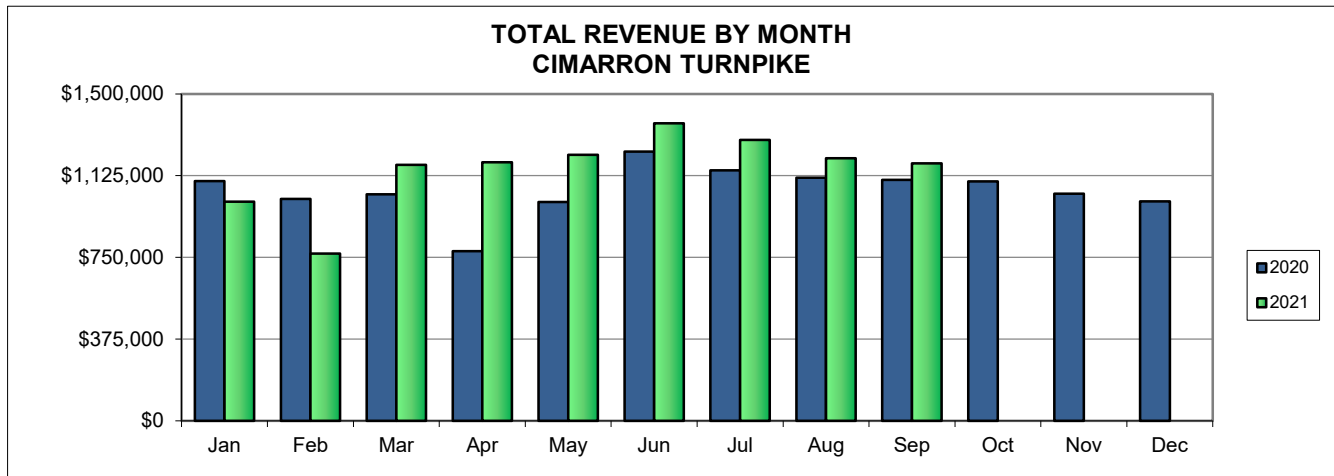
| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|---------------------------------------|---------------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 2,784,264 | 43,336,116 | 1,361,138 |
| Three Axle Vehicles | 136,954 | 1,915,301 | 60,049 |
| Four Axle Vehicles | 178,982 | 1,429,247 | 47,949 |
| Five Axle Vehicles | 1,706,857 | 8,973,850 | 261,320 |
| Six Axles Vehicles | 42,548 | 187,864 | 5,355 |
| Total | \$ 4,849,605 | 55,842,378 | 1,735,811 |
| Concession Revenue | 43,026 | | |
| Total Revenue | \$ 4,892,631 | | |
| | | | |
| % Increase from prior year quarter | <u>19.13%</u> | | |

| | | | |
|------------------------------|---------------------|-------------------|------------------|
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 2,206,978 | 34,392,584 | 1,097,138 |
| Three Axle Vehicles | 118,387 | 1,669,824 | 52,537 |
| Four Axle Vehicles | 150,153 | 1,197,581 | 40,935 |
| Five Axle Vehicles | 1,550,636 | 8,195,890 | 239,615 |
| Six Axles Vehicles | 37,725 | 167,095 | 5,122 |
| Total | \$ 4,063,879 | 45,622,974 | 1,435,347 |
| Concession Revenue | 43,026 | | |
| Total Revenue | \$ 4,106,905 | | |



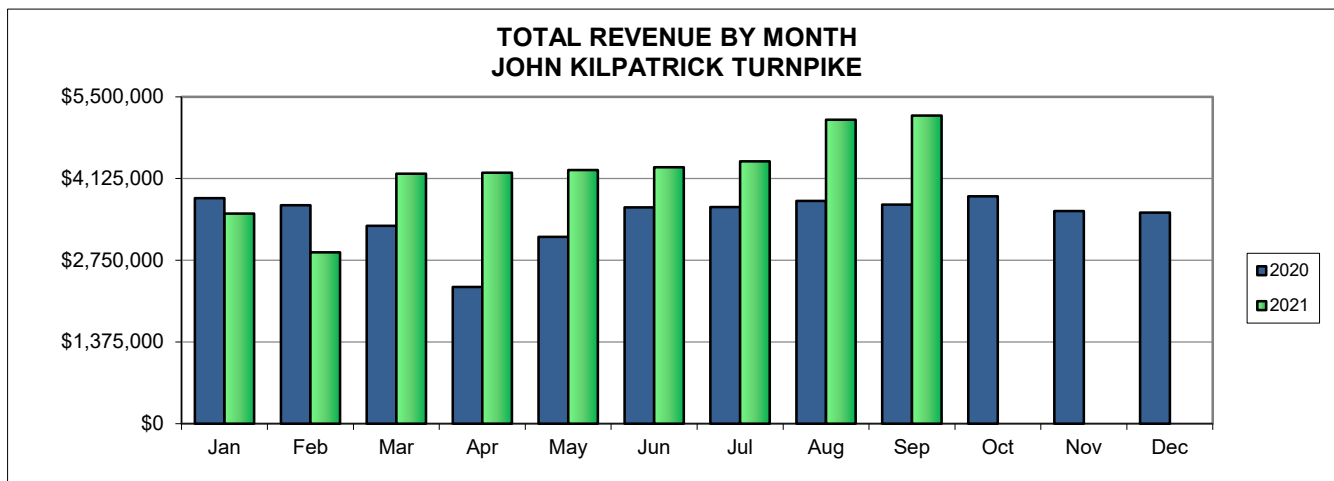
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CIMARRON TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|-------------------------------|-------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 2,102,287 | 34,119,720 | 1,556,890 |
| Three Axle Vehicles | 77,998 | 946,764 | 41,614 |
| Four Axle Vehicles | 140,154 | 1,075,572 | 44,002 |
| Five Axle Vehicles | 1,276,341 | 6,000,661 | 222,255 |
| Six Axles Vehicles | 37,094 | 145,549 | 5,968 |
| Total | \$ 3,633,874 | 42,288,266 | 1,870,729 |
| Concession Revenue | 42,239 | | |
| Total Revenue | \$ 3,676,113 | | |
| | | | |
| % Increase from prior year quarter | <u>8.99%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 1,843,702 | 29,793,294 | 1,347,839 |
| Three Axle Vehicles | 74,858 | 918,662 | 40,849 |
| Four Axle Vehicles | 123,832 | 957,307 | 39,069 |
| Five Axle Vehicles | 1,254,173 | 5,923,181 | 221,436 |
| Six Axles Vehicles | 34,127 | 134,981 | 5,587 |
| Total | \$ 3,330,692 | 37,727,425 | 1,654,780 |
| Concession Revenue | 42,239 | | |
| Total Revenue | \$ 3,372,931 | | |



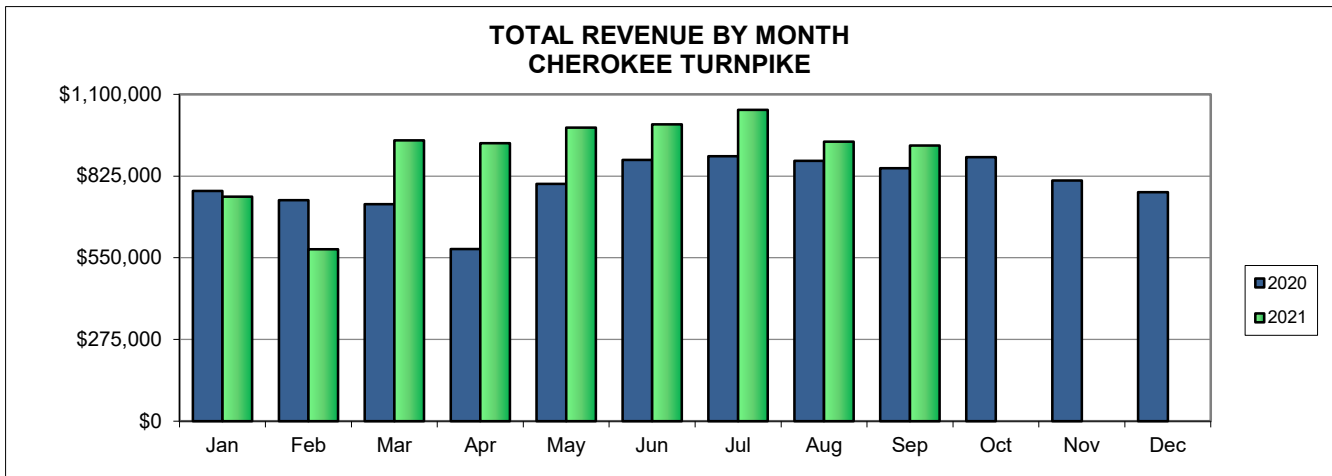
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
JOHN KILPATRICK TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|----------------------|---------------------------------------|---------------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 12,962,285 | 115,991,167 | 14,796,439 |
| Three Axle Vehicles | 142,663 | 1,004,329 | 124,132 |
| Four Axle Vehicles | 95,004 | 479,858 | 57,547 |
| Five Axle Vehicles | 1,424,410 | 4,530,684 | 298,573 |
| Six Axles Vehicles | 91,300 | 249,552 | 18,829 |
| Total | \$ 14,715,662 | 122,255,590 | 15,295,520 |
| Concession Revenue | - | | |
| Total Revenue | \$ 14,715,662 | | |
| | | | |
| % Increase from prior year quarter | <u>32.83%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 9,754,613 | 88,473,087 | 12,359,019 |
| Three Axle Vehicles | 117,024 | 732,834 | 95,425 |
| Four Axle Vehicles | 92,956 | 422,286 | 49,609 |
| Five Axle Vehicles | 1,046,996 | 3,125,281 | 208,617 |
| Six Axles Vehicles | 66,688 | 164,468 | 11,606 |
| Total | \$ 11,078,277 | 92,917,956 | 12,724,276 |
| Concession Revenue | - | | |
| Total Revenue | \$ 11,078,277 | | |



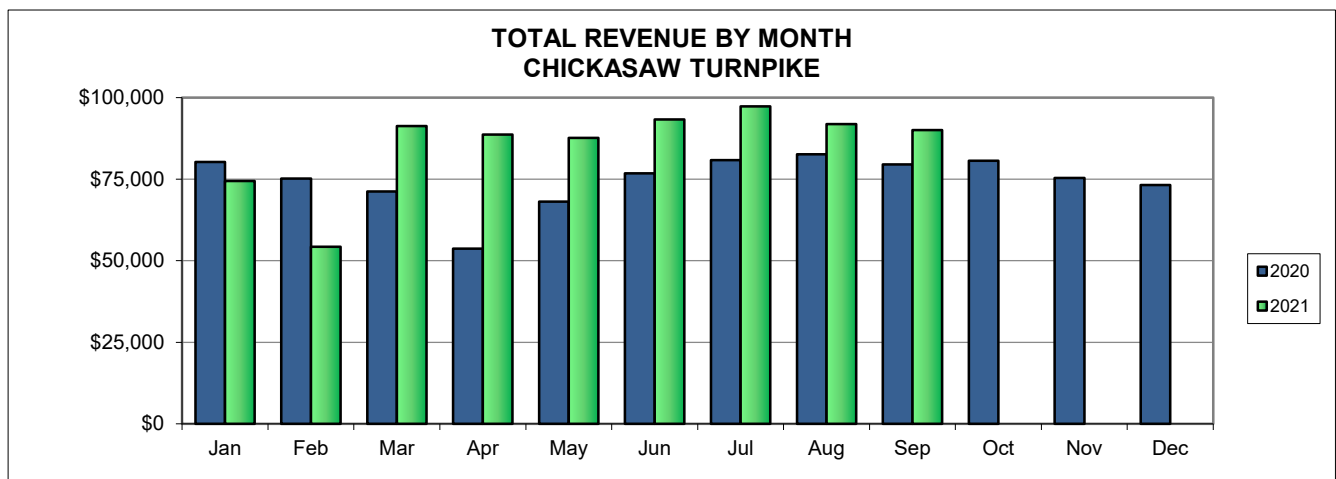
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CHEROKEE TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|---------------------------------------|---------------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 1,889,292 | 21,192,051 | 1,045,524 |
| Three Axle Vehicles | 113,661 | 904,028 | 37,364 |
| Four Axle Vehicles | 69,005 | 356,515 | 12,912 |
| Five Axle Vehicles | 830,980 | 2,852,822 | 98,270 |
| Six Axles Vehicles | 13,488 | 37,652 | 1,655 |
| Total | \$ 2,916,426 | 25,343,068 | 1,195,725 |
| Concession Revenue | - | | |
| Total Revenue | \$ 2,916,426 | | |
| | | | |
| % Increase from prior year quarter | <u>11.36%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 1,693,857 | 19,169,580 | 952,296 |
| Three Axle Vehicles | 82,293 | 647,245 | 28,283 |
| Four Axle Vehicles | 65,009 | 331,996 | 12,344 |
| Five Axle Vehicles | 765,693 | 2,648,814 | 91,410 |
| Six Axles Vehicles | 12,029 | 34,733 | 1,513 |
| Total | \$ 2,618,881 | 22,832,368 | 1,085,846 |
| Concession Revenue | - | | |
| Total Revenue | \$ 2,618,881 | | |



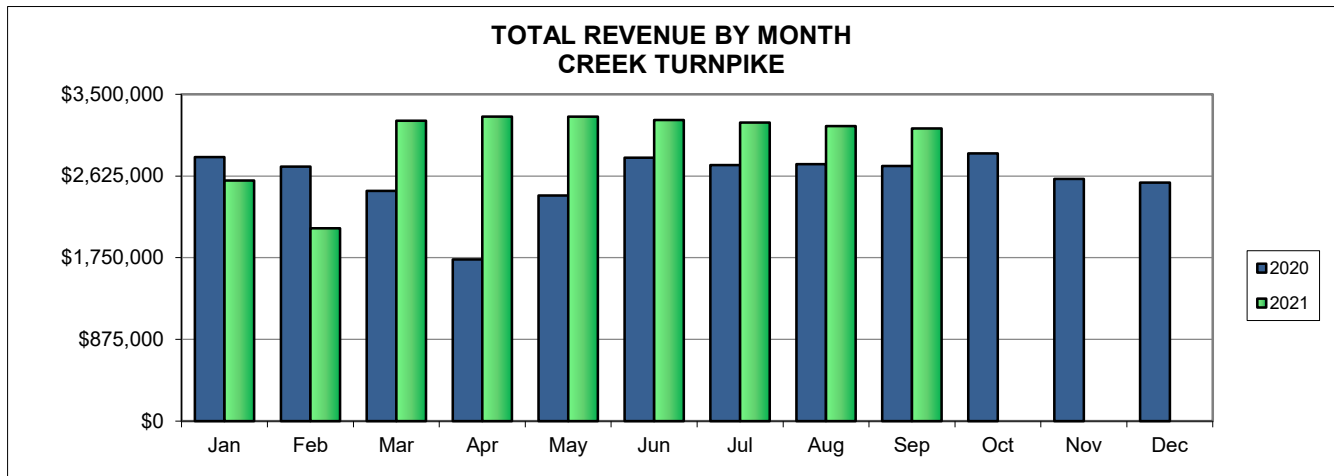
**STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CHICKASAW TURNPIKE**

| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|-------------------|---------------------------------------|---------------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 186,435 | 4,467,770 | 261,423 |
| Three Axle Vehicles | 27,857 | 454,782 | 26,611 |
| Four Axle Vehicles | 5,333 | 51,902 | 3,037 |
| Five Axle Vehicles | 57,567 | 446,716 | 26,139 |
| Six Axles Vehicles | 2,050 | 11,587 | 678 |
| Total | \$ 279,242 | 5,432,757 | 317,888 |
| Concession Revenue | - | | |
| Total Revenue | \$ 279,242 | | |
| | | | |
| % Increase from prior year quarter | <u>14.94%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 166,796 | 4,004,751 | 234,333 |
| Three Axle Vehicles | 21,934 | 364,957 | 21,354 |
| Four Axle Vehicles | 4,670 | 46,178 | 2,702 |
| Five Axle Vehicles | 47,762 | 375,860 | 21,993 |
| Six Axles Vehicles | 1,788 | 10,561 | 618 |
| Total | \$ 242,950 | 4,802,307 | 281,000 |
| Concession Revenue | - | | |
| Total Revenue | \$ 242,950 | | |



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

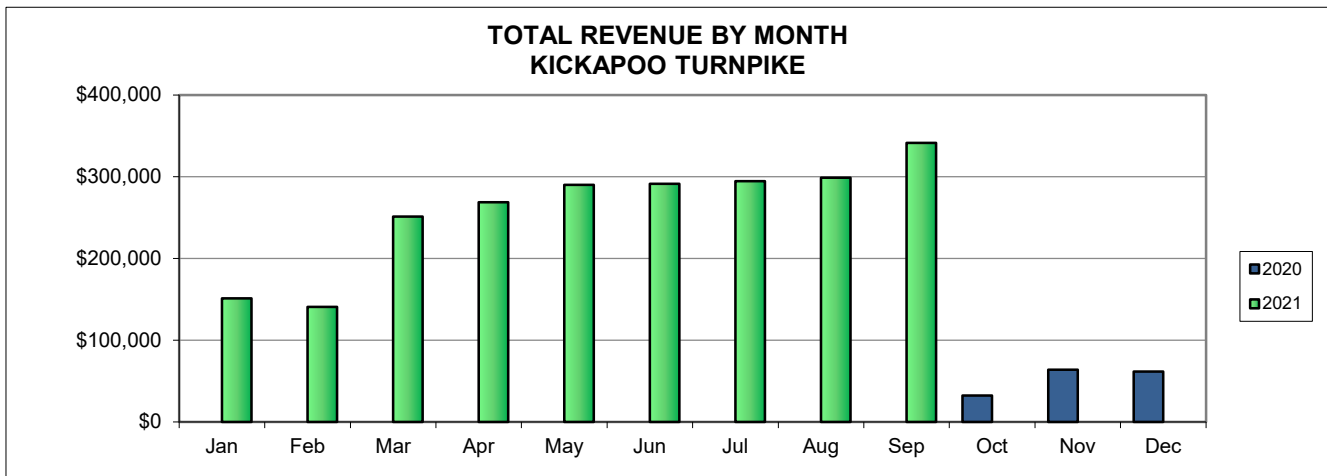
| <u>Class of Vehicle</u> | <u>Revenue</u> | <u>Vehicle Miles Traveled</u> | <u>Number of Transactions</u> |
|------------------------------------|---------------------|-------------------------------|-------------------------------|
| Quarter ended September 2021 | | | |
| Two Axle Vehicles | \$ 8,575,619 | 77,213,124 | 11,638,517 |
| Three Axle Vehicles | 129,916 | 805,440 | 111,401 |
| Four Axle Vehicles | 105,663 | 527,655 | 65,887 |
| Five Axle Vehicles | 648,505 | 2,011,511 | 220,427 |
| Six Axles Vehicles | 31,406 | 80,055 | 8,999 |
| Total | \$ 9,491,109 | 80,637,785 | 12,045,231 |
| Concession Revenue | - | | |
| Total Revenue | \$ 9,491,109 | | |
| | | | |
| % Increase from prior year quarter | <u>15.38%</u> | | |
| Quarter ended September 2020 | | | |
| Two Axle Vehicles | \$ 7,499,402 | 67,844,323 | 10,354,245 |
| Three Axle Vehicles | 110,244 | 678,940 | 96,068 |
| Four Axle Vehicles | 93,020 | 465,043 | 56,086 |
| Five Axle Vehicles | 501,651 | 1,581,096 | 174,228 |
| Six Axles Vehicles | 21,993 | 55,974 | 6,365 |
| Total | \$ 8,226,310 | 70,625,376 | 10,686,992 |
| Concession Revenue | - | | |
| Total Revenue | \$ 8,226,310 | | |



**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 September 2021 | | | |
| Two Axle Vehicles | \$ 717,195 | 7,109,634 | 592,453 |
| Three Axle Vehicles | 56,462 | 372,878 | 30,249 |
| Four Axle Vehicles | 6,665 | 31,511 | 2,374 |
| Five Axle Vehicles | 143,441 | 414,288 | 27,713 |
| Six Axles Vehicles | 11,154 | 25,210 | 2,156 |
| Total | \$ 934,917 | 7,953,521 | 654,945 |
| Concession Revenue | - | | |
| Total Revenue | \$ 934,917 | | |
| | | | |
| % Change from prior year quarter | N/A* | | |

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



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

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|--|---------------|---------------|---------------|-----------------------|-----------------------|
| Unrestricted: | | | | | |
| General Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 % | 9/30/2021 | Demand | \$ 185,747,658 | \$ 185,747,658 |
| Invesco Stit Treas-Inst | 0.010 | 9/30/2021 | Demand | 349,733 | 349,733 |
| FFCB | 0.690 | 7/24/2020 | 7/22/2025 | 249,975 | 248,955 |
| FFCB | 0.700 | 8/17/2020 | 8/13/2026 | 249,563 | 246,805 |
| FFCB | 0.720 | 10/28/2020 | 10/27/2026 | 249,825 | 246,777 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 400,000 | 400,056 |
| FHLB | 0.625 | 1/11/2021 | 1/22/2026 | 200,000 | 198,386 |
| FHLB | 0.900 | 2/5/2021 | 2/26/2027 | 400,000 | 395,888 |
| FHLB | 0.250 | 7/23/2021 | 8/16/2024 | 250,000 | 249,812 |
| FHLB | 0.300 | 2/2/2021 | 1/27/2031 | 249,625 | 245,180 |
| FHLMC | 0.320 | 12/15/2020 | 6/28/2024 | 250,000 | 249,315 |
| FHLMC | 0.625 | 10/15/2020 | 10/27/2025 | 125,000 | 123,739 |
| FHLMC | 0.700 | 12/8/2020 | 12/30/2025 | 250,000 | 248,508 |
| FHLMC | 1.000 | 2/8/2021 | 7/20/2027 | 799,880 | 789,568 |
| FHLMC | 1.000 | 12/1/2020 | 12/23/2027 | 250,000 | 246,273 |
| FHLMC | 1.070 | 10/14/2020 | 10/27/2028 | 250,000 | 242,765 |
| FHLMC | 1.080 | 11/4/2020 | 11/24/2028 | 250,000 | 244,760 |
| FHMS | 4.094 | 4/8/2019 | 9/25/2024 | 350,780 | 356,124 |
| FHR | 2.000 | 11/4/2019 | 3/15/2026 | 43,620 | 43,932 |
| FHR | 2.000 | 9/5/2019 | 12/15/2026 | 141,298 | 146,688 |
| FHR | 1.250 | 3/31/2020 | 3/15/2027 | 93,153 | 94,196 |
| FHR | 2.250 | 8/5/2021 | 5/15/2040 | 27,942 | 27,983 |
| FHR | 2.500 | 3/12/2020 | 5/15/2041 | 100,077 | 100,331 |
| FHR | 2.000 | 4/1/2020 | 2/15/2042 | 450,804 | 456,490 |
| FHR | 2.750 | 9/26/2019 | 8/15/2047 | 135,502 | 140,990 |
| FHR | 2.500 | 9/5/2019 | 7/25/2048 | 149,513 | 152,968 |
| FNR | 3.000 | 12/9/2020 | 1/25/2040 | 67,295 | 66,036 |
| FNR | 1.750 | 6/10/2021 | 2/25/2043 | 134,328 | 133,763 |
| FNR | 2.000 | 8/18/2021 | 3/25/2045 | 136,611 | 136,064 |
| FNR | 2.500 | 7/19/2021 | 3/25/2046 | 46,906 | 47,221 |
| FNR | 2.500 | 4/22/2021 | 6/25/2047 | 24,572 | 24,675 |
| FNR | 3.000 | 7/12/2021 | 5/25/2048 | 231,357 | 230,199 |
| FNR | 1.000 | 1/11/2021 | 8/25/2050 | 268,934 | 256,077 |
| GNR | 4.000 | 12/9/2020 | 7/20/2039 | 41,473 | 40,889 |
| GNR | 3.250 | 12/9/2020 | 8/16/2039 | 17,799 | 17,603 |
| GNR | 3.000 | 1/28/2021 | 9/16/2039 | 15,447 | 15,512 |
| GNR | 3.000 | 6/3/2021 | 9/16/2039 | 7,862 | 8,000 |
| GNR | 2.650 | Various | 1/20/2046 | 121,876 | 120,686 |
| GNR | 3.000 | 1/30/2020 | 9/20/2049 | 68,700 | 68,675 |
| U.S. Treasury Notes | 1.500 | 4/6/2021 | 3/31/2023 | 2,360,824 | 2,345,517 |
| U.S. Treasury Notes | 1.875 | Various | 7/31/2026 | 2,777,545 | 2,735,191 |
| U.S. Treasury Notes | 1.625 | 8/2/2021 | 5/15/2031 | 626,227 | 606,378 |
| | | | | <u>198,961,704</u> | <u>198,846,366</u> |
| Revenue Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 9/30/2021 | Demand | 32,658,502 | 32,658,502 |
| | | | | <u>32,658,502</u> | <u>32,658,502</u> |
| Total unrestricted cash equivalents & investments | | | | <u>\$ 231,620,206</u> | <u>\$ 231,504,868</u> |

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

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|--------------------------------|---------------|---------------|---------------|-------------------|-------------------|
| Restricted: | | | | | |
| Reserve Maintenance Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 % | 9/30/2021 | Demand | \$ 2,456,097 | \$ 2,456,097 |
| Invesco Stit Treas-Inst | 0.010 | 9/30/2021 | Demand | 2,086,627 | 2,086,627 |
| FFCB | 0.150 | 2/12/2021 | 8/10/2023 | 1,999,000 | 1,995,480 |
| FFCB | 0.300 | 10/2/2020 | 9/1/2023 | 999,850 | 1,000,090 |
| FFCB | 0.280 | 9/14/2020 | 9/14/2023 | 999,000 | 999,730 |
| FFCB | 0.250 | 8/18/2021 | 2/26/2024 | 1,996,420 | 1,995,220 |
| FFCB | 0.350 | 5/4/2021 | 4/22/2024 | 2,204,268 | 2,193,664 |
| FFCB | 0.320 | 6/14/2021 | 6/14/2024 | 1,868,598 | 1,865,381 |
| FFCB | 0.450 | 8/17/2021 | 7/23/2024 | 2,002,160 | 1,996,280 |
| FFCB | 0.320 | 2/2/2021 | 2/3/2025 | 2,996,250 | 2,979,000 |
| FHLB | 2.125 | 7/5/2019 | 6/10/2022 | 1,005,506 | 1,014,270 |
| FHLB | 1.875 | Various | 12/9/2022 | 3,053,233 | 3,061,770 |
| FHLB | 1.375 | 3/3/2020 | 2/17/2023 | 1,016,772 | 1,016,890 |
| FHLB | 0.220 | 10/2/2020 | 4/5/2023 | 3,000,000 | 2,998,920 |
| FHLB | 3.375 | 5/24/2021 | 12/8/2023 | 879,671 | 869,450 |
| FHLB | 0.400 | 3/16/2021 | 4/12/2024 | 3,000,000 | 2,998,590 |
| FHLB | 0.625 | 7/6/2021 | 10/15/2024 | 2,000,000 | 2,000,020 |
| FHLMC | 2.375 | Various | 1/13/2022 | 4,612,034 | 4,529,475 |
| FHLMC | 0.375 | 4/29/2020 | 4/20/2023 | 1,999,860 | 2,005,100 |
| FHLMC | 0.250 | 11/13/2020 | 8/16/2023 | 2,000,000 | 1,999,800 |
| FNMA | 1.375 | 7/2/2020 | 10/7/2021 | 1,015,210 | 1,000,230 |
| FNMA | 2.375 | 4/1/2020 | 1/19/2023 | 2,112,374 | 2,056,800 |
| U.S. Treasury Notes | 2.125 | 7/5/2019 | 12/31/2021 | 1,006,562 | 1,005,150 |
| U.S. Treasury Notes | 2.500 | 4/29/2019 | 1/15/2022 | 1,005,625 | 1,007,080 |
| U.S. Treasury Notes | 1.125 | 12/7/2020 | 2/28/2022 | 4,049,219 | 4,017,600 |
| U.S. Treasury Notes | 0.375 | 11/5/2020 | 3/31/2022 | 3,009,844 | 3,004,770 |
| U.S. Treasury Notes | 2.250 | 4/29/2019 | 4/15/2022 | 499,629 | 505,915 |
| U.S. Treasury Notes | 0.125 | 1/29/2021 | 6/30/2022 | 1,000,352 | 1,000,350 |
| U.S. Treasury Notes | 0.125 | 8/18/2021 | 10/31/2022 | 3,000,703 | 3,000,720 |
| U.S. Treasury Notes | 1.500 | 10/2/2020 | 2/28/2023 | 2,064,765 | 2,037,860 |
| U.S. Treasury Notes | 0.125 | 10/2/2020 | 9/15/2023 | 1,997,578 | 1,994,220 |
| U.S. Treasury Notes | 0.250 | Various | 3/15/2024 | 3,987,031 | 3,986,600 |
| U.S. Treasury Notes | 0.375 | Various | 4/15/2024 | 4,506,484 | 4,495,275 |
| U.S. Treasury Notes | 1.750 | 7/9/2021 | 7/31/2024 | 1,041,016 | 1,035,940 |
| | | | | <u>72,471,738</u> | <u>72,210,364</u> |
| Revenue Bond Reserve Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 9/30/2021 | Demand | 10,254,429 | 10,254,429 |
| Invesco Stit Treas-Inst | 0.010 | 9/30/2021 | Demand | 1,845,087 | 1,845,087 |
| FFCB | 0.700 | 8/17/2020 | 8/13/2026 | 873,469 | 863,818 |
| FFCB | 0.750 | 12/16/2020 | 12/16/2026 | 875,000 | 863,135 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 1,000,000 | 1,000,140 |
| FFCB | 1.940 | 8/20/2021 | 6/30/2031 | 1,008,000 | 1,000,390 |
| FHLB | 0.625 | 1/11/2021 | 1/22/2026 | 1,000,000 | 991,930 |
| FHLB | 0.900 | 2/5/2021 | 2/26/2027 | 1,600,000 | 1,583,552 |
| FHLB | 0.980 | 8/25/2020 | 8/17/2028 | 847,450 | 825,554 |
| FHLB | 0.250 | 7/23/2021 | 8/16/2024 | 500,000 | 499,625 |
| FHLB | 0.300 | 2/2/2021 | 1/27/2031 | 848,725 | 833,612 |
| FHLB | 1.000 | 1/25/2021 | 2/12/2031 | 1,500,000 | 1,479,450 |
| FHLB | 1.125 | 2/12/2021 | 2/26/2031 | 3,000,000 | 2,944,770 |
| FHLMC | 0.625 | 10/15/2020 | 10/27/2025 | 1,700,000 | 1,682,847 |
| FHLMC | 0.700 | 12/8/2020 | 12/30/2025 | 1,000,000 | 994,030 |
| FHLMC | 0.800 | 8/3/2020 | 1/28/2027 | 499,500 | 493,370 |
| FHLMC | 1.000 | 2/8/2021 | 7/20/2027 | 1,999,700 | 1,973,920 |
| FHLMC | 1.000 | 7/14/2020 | 10/29/2027 | 1,500,000 | 1,479,780 |
| FHLMC | 1.000 | 12/1/2020 | 12/23/2027 | 1,750,000 | 1,723,908 |

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

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|-----------------------------|---------------|---------------|---------------|--------------------|--------------------|
| FHLMC | 1.150 % | 7/14/2020 | 6/30/2028 | \$ 674,865 | \$ 660,555 |
| FHLMC | 1.020 | 1/4/2021 | 10/27/2028 | 874,650 | 847,630 |
| FHLMC | 1.070 | 10/14/2020 | 10/27/2028 | 900,000 | 873,954 |
| FHLMC | 1.080 | 11/4/2020 | 11/24/2028 | 1,750,000 | 1,713,320 |
| FHMS | 4.094 | Various | 9/25/2024 | 1,516,202 | 1,534,893 |
| FHMS | 3.600 | 4/29/2020 | 2/25/2025 | 938,719 | 912,202 |
| FHR | 1.500 | 7/23/2020 | 12/15/2027 | 1,696,923 | 1,686,505 |
| FHR | 1.250 | 6/3/2021 | 8/25/2040 | 916,451 | 909,361 |
| FHR | 2.000 | 11/2/2018 | 1/15/2041 | 418,671 | 452,738 |
| FHR | 2.500 | 3/12/2020 | 5/15/2041 | 681,629 | 683,358 |
| FHR | 3.000 | 10/31/2018 | 12/15/2041 | 543,675 | 584,833 |
| FHR | 2.000 | 5/20/2021 | 2/15/2042 | 183,338 | 182,596 |
| FHR | 2.000 | 11/16/2018 | 12/15/2042 | 124,433 | 137,976 |
| FHR | 2.250 | 9/4/2019 | 6/15/2044 | 772,825 | 796,372 |
| FHR | 3.000 | 1/18/2019 | 8/15/2044 | 454,073 | 475,427 |
| FHR | 2.750 | 6/10/2021 | 1/15/2045 | 601,820 | 610,651 |
| FHR | 2.500 | 9/5/2019 | 7/25/2048 | 1,196,105 | 1,223,745 |
| FHR | 3.000 | 9/6/2019 | 8/15/2048 | 208,882 | 215,014 |
| FHR | 3.000 | 8/26/2020 | 10/25/2049 | 517,290 | 509,224 |
| FNR | 5.577 | 4/14/2021 | 8/25/2039 | 60,720 | 60,727 |
| FNR | 2.000 | 10/13/2020 | 12/25/2042 | 267,794 | 269,337 |
| FNR | 3.000 | 7/12/2021 | 5/25/2048 | 771,191 | 767,331 |
| FNR | 1.000 | 1/11/2021 | 8/25/2050 | 896,447 | 853,590 |
| GNR | 1.750 | 6/8/2020 | 10/20/2042 | 145,121 | 145,201 |
| GNR | 3.000 | 9/3/2019 | 3/20/2045 | 91,615 | 90,311 |
| GNR | 2.500 | 3/13/2020 | 4/20/2045 | 293,224 | 297,976 |
| GNR | 2.650 | 7/6/2020 | 1/20/2046 | 828,201 | 820,114 |
| GNR | 3.500 | 9/18/2019 | 2/20/2049 | 674,854 | 705,699 |
| GNR | 3.000 | 1/30/2020 | 9/20/2049 | 467,162 | 466,990 |
| 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 | 18,578,660 | 18,458,199 |
| U.S. Treasury Notes | 1.875 | Various | 7/31/2026 | 20,673,105 | 20,341,815 |
| U.S. Treasury Notes | 1.625 | 8/2/2021 | 5/15/2031 | 5,532,082 | 5,356,339 |
| | | | | <u>148,788,537</u> | <u>147,913,780</u> |
| 2017 Bond Service Accounts: | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 9/30/2021 | Demand | 23,329,220 | 23,329,220 |
| | | | | <u>23,329,220</u> | <u>23,329,220</u> |
| 2017A Construction Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 9/30/2021 | Demand | 464,995 | 464,995 |
| | | | | <u>464,995</u> | <u>464,995</u> |
| 2017C Construction Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 9/30/2021 | Demand | 4,945 | 4,945 |
| | | | | <u>4,945</u> | <u>4,945</u> |
| 2018 Bond Service Accounts | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 9/30/2021 | Demand | 3,767,441 | 3,767,441 |
| | | | | <u>3,767,441</u> | <u>3,767,441</u> |
| 2018A Construction Fund: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 9/30/2021 | Demand | 51,010,216 | 51,010,216 |
| | | | | <u>51,010,216</u> | <u>51,010,216</u> |
| 2020 Bond Service Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 0.020 | 9/30/2021 | Demand | 33,158,715 | 33,158,715 |
| | | | | <u>33,158,715</u> | <u>33,158,715</u> |

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

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|--|---------------|---------------|---------------|-----------------------|-----------------------|
| Turnpike Trust Fund: | | | | | |
| Invesco Stit Treas-Inst | 0.010 % | 9/30/2021 | Demand | \$ 9,925,833 | \$ 9,925,833 |
| FFCB | 1.625 | 12/2/2019 | 11/19/2021 | 1,999,720 | 2,004,260 |
| FFCB | 0.150 | 2/12/2021 | 8/10/2023 | 799,600 | 798,192 |
| FFCB | 0.280 | 9/14/2020 | 9/14/2023 | 1,998,000 | 1,999,460 |
| FFCB | 0.320 | 6/14/2021 | 6/14/2024 | 999,250 | 997,530 |
| FFCB | 0.450 | 8/17/2021 | 7/23/2024 | 500,540 | 499,070 |
| FFCB | 0.320 | 2/2/2021 | 2/3/2025 | 1,498,125 | 1,489,500 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 2,000,000 | 2,000,280 |
| FHLB | 1.625 | 1/3/2020 | 12/20/2021 | 2,002,966 | 2,006,940 |
| FHLB | 2.125 | 7/5/2019 | 6/10/2022 | 1,005,506 | 1,014,270 |
| FHLB | 1.875 | 1/2/2020 | 12/9/2022 | 2,014,106 | 2,041,180 |
| FHLB | 0.625 | 7/6/2021 | 10/15/2024 | 1,000,000 | 1,000,010 |
| FHLB | 1.000 | 7/1/2021 | 1/22/2026 | 1,000,000 | 999,450 |
| FHLB | 0.875 | 7/6/2021 | 6/12/2026 | 1,003,395 | 996,870 |
| FHLB | 0.900 | 8/17/2021 | 8/26/2026 | 1,500,000 | 1,492,890 |
| FHLB | 0.250 | 7/23/2021 | 8/16/2024 | 750,000 | 749,437 |
| FHLMC | 2.375 | Various | 1/13/2022 | 3,088,049 | 3,019,650 |
| FHLMC | 0.375 | 4/29/2020 | 4/20/2023 | 1,999,860 | 2,005,100 |
| FHLMC | 0.375 | 10/2/2020 | 9/23/2025 | 996,860 | 983,350 |
| FNMA | 2.375 | 4/1/2020 | 1/19/2023 | 2,112,374 | 2,056,800 |
| GNR | 2.000 | 11/19/2020 | 4/20/2066 | 89,612 | 90,565 |
| U.S. Treasury Notes | 2.375 | 7/5/2019 | 3/15/2022 | 1,014,453 | 1,010,650 |
| U.S. Treasury Notes | 2.000 | 5/1/2019 | 10/31/2022 | 990,664 | 1,020,570 |
| U.S. Treasury Notes | 2.125 | 5/1/2019 | 12/31/2022 | 994,687 | 1,024,830 |
| U.S. Treasury Notes | 2.750 | 5/1/2019 | 8/31/2023 | 1,018,477 | 1,047,500 |
| U.S. Treasury Notes | 0.125 | 10/2/2020 | 9/15/2023 | 998,789 | 997,110 |
| U.S. Treasury Notes | 2.875 | 5/1/2019 | 10/31/2023 | 1,024,414 | 1,053,360 |
| U.S. Treasury Notes | 2.625 | 5/1/2019 | 12/31/2023 | 1,014,180 | 1,051,000 |
| U.S. Treasury Notes | 2.125 | 5/1/2019 | 2/29/2024 | 991,719 | 1,042,080 |
| U.S. Treasury Notes | 0.250 | 9/28/2021 | 3/15/2024 | 497,949 | 498,325 |
| U.S. Treasury Notes | 2.000 | 5/1/2019 | 4/30/2024 | 492,715 | 520,315 |
| U.S. Treasury Notes | 1.750 | 7/9/2021 | 7/31/2024 | 1,041,015 | 1,035,940 |
| | | | | <u>48,362,858</u> | <u>48,472,317</u> |
| Prepaid PIKEPASS Fund: | | | | | |
| Invesco Stit Treas-Inst | 0.010 | 9/30/2021 | Demand | 3,065,300 | 3,065,300 |
| DFA S/T Extended Quality-Inst (open-end fund) | 0.320 | Various | Demand | 3,564,037 | 3,642,996 |
| Ishares Inter Govt Cr Bond (exchange-traded fund) | 1.520 | Various | Demand | 4,584,127 | 4,910,871 |
| Ishares Morgan Stanley Capital International Europe Asia Far East Index (exchange-traded fund) | 2.300 | Various | Demand | 2,573,335 | 3,256,138 |
| Ishares RSSL 1000 L/C Idx-K (open-end fund) | 1.280 | Various | Demand | 7,591,689 | 13,566,574 |
| Ishares RSSL 2000 (exchange-traded fund) | 0.920 | Various | Demand | 613,280 | 1,260,656 |
| Vanguard Emerg Mkt Stk Idx-Adm (open-end fund) | 2.190 | Various | Demand | 576,575 | 905,949 |
| Vanguard Intrmd Bd Indx-Inst (open-end fund) | 1.850 | Various | Demand | 4,714,060 | 4,916,241 |
| Vanguard Short Term Treasury (exchange-traded fund) | 0.440 | Various | Demand | 3,545,063 | 3,542,313 |
| | | | | <u>30,827,466</u> | <u>39,067,038</u> |
| Gilcrease Expressway Fund: | | | | | |
| Blackrock Liq Fedfd-Csh | 0.030 | 9/30/2021 | Demand | 20,039,766 | 20,039,766 |
| | | | | <u>20,039,766</u> | <u>20,039,766</u> |
| Total restricted cash equivalents & investments | | | | <u>\$ 432,225,897</u> | <u>\$ 439,438,797</u> |
| Cash balance (unrestricted & restricted) | | | | - | 14,015,538 |
| Total Cash, Cash Equivalents and Investments | | | | <u>\$ 663,846,103</u> | <u>\$ 684,959,203</u> |

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

| | DATE | DESCRIPTION | PROCEEDS |
|------|-------------|--|-----------------|
| 3QTR | 09/30/21 | Total Sale of Surplus Property & Insurance Proceeds | \$ 2,800,310 |
| | | Total | \$ 2,800,310 |

*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.