OKLAHOMA
Turnpike Authority

# Oklahoma Turnpike Authority
# Report to Bondholders
# Second Quarter 2026

**Joe Echelle**
**Executive Director**

Prepared by the Comptroller Division

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## Dear Oklahoma Turnpike Authority Bondholders:

The new Toby Keith Expressway (TKE) continues to make great progress. The bridge over the South Canadian River on the TKE features ten, 230-foot steel beams and required the use of a 1,200-ton crawler crane at the time of installation. A Vita Load Navigator propulsion system assisted the construction team by rotating steel beams in the air to stabilize them until the beams can be set onto the pier caps. This is the first time this system has been used on a bridge project in Oklahoma. This bridge serves as a vital element to the TKE which will help relieve traffic in the Oklahoma City metropolitan area. This bridge is expected to open in the first quarter of 2028.

In June, the Authority board approved a resolution authorizing the Oklahoma Turnpike Authority to issue Series 2026A revenue bonds for projects and improvements identified in the ACCESS Oklahoma program. This authorization also allows the OTA to seek refundings on previously issued debt if market conditions prove to be advantageous at the time of sale. This funding approval is another positive step towards enhancing and expanding the transportation system in Oklahoma through increased mobility and improved safety.

Toll revenues for the second quarter of 2026 increased as total net revenues reported at $130.6 million, a slight increase of 2.4% when compared to the same period last year. PlatePay revenue for the second quarter of 2026 accounted for 21.2% of overall net toll revenue and out-of-state (OOS) tolling revenue accounted for 8.6% of overall net toll revenue. Overall, toll transactions for the second quarter of 2026 remained constant when compared to the second quarter of 2025.

Year-to-date revenue fund operating expenses reported at $69.2 million, operating at 16.1% under the 2026 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 at approximately 62%.

**Chart 1: Two-Year Comparison of Toll Revenues**

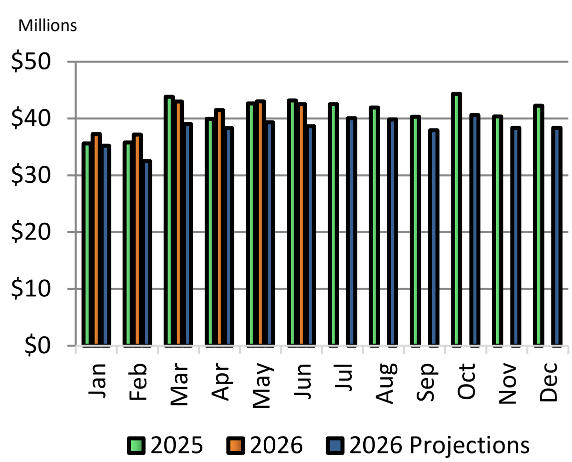



**Chart 2: 2026 Revenues – Actual vs. Projections (Cumulative)**

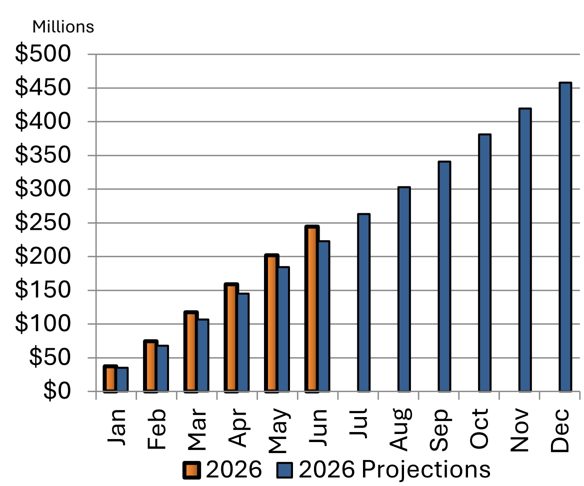


**Chart 3: 2026 Operating Expenses – Actual vs. Budget Revenue Fund Only (Cumulative)**

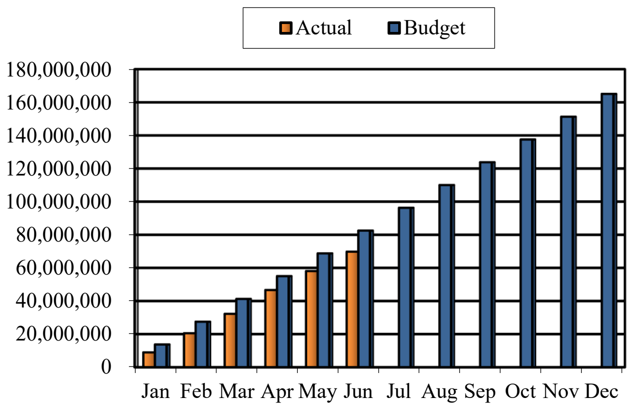
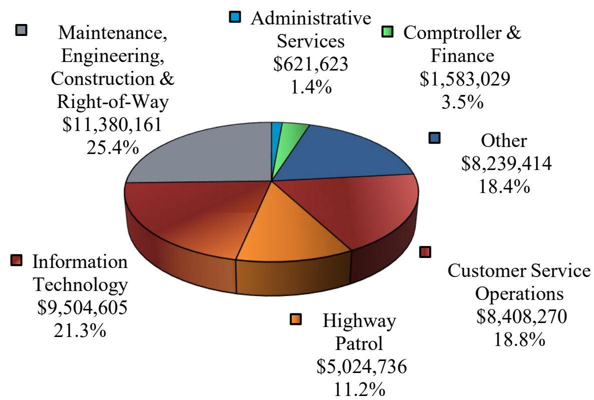



**Chart 4: Operating Expenses by Division-All Funds For the Quarter Ended June 30, 2026**




Second Quarter Highlights:

- ACCESS projects continue to make great strides, both in the preconstruction and construction phase. Design plans throughout the program are underway, resulting in 15 design packages being submitted. Right-of-way has conducted over 22 design plan reviews and 76 acquisitions. There are multiple utility relocations that are ongoing, including the Turner, Toby Keith Expressway (TKE), John Kilpatrick (JKT), Will Rogers (WR), and Indian Nation Turnpikes. Three ACCESS projects were let and awarded during the second quarter, with one on the Indian Nation, one on the H.E. Bailey, and one on the new TKE Turnpike. There are 17 ACCESS construction projects currently underway across the System in both construction and closeout phases. Two projects are ongoing and three projects are in closeout phase on the Turner, one on the Muskogee, two on the JKT, four active and one closeout on the TKE, two on the Indian Nation, one on the H.E. Bailey, and one on the Creek Turnpike.

- Reinvestment into the Turnpike System with Capital Plan projects continue with multiple bridge rehabilitation projects on the Indian Nation and Cimarron Turnpikes. Mainline pavement and shoulder rehabilitation projects continue on the H.E. Bailey, Muskogee, Indian Nation, Cimarron, Will Rogers, and Turner Turnpikes. This level of reinvestment into the Turnpike System continues to improve the safety and service level of the OTA’s assets while extending the assets’ design life.

- The Engineering Division continues to work on 52 Capital Plan projects in various stages of design across the Turnpike System. These projects include pavement rehabilitation/reconstruction, bridge rehabilitation/reconstruction, shoulder and guardrail reconstruction, dowel bar retrofit and diamond-grind (resurfacing), interchange modifications, as well as updates to OTA maintenance facilities. Construction bids were successfully opened and awarded on four projects; two on the Cimarron Turnpike and two on the Indian Nation Turnpike. Three projects were let to construction this quarter, including two bridge projects on the Cimarron Turnpike and a new maintenance facility on the Creek Turnpike. A new solicitation for design services was sent out for 10 new capital plan projects. Consultant selections have been made, and contracts are currently being negotiated. The engineering division began working with other divisions to gather data to prepare and prioritize projects on the new 2027-2031 Capital Plan.

- In the second quarter, the Maintenance Division supplemented labor through supervised inmates and contractors and completed various System repairs. With combined efforts, nearly 15,000 feet of cable barrier and approximately 1,700 feet of guardrail were replaced. Additionally, 427,320 linear feet of joints and cracks were sealed to prevent water infiltration and extend the lifespan of paved surfaces. Approximately 256,400 square yards of drainage and erosion control improvements were made to prevent water damage and maintain road integrity. To reduce fire risk and maintain a clear zone for drivers, the Maintenance Division maintained approximately 9,500 acres of vegetation management.

- As of June 30, 2026, the total number of active *PIKEPASS* tags is approximately 2.9 million, an increase of 5.5% when compared to the same time last year. This increase is partially attributable to the number of PlatePay customers who have transitioned to new *PIKEPASS* customers. *PIKEPASS* patrons continued to take advantage of the *PIKEPASS* volume discount program with more than $2 million in discounts issued to frequent patrons of the System during the second quarter of 2026. 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 2026, OHP troopers made over 17,000 violator contacts and assisted 4,700 motorists.

Respectfully,

Will L. Berry
Chairman of the Authority

Joe Echelle
Executive Director of the Authority

**OKLAHOMA TURNPIKE AUTHORITY**
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**June 30, 2026**



*Prepared by the Comptroller Division*

*****PRELIMINARY AND UNAUDITED*****

**Oklahoma Turnpike Authority**
**Statements of Net Position**
**June 30, 2026 and 2025**

| | 2026 | 2025 |
|---|---|---|
| **Assets:** | | |
| Current assets: | | |
| Cash and cash equivalents-unrestricted | $ 370,481,882 | $ 238,383,868 |
| Investments-unrestricted | 13,321,038 | 13,117,403 |
| Cash and cash equivalents - restricted | 954,409,055 | 1,341,822,170 |
| Investments-restricted | 150,882,570 | 215,711,652 |
| Accounts receivable | 38,041,753 | 44,893,921 |
| Public-Private Partnership (PPP) arrangement receivable | 1,054,117 | 896,903 |
| Accrued interest receivable-unrestricted | 143,516 | 157,921 |
| Accrued interest receivable-restricted | 1,486,357 | 1,506,537 |
| Tag inventory | 384,928 | 437,509 |
| Materials inventory | 7,268,517 | 8,193,509 |
| Prepaid expenses | 1,577,305 | 2,187,882 |
| Total current assets | 1,539,051,038 | 1,867,309,275 |
| Noncurrent assets: | | |
| Cash and cash equivalents - restricted | 43,534,815 | 39,412,343 |
| Investments-restricted | 220,298,980 | 216,055,168 |
| Public-Private Partnership arrangement receivable | 8,155,131 | 9,132,640 |
| Total noncurrent cash, cash equivalents and investments | 271,988,926 | 264,600,151 |
| Capital assets: | | |
| Depreciable, net | 2,069,521,763 | 1,568,393,970 |
| Leases, net | 1,122,466 | 1,697,406 |
| SBITA, net | 993,309 | 601,897 |
| Land | 518,366,866 | 330,127,877 |
| Construction work in progress | 652,869,266 | 953,195,290 |
| Net capital assets | 3,242,873,670 | 2,854,016,440 |
| Net OPEB asset | 16,390,316 | 2,015,130 |
| Net Pension Asset | 2,695,176 | 3,884,109 |
| Total noncurrent assets | 3,533,948,088 | 3,124,515,830 |
| **Total assets** | 5,072,999,126 | 4,991,825,105 |
| **Deferred Outflows of Resources:** | | |
| Unamortized net deferred debit on refunding | 14,573,819 | 23,423,641 |
| Related to pensions | 1,116,945 | 1,931,238 |
| Related to OPEB | 801,142 | 1,252,505 |
| **Total deferred outflows of resources** | 16,491,906 | 26,607,384 |
| **Liabilities:** | | |
| Current liabilities: | | |
| Accounts payable and accrued expenses | 29,703,936 | 26,956,155 |
| Payable from restricted assets: | | |
| Accounts payable and accrued expenses | 847,844 | 3,159,403 |
| Accrued interest payable | 71,707,198 | 67,638,847 |
| Unearned revenue | 55,616,723 | 54,243,545 |
| Lease liability | 652,523 | 896,880 |
| SBITA Liability | 255,042 | 87,891 |
| Arbitrage rebate payable to U.S. Treasury | 933,758 | 2,414,020 |
| Current notes payable and long-term debt | 79,686,980 | 74,575,000 |
| Total current liabilities | 239,404,004 | 229,971,741 |
| Noncurrent liabilities: | | |
| Accounts payable and accrued expenses | 2,087,007 | 1,969,026 |
| Net OPEB liability | 2,405,001 | 2,393,083 |
| Lease liability | 391,690 | 796,250 |
| SBITA liability | 249,283 | 69,088 |
| Long-term debt, net of unamortized net premiums of $185,841,396 and $193,938,656 in 2026 and 2025, respectively | 3,078,246,396 | 3,175,398,656 |
| USDOT TIFIA loan | 123,262,838 | 124,388,297 |
| Payable to Department of Transportation | 59,769,732 | 57,829,030 |
| Total noncurrent liabilities | 3,266,411,947 | 3,362,843,430 |
| **Total liabilities** | 3,505,815,951 | 3,592,815,171 |
| **Deferred Inflows of Resources:** | | |
| Unamortized net deferred credit on refunding | 7,575,727 | 6,950,631 |
| Related to pensions | 8,838,874 | 2,944,348 |
| Related to OPEB | 1,469,474 | 1,471,776 |
| Related to leases | 7,979,739 | 8,939,586 |
| **Total deferred inflows of resources** | 25,863,814 | 20,306,341 |
| **Net Position:** | | |
| Invested in capital assets, net of related debt | 972,770,470 | 731,227,742 |
| Restricted for Gilcrease | 38,192,551 | 28,246,492 |
| Restricted for debt service | 159,765,626 | 320,517,642 |
| Restricted for reserve maintenance | 66,361,262 | 35,551,459 |
| Restricted for pension | 19,085,492 | 5,899,239 |
| Unrestricted | 301,635,866 | 283,868,403 |
| **Total net position** | $ 1,557,811,267 | $ 1,405,310,977 |

**Oklahoma Turnpike Authority**
**Schedule of Deposits and Withdrawals**
**For the Quarter Ending June 30, 2026**

| Account | Beginning Book Balance | Receipts or Deposits | Withdrawals or Payments | Ending Book Balance |
|---|---|---|---|---|
| 2017 Debt service accounts | 18,912,833 | 37,825,667 | 18,912,833 | 37,825,667 |
| 2018 Debt service accounts | 3,767,441 | 7,534,881 | 3,767,441 | 7,534,881 |
| 2020 Debt service accounts | 9,536,454 | 19,072,908 | 9,536,454 | 19,072,908 |
| 2023 Debt service accounts | 22,259,604 | 589,982 | 589,982 | 22,259,604 |
| 2025 Debt service accounts | 123,906,065 | 61,817,418 | 58,580,185 | 127,143,298 |
| Revenue Bond Reserve accounts | 209,390,492 | 44,255,645 | 43,470,415 | 210,175,722 |
| Revenue fund | 45,115,071 | 584,721,629 | 591,201,662 | 38,635,038 |
| Reserve Maintenance fund | 57,012,922 | 25,568,726 | 16,515,725 | 66,065,923 |
| General fund | 296,705,957 | 185,713,171 | 137,251,245 | 345,167,883 |
| Motor Fuel Tax Trust fund | 53,243,723 | 31,208,604 | 30,794,253 | 53,658,074 |
| 2023 Construction fund | 662,034 | 405,093 | 202,546 | 864,581 |
| 2025 Construction fund | 895,699,825 | 184,939,541 | 367,243,787 | 713,395,579 |
| PIKEPASS account | 71,982,418 | 111,073,727 | 109,954,360 | 73,101,785 |
| Gilcrease Expressway funds | 36,177,076 | 12,608,336 | 10,758,015 | 38,027,397 |
| Total | $ 1,844,371,915 | | | $ 1,752,928,340 |

| | |
|---|---|
| Cash & Cash Equivalents-unrestricted | $ 370,481,882 |
| Investments-unrestricted | 13,321,038 |
| Cash & Cash Equivalents-restricted | 997,943,870 |
| Investments-restricted | 371,181,550 |
| Total | $ 1,752,928,340 |

***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, 2026 and 2025**

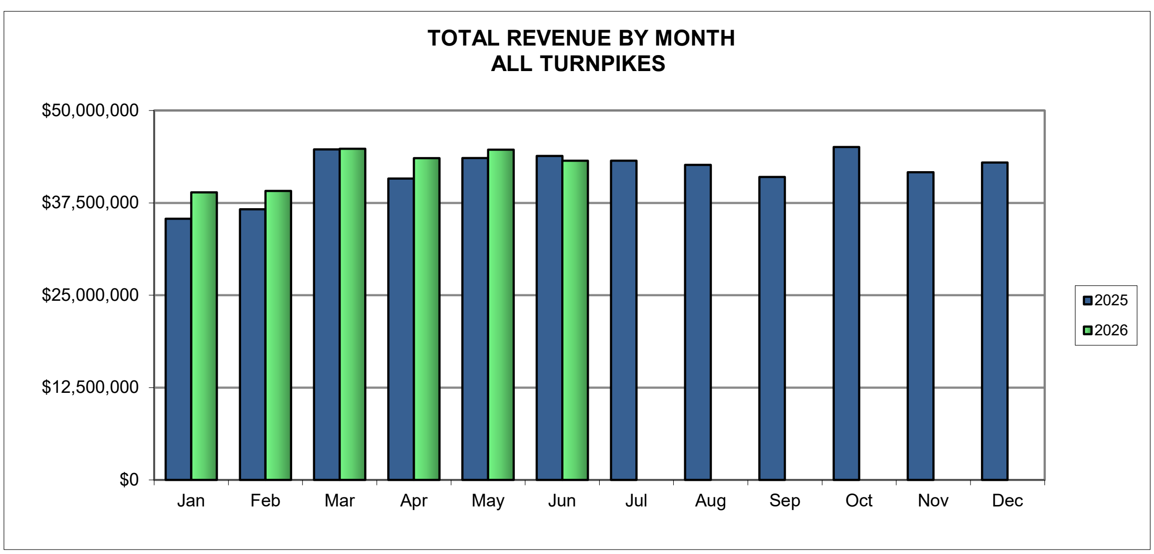
| | 2026 Current Quarter | 2025 Current Quarter | 2026 Year to Date | 2025 Year to Date |
|---|---|---|---|---|
| **Operating revenues:** | | | | |
| Tolls | $ 130,590,458 | $ 127,503,291 | $ 252,485,152 * | $ 244,491,191 |
| Concessions | 862,249 | 688,122 | 1,824,307 | 1,582,325 |
| **Total operating revenues** | 131,452,707 | 128,191,413 | 254,309,459 | 246,073,516 |
| **Operating expenses:** | | | | |
| Turnpike Maintenance | 7,972,928 | 8,246,156 | 14,781,128 | 14,481,846 |
| Engineering | 1,108,359 | 753,995 | 1,579,026 | 1,400,609 |
| Construction | 1,656,076 | 135,413 | 3,959,374 | 917,524 |
| Right-of-Way and Utility | 642,798 | 439,860 | 1,019,043 | 775,593 |
| Highway Patrol | 5,024,736 | 3,954,202 | 10,750,366 | 8,897,826 |
| Customer Service | 8,408,270 | 5,479,560 | 15,762,742 | 9,649,816 |
| Administrative Services | 621,623 | 440,625 | 1,178,702 | 853,937 |
| Information Technology | 9,504,605 | 9,331,060 | 16,433,335 | 17,004,478 |
| Comptroller | 1,243,079 | 4,193,050 | 2,503,753 | 7,740,313 |
| Finance | 339,950 | 353,580 | 544,764 | 4,510,738 |
| Business Operations | 6,153,602 | 6,207,349 | 10,841,250 | 11,645,370 |
| Revenue Assurance | 235,250 | 146,143 | 423,391 | 257,491 |
| Executive | 1,848,285 | 1,364,891 | 3,089,269 | 2,459,867 |
| Authority | 2,277 | 728 | 4,321 | 3,449 |
| **Total operating expenses before depreciation and amortization** | 44,761,838 | 41,046,612 | 82,870,464 | 80,598,857 |
| **Operating income before depreciation and amortization** | 86,690,869 | 87,144,801 | 171,438,995 | 165,474,659 |
| Depreciation and amortization | (39,554,326) | (32,703,896) | (79,366,314) | (64,838,238) |
| **Operating income** | 47,136,543 | 54,440,905 | 92,072,681 | 100,636,421 |
| **Non-operating revenues (expenses):** | | | | |
| Interest earned on investments | 14,303,951 | 19,529,158 | 28,655,987 | 30,683,057 |
| Net increase (decrease) in fair value of investments | 2,393,998 | 4,704,932 | 24,136 | 8,394,754 |
| Net increase (decrease) on sales of prop and equip | (167,926) | - | (76,648) | - |
| Interest expense on revenue bonds outstanding | (33,874,522) | (34,995,527) | (67,490,202) | (64,797,475) |
| Other revenues (expenses) | 4,850,010 | 4,661,105 | 12,595,671 | 14,327,278 |
| Net non-operating revenues (expenses) | (12,494,489) | (6,100,332) | (26,291,056) | (11,392,386) |
| **Change in net position** | 34,642,054 | 48,340,573 | 65,781,625 | 89,244,035 |
| Total net position, beginning of the quarter | 1,523,169,213 | 1,356,970,404 | 1,492,029,642 | 1,316,066,942 |
| **Total net position, end of the quarter** | $ 1,557,811,267 | $ 1,405,310,977 | $ 1,557,811,267 | $ 1,405,310,977 |
| **Other relevant data:** | | | | |
| Motor fuel tax received | $ 15,784,678 | $ 19,942,473 | $ 30,876,385 | $ 35,297,135 |
| Reserve maintenance deposits made | 9,017,550 | 8,754,900 | 18,035,140 | 17,509,850 |
| Debt interest deposits (net of interest earned on debt service accounts) | 14,483,078 | 15,410,817 | 29,008,779 | 30,863,423 |
| Debt principal deposits (net of interest earned on debt service accounts) | 19,213,227 | 18,398,149 | 38,364,540 | 36,718,001 |

| | Required Coverage Ratio | Actual Coverage Ratio | Actual Coverage Ratio |
|---|---|---|---|
| Senior Debt Service Coverage Ratio | 120% | 231% | 237% |
| Total Debt Service Coverage Ratio | 100% | 162% | 162% |

* Year-to-date total has been adjusted to properly reflect a prior period adjustment.

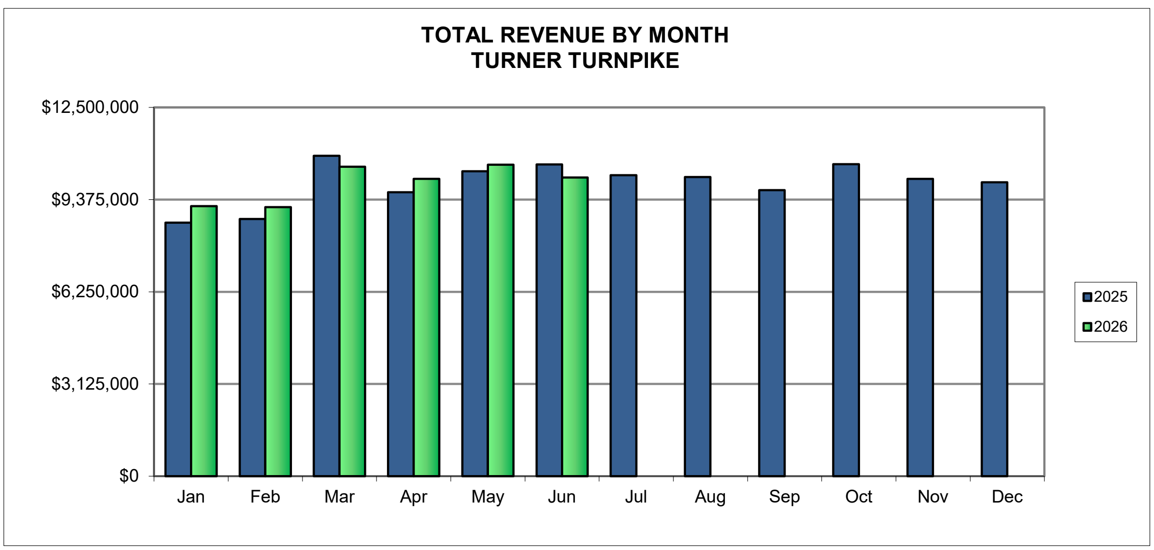
STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
TOTAL ALL TURNPIKES

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 76,683,143 | 949,224,400 | 47,855,843 |
| Medium | | 4,027,910 | 44,684,424 | 1,155,024 |
| Large | | 48,330,677 | 204,988,192 | 3,872,030 |
| Two Axle Vehicles | | 1,289,824 | 3,316,155 | 1,863,586 |
| Three Axle Vehicles | | 59,348 | 102,748 | 54,747 |
| Four Axle Vehicles | | 6,440 | 21,439 | 4,186 |
| Five Axle Vehicles | | 184,450 | 131,933 | 72,678 |
| Six Axles Vehicles | | 8,666 | 5,201 | 2,651 |
| Total | $ | 130,590,458 | 1,202,474,492 | 54,880,745 |
| Concession Revenue | | 862,249 | | |
| Total Revenue | $ | 131,452,707 | | |
| % Increase from prior year quarter | | 2.54% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 74,400,444 | 934,223,152 | 47,341,624 |
| Medium | | 3,848,887 | 43,919,951 | 1,143,414 |
| Large | | 47,526,282 | 205,213,269 | 3,860,412 |
| Two Axle Vehicles | | 1,395,227 | 3,739,447 | 2,050,295 |
| Three Axle Vehicles | | 73,263 | 131,561 | 69,824 |
| Four Axle Vehicles | | 8,960 | 26,000 | 5,893 |
| Five Axle Vehicles | | 239,407 | 178,998 | 96,852 |
| Six Axles Vehicles | | 10,821 | 7,137 | 3,528 |
| Total | $ | 127,503,291 | 1,187,439,515 | 54,571,842 |
| Concession Revenue | | 688,122 | | |
| Total Revenue | $ | 128,191,413 | | |



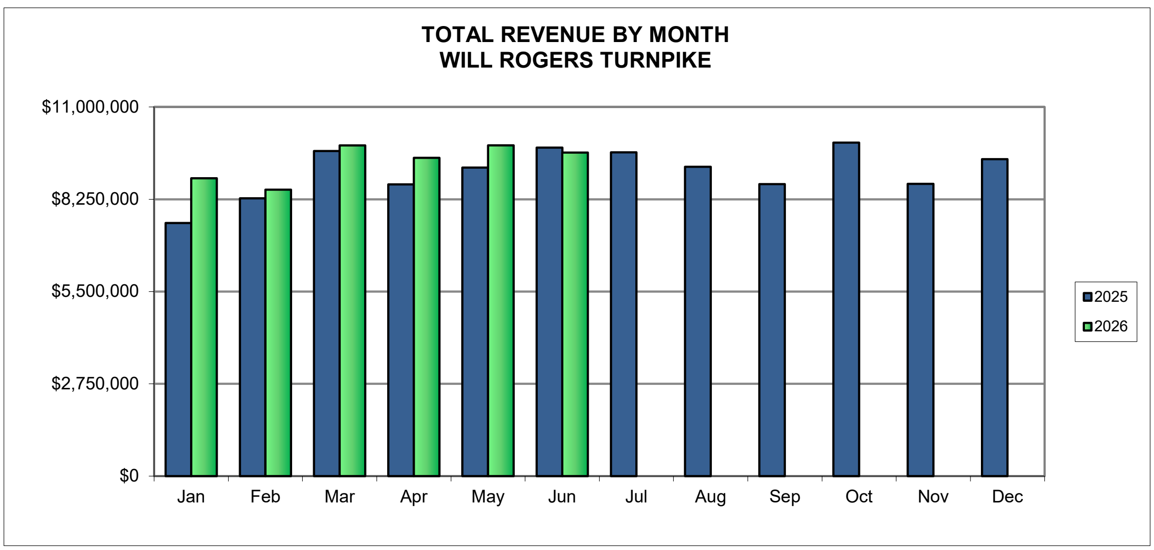
## STATEMENT OF REVENUES
## CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
## TURNER TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 14,153,989 | 233,270,932 | 4,407,448 |
| Medium | | 973,512 | 12,053,171 | 128,456 |
| Large | | 15,428,088 | 66,036,292 | 639,258 |
| Total | $ | 30,555,589 | 311,360,395 | 5,175,162 |
| Concession Revenue | | 203,805 | | |
| Total Revenue | $ | 30,759,394 | | |
| % Increase from prior year quarter | | 0.77% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 13,770,724 | 227,891,210 | 4,321,006 |
| Medium | | 952,737 | 11,766,195 | 133,265 |
| Large | | 15,662,173 | 67,548,857 | 666,556 |
| Total | $ | 30,385,634 | 307,206,262 | 5,120,827 |
| Concession Revenue | | 137,994 | | |
| Total Revenue | $ | 30,523,628 | | |



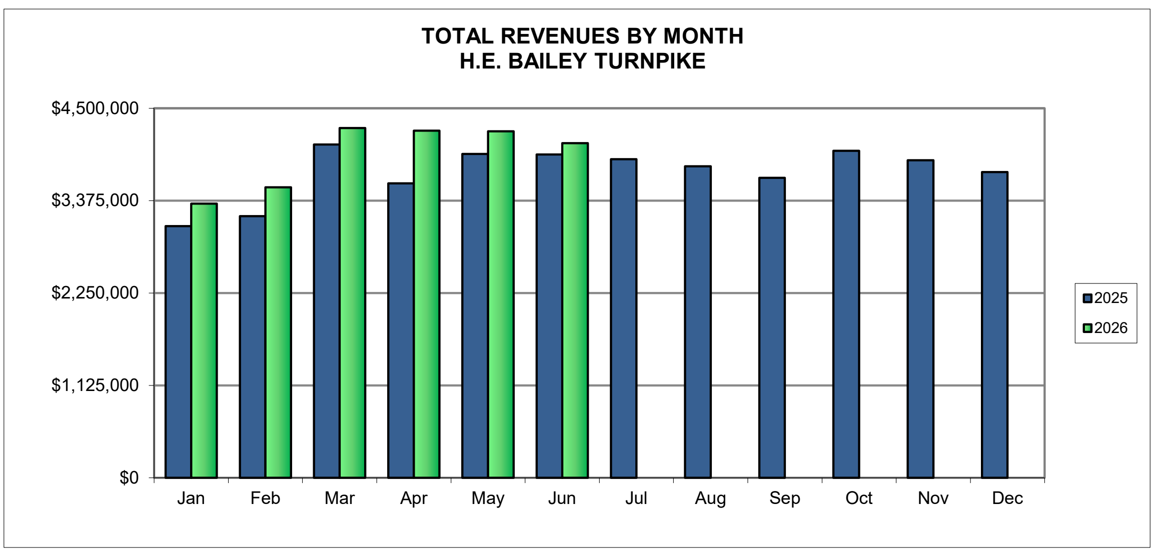
## STATEMENT OF REVENUES
## CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
## WILL ROGERS TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 9,325,731 | 148,505,756 | 3,259,469 |
| Medium | | 878,438 | 10,585,901 | 105,679 |
| Large | | 18,694,597 | 79,416,234 | 866,037 |
| Total | $ | 28,898,766 | 238,507,891 | 4,231,185 |
| Concession Revenue | | 81,649 | | |
| Total Revenue | $ | 28,980,415 | | |
| % Increase from prior year quarter | | 4.71% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 8,626,973 | 144,691,073 | 3,030,505 |
| Medium | | 799,824 | 10,383,482 | 101,325 |
| Large | | 18,168,548 | 79,932,148 | 870,286 |
| Total | $ | 27,595,345 | 235,006,703 | 4,002,116 |
| Concession Revenue | | 81,129 | | |
| Total Revenue | $ | 27,676,474 | | |



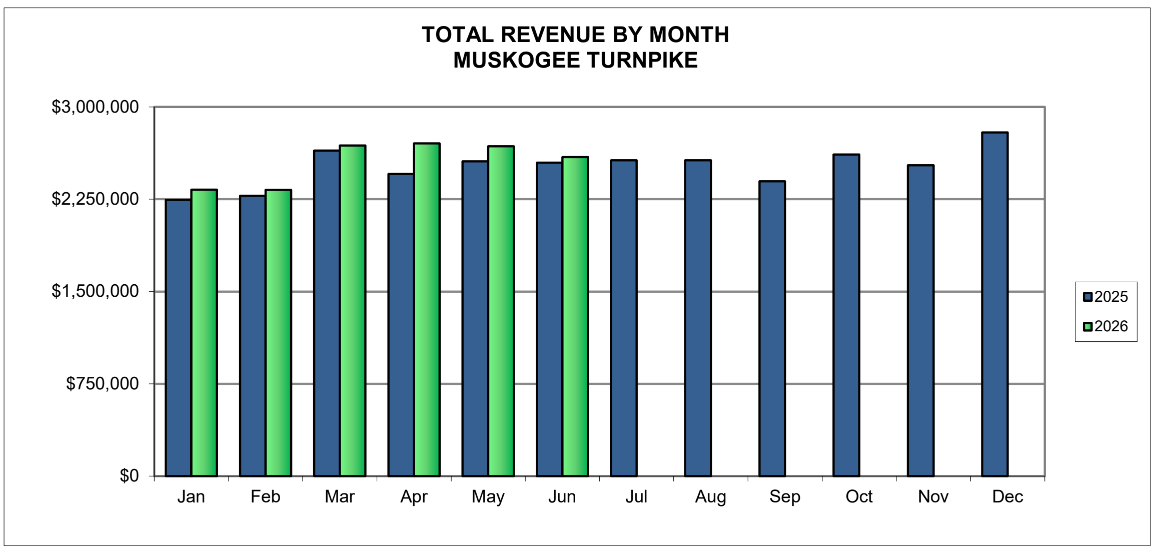
# STATEMENT OF REVENUES
## CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
## H. E. BAILEY TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 8,709,686 | 123,674,849 | 5,141,134 |
| Medium | | 523,026 | 6,054,502 | 207,572 |
| Large | | 3,004,104 | 15,595,161 | 570,503 |
| Total | $ | 12,236,816 | 145,324,512 | 5,919,209 |
| Concession Revenue | | 285,000 | | |
| Total Revenue | $ | 12,521,816 | | |
| % Increase from prior year quarter | | 9.22% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 8,246,566 | 118,783,939 | 4,896,236 |
| Medium | | 493,663 | 5,936,724 | 201,188 |
| Large | | 2,635,707 | 14,314,938 | 525,931 |
| Total | $ | 11,375,936 | 139,035,601 | 5,623,355 |
| Concession Revenue | | 88,823 | | |
| Total Revenue | $ | 11,464,759 | | |



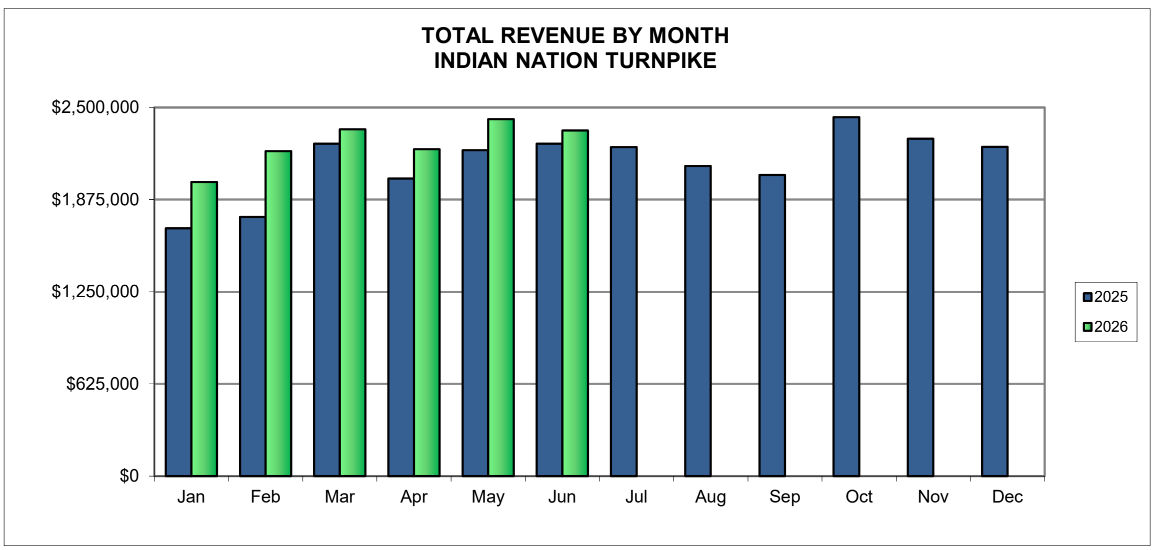
STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
MUSKOGEE TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 5,615,764 | 81,696,809 | 2,680,465 |
| Medium | | 302,653 | 3,727,302 | 99,314 |
| Large | | 1,864,841 | 8,583,311 | 273,413 |
| Total | $ | 7,783,258 | 94,007,422 | 3,053,192 |
| Concession Revenue | | 193,641 | | |
| Total Revenue | $ | 7,976,899 | | |
| % Increase from prior year quarter | | 5.48% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 5,402,275 | 83,356,381 | 2,621,374 |
| Medium | | 289,513 | 3,665,508 | 97,029 |
| Large | | 1,746,479 | 8,282,092 | 265,314 |
| Total | $ | 7,438,267 | 95,303,981 | 2,983,717 |
| Concession Revenue | | 124,112 | | |
| Total Revenue | $ | 7,562,379 | | |



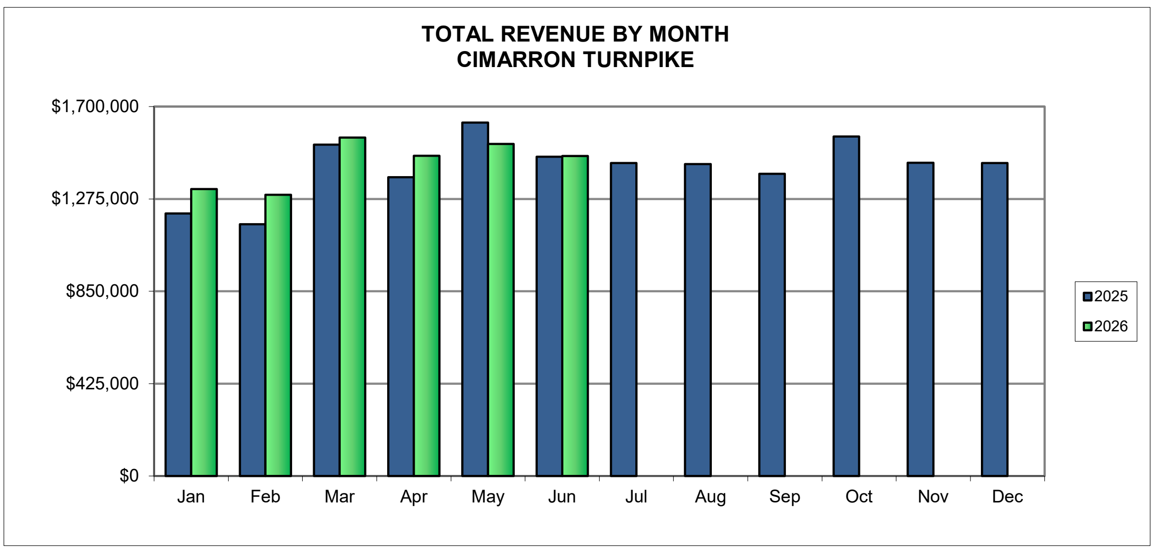
## STATEMENT OF REVENUES
## CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
## INDIAN NATION TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 3,624,367 | 49,094,210 | 1,443,273 |
| Medium | | 312,657 | 3,889,123 | 100,421 |
| Large | | 2,993,122 | 13,801,279 | 380,535 |
| Total | $ | 6,930,146 | 66,784,612 | 1,924,229 |
| Concession Revenue | | 51,246 | | |
| Total Revenue | $ | 6,981,392 | | |
| % Increase from prior year quarter | | 7.70% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 3,488,764 | 48,244,849 | 1,390,954 |
| Medium | | 302,180 | 3,912,364 | 99,550 |
| Large | | 2,640,012 | 12,726,820 | 353,477 |
| Total | $ | 6,430,956 | 64,884,033 | 1,843,981 |
| Concession Revenue | | 51,246 | | |
| Total Revenue | $ | 6,482,202 | | |



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

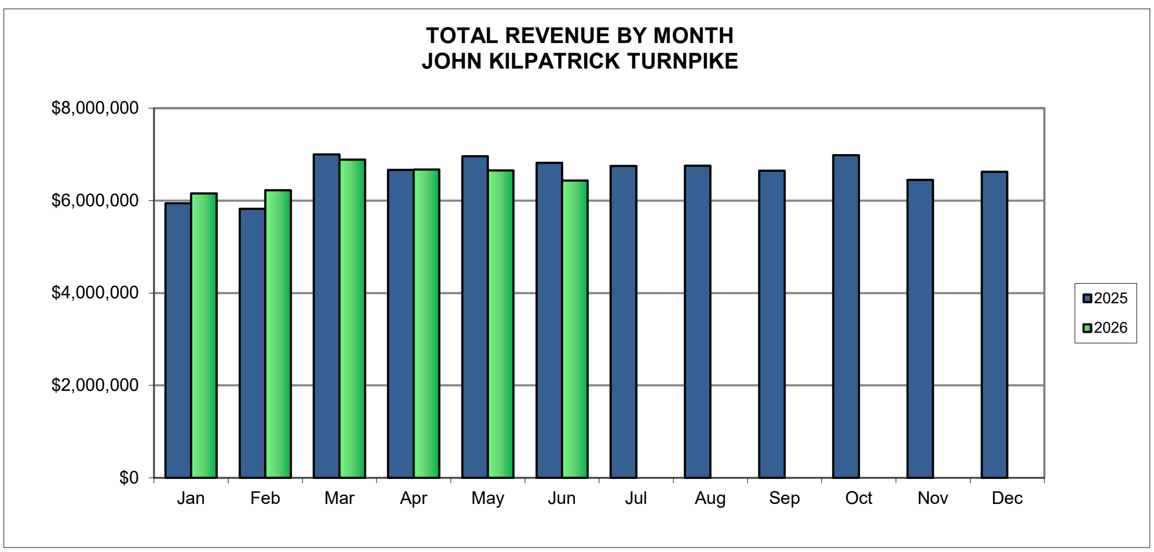
| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 2,493,383 | 37,101,973 | 2,373,892 |
| Medium | | 188,925 | 2,633,593 | 124,388 |
| Large | | 1,744,790 | 8,345,245 | 477,668 |
| Total | $ | 4,427,098 | 48,080,811 | 2,975,948 |
| Concession Revenue | | 46,908 | | |
| Total Revenue | $ | 4,474,006 | | |
| % Increase from prior year quarter | | 0.09% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 2,396,254 | 36,516,114 | 2,330,933 |
| Medium | | 189,452 | 2,680,771 | 129,236 |
| Large | | 1,679,506 | 8,213,833 | 476,638 |
| Total | $ | 4,265,212 | 47,410,718 | 2,936,807 |
| Concession Revenue | | 204,818 | | |
| Total Revenue | $ | 4,470,030 | | |



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

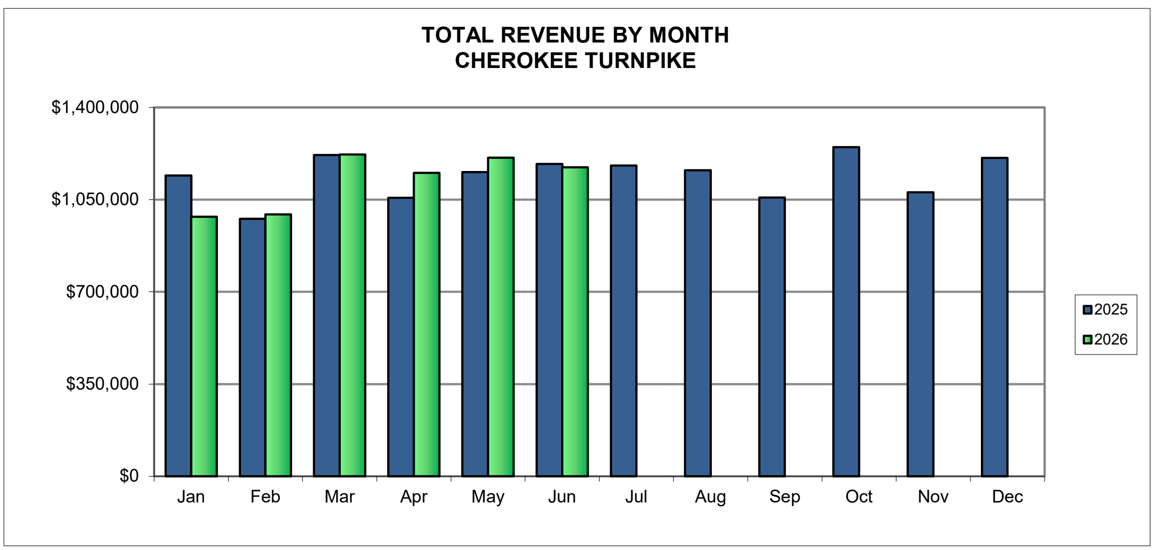
| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 17,046,673 | 135,026,243 | 14,943,520 |
| Medium | | 367,315 | 2,140,425 | 177,557 |
| Large | | 2,345,693 | 6,249,239 | 310,747 |
| Total | $ | 19,759,681 | 143,415,907 | 15,431,824 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 19,759,681 | | |
| % Decrease from prior year quarter | | (3.35%) | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 17,253,463 | 135,606,169 | 15,151,739 |
| Medium | | 358,711 | 2,081,716 | 176,822 |
| Large | | 2,831,984 | 7,386,708 | 358,719 |
| Total | $ | 20,444,158 | 145,074,593 | 15,687,280 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 20,444,158 | | |

*Note: The John Kilpatrick Turnpike and the Southwest John Kilpatrick extension are designated as one turnpike. Therefore, both of these amounts are reflected in this schedule.*



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

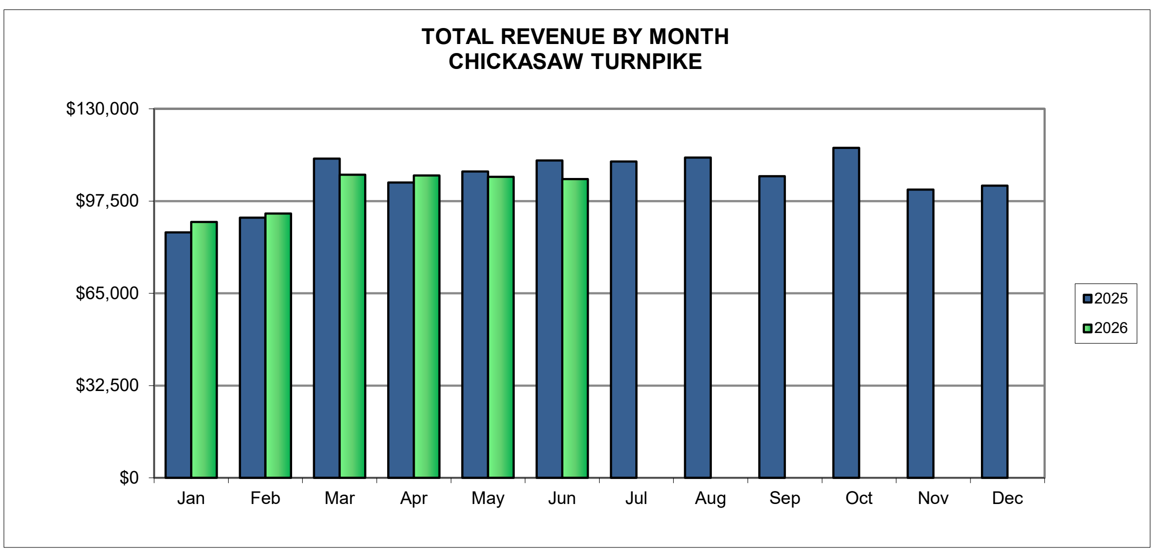
| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 2,256,527 | 23,085,874 | 887,326 |
| Medium | | 162,576 | 1,537,894 | 42,325 |
| Large | | 1,114,651 | 3,398,714 | 95,943 |
| Total | $ | 3,533,754 | 28,022,482 | 1,025,594 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 3,533,754 | | |
| % Increase from prior year quarter | | 4.02% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 2,133,597 | 22,918,038 | 852,929 |
| Medium | | 158,809 | 1,512,129 | 42,296 |
| Large | | 1,104,747 | 3,493,610 | 99,194 |
| Total | $ | 3,397,153 | 27,923,777 | 994,419 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 3,397,153 | | |



STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR

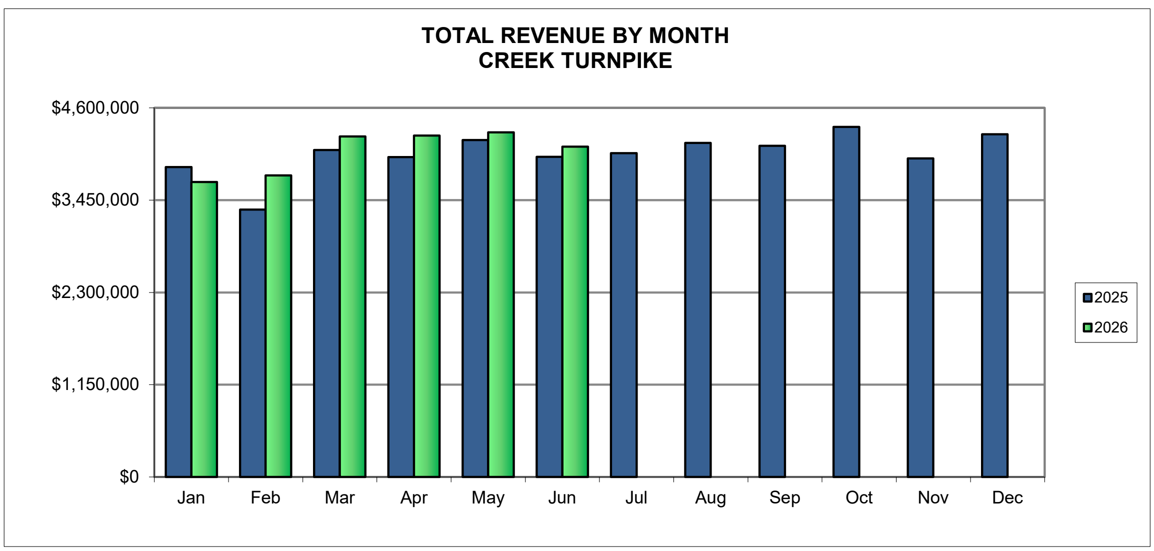
CHICKASAW TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 250,074 | 5,853,257 | 260,309 |
| Medium | | 6,509 | 98,763 | 5,620 |
| Large | | 61,217 | 395,428 | 22,547 |
| Total | $ | 317,800 | 6,347,448 | 288,476 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 317,800 | | |
| % Decrease from prior year quarter | | (1.84%) | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 250,797 | 5,837,824 | 264,504 |
| Medium | | 7,427 | 113,820 | 6,660 |
| Large | | 65,546 | 427,729 | 25,069 |
| Total | $ | 323,770 | 6,379,373 | 296,233 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 323,770 | | |



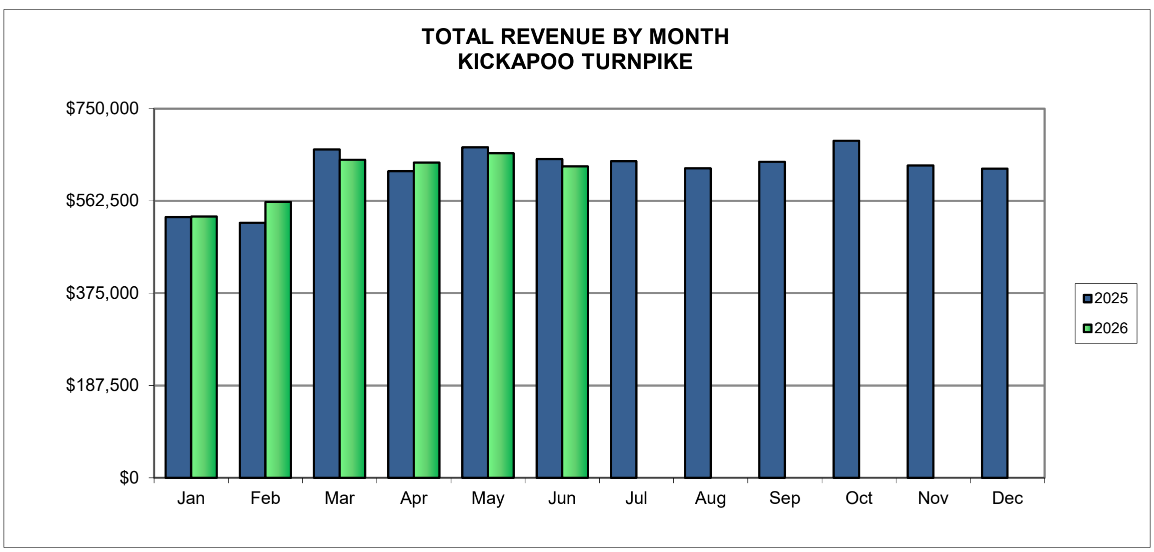
STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
CREEK TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 11,664,769 | 98,731,589 | 11,556,639 |
| Medium | | 210,660 | 1,289,369 | 127,593 |
| Large | | 790,616 | 2,453,762 | 199,781 |
| Total | $ | 12,666,045 | 102,474,720 | 11,884,013 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 12,666,045 | | |
| % Increase from prior year quarter | | 4.01% | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 11,280,173 | 97,095,167 | 11,574,170 |
| Medium | | 193,327 | 1,183,666 | 119,151 |
| Large | | 703,810 | 2,158,650 | 182,525 |
| Total | $ | 12,177,310 | 100,437,483 | 11,875,846 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 12,177,310 | | |



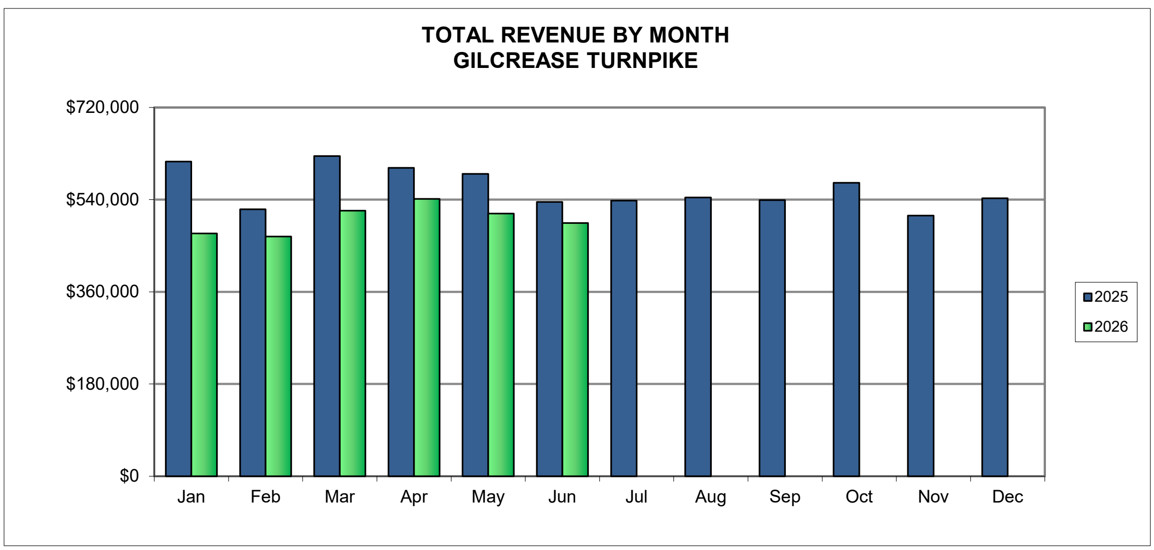
STATEMENT OF REVENUES
CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
KICKAPOO TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Small | $ | 1,542,180 | 13,182,908 | 902,368 |
| Medium | | 101,639 | 674,381 | 36,099 |
| Large | | 288,958 | 713,527 | 35,598 |
| Total | $ | 1,932,777 | 14,570,816 | 974,065 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 1,932,777 | | |
| % Decrease from prior year quarter | | (0.47%) | | |
| Quarter ended June 2025 | | | | |
| Small | $ | 1,550,858 | 13,282,388 | 907,274 |
| Medium | | 103,244 | 683,576 | 36,892 |
| Large | | 287,770 | 727,884 | 36,703 |
| Total | $ | 1,941,872 | 14,693,848 | 980,869 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 1,941,872 | | |



## STATEMENT OF REVENUES
## CURRENT QUARTER AND SAME QUARTER PRIOR YEAR
## GILCREASE TURNPIKE

| Class of Vehicle | | Revenue | Vehicle Miles Traveled | Number of Transactions |
|---|---|---|---|---|
| Quarter ended June 2026 | | | | |
| Two Axle Vehicles | $ | 1,289,824 | 3,316,155 | 1,863,586 |
| Three Axle Vehicles | | 59,348 | 102,748 | 54,747 |
| Four Axle Vehicles | | 6,440 | 21,439 | 4,186 |
| Five Axle Vehicles | | 184,450 | 131,933 | 72,678 |
| Six Axle Vehicles | | 8,666 | 5,201 | 2,651 |
| Total | $ | 1,548,728 | 3,577,476 | 1,997,848 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 1,548,728 | | |
| % Change from prior year quarter | | (10.36%) | | |
| Quarter ended June 2025 | | | | |
| Two Axle Vehicles | $ | 1,395,227 | 3,739,447 | 2,050,295 |
| Three Axle Vehicles | | 73,263 | 131,561 | 69,824 |
| Four Axle Vehicles | | 8,960 | 26,000 | 5,893 |
| Five Axle Vehicles | | 239,407 | 178,998 | 96,852 |
| Six Axle Vehicles | | 10,821 | 7,137 | 3,528 |
| Total | $ | 1,727,678 | 4,083,143 | 2,226,392 |
| Concession Revenue | | - | | |
| Total Revenue | $ | 1,727,678 | | |



**Oklahoma Turnpike Authority**
**Schedule of Cash, Cash Equivalents and Investments**
**as of June 30, 2026**

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|---|---|---|---|---|---|
| **Unrestricted:** | | | | | |
| General Fund: | | | | | |
| BOK Short-Term Cash Fund I | 3.350 % | 6/30/2026 | Demand | $ 320,853,650 | $ 320,853,650 |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 374,445 | 374,445 |
| FFCB | 0.700 | 8/17/2020 | 8/13/2026 | 249,562 | 249,065 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 400,000 | 392,024 |
| FHLB | 0.900 | 2/5/2021 | 2/26/2027 | 400,000 | 391,944 |
| FHLB | 3.000 | 2/15/2022 | 3/12/2027 | 261,957 | 248,100 |
| FHLB | 0.000 | 2/2/2021 | 1/27/2031 | 249,625 | 236,088 |
| FHLMC | 1.000 | 2/8/2021 | 7/20/2027 | 799,880 | 775,296 |
| FHLMC | 1.000 | 12/1/2020 | 12/23/2027 | 250,000 | 238,880 |
| FHLMC | 1.070 | 10/14/2020 | 10/27/2028 | 250,000 | 232,030 |
| FHLMC | 1.080 | 11/4/2020 | 11/24/2028 | 250,000 | 231,995 |
| FHLMC | 4.750 | 3/4/2025 | 1/1/2030 | 200,152 | 200,069 |
| FHLMC | 4.010 | 1/9/2026 | 1/13/2031 | 150,000 | 148,029 |
| FHR | 2.000 | 9/5/2019 | 12/15/2026 | 21,977 | 21,775 |
| FHR | 5.000 | 8/15/2024 | 7/25/2038 | 72,589 | 72,421 |
| FHR | 2.250 | 8/5/2021 | 5/15/2040 | 6,501 | 6,169 |
| FHR | 2.500 | 3/12/2020 | 5/15/2041 | 22,127 | 20,935 |
| FHR | 2.000 | 4/1/2020 | 2/15/2042 | 128,135 | 121,877 |
| FHR | 2.750 | 9/26/2019 | 8/15/2047 | 56,547 | 48,866 |
| FHR | 2.500 | 9/5/2019 | 7/25/2048 | 62,310 | 56,147 |
| FHR | 5.000 | 3/24/2026 | 11/25/2050 | 192,686 | 191,433 |
| FHR | 5.000 | 3/27/2025 | 8/25/2051 | 60,522 | 60,721 |
| FHR | 5.000 | 6/12/2025 | 11/25/2051 | 152,159 | 151,721 |
| FHR | 5.000 | 6/5/2025 | 2/25/2052 | 134,452 | 133,748 |
| FHR | 5.000 | 7/9/2025 | 6/25/2052 | 69,329 | 69,116 |
| FHR | 5.500 | 5/30/2025 | 7/25/2052 | 52,640 | 52,489 |
| FHR | 4.500 | 1/12/2026 | 12/25/2052 | 162,478 | 160,335 |
| FHR | 5.000 | 5/1/2026 | 5/25/2056 | 167,333 | 166,266 |
| FNR | 5.500 | 6/6/2025 | 11/25/2052 | 80,902 | 81,034 |
| FRESB | 3.030 | 2/19/2026 | 4/25/2037 | 203,815 | 203,239 |
| GNR | 4.000 | 12/9/2020 | 7/20/2039 | 5,778 | 5,381 |
| GNR | 3.000 | 1/28/2021 | 9/16/2039 | 2,429 | 2,307 |
| GNR | 3.000 | 6/3/2021 | 9/16/2039 | 2,384 | 2,254 |
| GNR | 2.650 | 7/6/2020 | 1/20/2046 | 11,812 | 11,436 |
| GNR | 5.000 | 12/8/2023 | 6/20/2048 | 89,388 | 90,834 |
| GNR | 3.000 | 1/30/2020 | 9/20/2049 | 24,502 | 22,486 |
| GNR | 2.000 | 11/2/2021 | 6/20/2050 | 120,715 | 95,176 |
| GNR | 1.250 | 12/28/2021 | 5/20/2051 | 26,999 | 21,461 |
| GNR | 5.500 | 5/30/2025 | 5/20/2051 | 68,556 | 68,414 |
| GNR | 4.500 | 2/2/2026 | 6/20/2051 | 194,149 | 191,308 |
| GNR | 5.000 | 1/12/2026 | 4/20/2053 | 192,658 | 189,270 |
| GNR | 6.000 | 5/8/2026 | 12/20/2055 | 170,936 | 171,061 |
| U.S. Treasury Notes | 3.500 | Various | 1/31/2030 | 1,924,687 | 1,955,080 |
| U.S. Treasury Notes | 4.125 | 8/22/2024 | 7/31/2031 | 1,021,406 | 995,860 |
| U.S. Treasury Notes | 3.750 | Various | 8/31/2031 | 2,449,602 | 2,420,872 |
| U.S. Treasury Notes | 2.875 | Various | 5/15/2032 | 1,414,384 | 1,415,810 |
| U.S. Treasury Notes | 4.375 | 3/20/2026 | 5/15/2034 | 704,430 | 700,217 |
| | | | | 334,760,588 | 334,549,134 |
| Revenue Fund: | | | | | |
| BOK Short-Term Cash Fund I | 3.350 | 6/30/2026 | Demand | 51,353,371 | 51,353,371 |
| | | | | 51,353,371 | 51,353,371 |
| **Total unrestricted cash equivalents & investments** | | | | $ 386,113,959 | $ 385,902,505 |

**Oklahoma Turnpike Authority**
**Schedule of Cash, Cash Equivalents and Investments**
**as of June 30, 2026**

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|---|---|---|---|---|---|
| **Restricted:** | | | | | |
| Reserve Maintenance Fund: | | | | | |
| BOK Short-Term Cash Fund I | 3.350 % | 6/30/2026 | Demand | $ 61,009,377 | $ 61,009,377 |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 102,770 | 102,770 |
| U.S. Treasury Notes | 4.250 | 7/31/2024 | 3/15/2027 | 250,264 | 250,412 |
| U.S. Treasury Notes | 4.500 | 7/31/2024 | 4/15/2027 | 251,856 | 250,905 |
| U.S. Treasury Notes | 2.625 | 7/31/2024 | 5/31/2027 | 239,736 | 246,692 |
| U.S. Treasury Notes | 3.250 | 7/31/2024 | 6/30/2027 | 243,897 | 247,903 |
| U.S. Treasury Notes | 4.125 | Various | 9/30/2027 | 1,461,274 | 1,439,611 |
| U.S. Treasury Notes | 4.000 | 5/21/2026 | 6/30/2028 | 399,359 | 398,764 |
| U.S. Treasury Notes | 3.750 | 5/21/2026 | 12/31/2028 | 396,328 | 396,032 |
| U.S. Treasury Notes | 2.875 | 5/21/2026 | 4/30/2029 | 434,496 | 434,619 |
| | | | | 64,789,357 | 64,777,085 |
| Revenue Bond Reserve Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 3.350 | 3/31/2026 | Demand | 25,632,491 | 25,632,491 |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 6,219,538 | 6,219,538 |
| FFCB | 0.700 | 8/17/2020 | 8/13/2026 | 873,469 | 871,728 |
| FFCB | 0.750 | 12/16/2020 | 12/16/2026 | 875,000 | 862,190 |
| FFCB | 1.500 | 1/27/2022 | 1/13/2027 | 2,975,820 | 2,959,530 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 1,000,000 | 980,060 |
| FFCB | 1.650 | 1/26/2022 | 1/27/2028 | 3,000,000 | 2,880,990 |
| FFCB | 1.875 | 1/26/2022 | 2/1/2028 | 2,993,970 | 2,890,410 |
| FFCB | 1.940 | 8/20/2021 | 6/30/2031 | 1,008,000 | 893,350 |
| FHLB | 0.000 | 1/28/2022 | 2/25/2027 | 4,000,000 | 3,989,080 |
| FHLB | 0.900 | 2/5/2021 | 2/26/2027 | 1,600,000 | 1,567,776 |
| FHLB | 3.000 | 2/15/2022 | 3/12/2027 | 3,143,490 | 2,977,200 |
| FHLB | 0.980 | 8/25/2020 | 8/17/2028 | 847,450 | 794,962 |
| FHLB | 1.590 | 2/2/2021 | 1/27/2031 | 848,725 | 802,698 |
| FHLB | 2.220 | 1/25/2021 | 2/12/2031 | 1,500,000 | 1,354,275 |
| FHLB | 2.340 | 2/12/2021 | 2/26/2031 | 3,000,000 | 2,722,230 |
| FHLMC | 0.800 | 8/3/2020 | 1/28/2027 | 499,500 | 490,795 |
| FHLMC | 1.000 | 2/8/2021 | 7/20/2027 | 1,999,700 | 1,938,240 |
| FHLMC | 1.000 | 7/14/2020 | 10/29/2027 | 1,500,000 | 1,441,185 |
| FHLMC | 1.000 | 12/1/2020 | 12/23/2027 | 1,750,000 | 1,672,160 |
| FHLMC | 1.150 | 7/14/2020 | 6/30/2028 | 674,865 | 635,216 |
| FHLMC | 1.020 | 1/4/2021 | 10/27/2028 | 874,650 | 813,251 |
| FHLMC | 1.070 | 10/14/2020 | 10/27/2028 | 900,000 | 835,308 |
| FHLMC | 1.080 | 11/4/2020 | 11/24/2028 | 1,750,000 | 1,623,965 |
| FHLMC | 4.750 | 3/4/2025 | 1/1/2030 | 2,501,894 | 2,500,861 |
| FHLMC | 4.010 | 1/9/2026 | 1/13/2031 | 1,600,000 | 1,578,976 |
| FHR | 1.500 | 7/23/2020 | 12/15/2027 | 121,067 | 116,761 |
| FHR | 5.000 | 8/15/2024 | 7/25/2038 | 929,135 | 926,986 |
| FHR | 1.250 | 6/3/2021 | 8/25/2040 | 473,292 | 404,741 |
| FHR | 4.000 | 4/27/2023 | 12/15/2040 | 632,183 | 646,638 |
| FHR | 2.500 | 3/12/2020 | 5/15/2041 | 150,707 | 142,586 |
| FHR | 3.000 | 10/31/2018 | 12/15/2041 | 176,526 | 177,252 |
| FHR | 2.000 | 5/20/2021 | 2/15/2042 | 52,112 | 48,751 |
| FHR | 2.000 | 11/16/2018 | 12/15/2042 | 63,930 | 62,245 |
| FHR | 3.000 | 1/25/2022 | 12/15/2043 | 136,283 | 128,169 |
| FHR | 2.250 | 9/4/2019 | 6/15/2044 | 299,001 | 277,574 |
| FHR | 3.000 | 1/18/2019 | 8/15/2044 | 156,285 | 153,222 |
| FHR | 2.750 | 6/10/2021 | 1/15/2045 | 267,207 | 238,478 |
| FHR | 2.500 | 1/28/2022 | 7/15/2046 | 458,197 | 393,588 |
| FHR | 2.500 | 9/5/2019 | 7/25/2048 | 498,483 | 449,176 |
| FHR | 3.000 | 9/6/2019 | 8/15/2048 | 115,972 | 100,661 |
| FHR | 4.500 | 4/27/2023 | 11/25/2048 | 380,154 | 381,758 |
| FHR | 2.500 | 2/1/2022 | 6/25/2049 | 2,194,369 | 1,922,820 |
| FHR | 2.500 | 2/2/2022 | 7/25/2049 | 1,322,942 | 1,141,954 |
| FHR | 3.000 | 8/26/2020 | 10/25/2049 | 295,116 | 245,493 |
| FHR | 3.000 | 2/4/2022 | 12/25/2049 | 1,254,990 | 1,093,452 |
| FHR | 5.500 | 2/5/2025 | 12/25/2049 | 1,099,801 | 1,099,182 |
| FHR | 5.000 | 3/24/2026 | 11/25/2050 | 2,649,437 | 2,632,210 |

**Oklahoma Turnpike Authority**
**Schedule of Cash, Cash Equivalents and Investments**
**as of June 30, 2026**

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|---|---|---|---|---|---|
| *Cont'd Revenue Bond Reserve Accounts:* | | | | | |
| FHR | 1.000 % | 12/10/2021 | 3/25/2051 | $ 698,672 | $ 562,627 |
| FHR | 1.500 | 1/25/2022 | 3/25/2051 | 501,958 | 439,098 |
| FHR | 5.500 | 2/5/2025 | 3/25/2051 | 1,361,568 | 1,360,944 |
| FHR | 5.500 | 2/10/2025 | 5/25/2051 | 1,325,189 | 1,327,915 |
| FHR | 5.000 | 3/27/2025 | 8/25/2051 | 884,552 | 887,462 |
| FHR | 5.000 | Various | 11/25/2051 | 2,803,382 | 2,795,112 |
| FHR | 5.000 | 5/29/2025 | 2/25/2052 | 1,336,222 | 1,352,360 |
| FHR | 5.000 | 6/5/2025 | 2/25/2052 | 1,680,653 | 1,671,844 |
| FHR | 5.500 | 5/30/2025 | 7/25/2052 | 763,277 | 761,086 |
| FHR | 4.500 | 3/19/2026 | 2/25/2056 | 2,221,016 | 2,202,089 |
| FHR | 5.000 | 5/1/2026 | 5/25/2056 | 2,263,918 | 2,249,478 |
| FNR | 5.000 | 7/1/2025 | 7/25/2051 | 1,352,644 | 1,359,495 |
| FNR | 5.500 | 6/6/2025 | 11/25/2052 | 1,011,279 | 1,012,931 |
| GNR | 1.750 | 6/8/2020 | 10/20/2042 | 31,169 | 29,283 |
| GNR | 2.500 | 1/28/2022 | 11/16/2043 | 1,431,650 | 1,227,072 |
| GNR | 2.500 | 3/13/2020 | 4/20/2045 | 86,569 | 79,980 |
| GNR | 2.650 | 7/6/2020 | 1/20/2046 | 80,268 | 77,712 |
| GNR | 3.000 | 1/25/2022 | 9/20/2047 | 768,349 | 668,051 |
| GNR | 2.500 | 2/1/2022 | 10/20/2047 | 2,437,280 | 2,118,018 |
| GNR | 5.000 | 12/8/2023 | 6/20/2048 | 1,818,483 | 1,847,909 |
| GNR | 3.500 | 12/10/2021 | 10/20/2048 | 1,082,496 | 964,900 |
| GNR | 3.500 | 9/18/2019 | 2/20/2049 | 271,178 | 241,372 |
| GNR | 3.000 | 2/17/2022 | 2/20/2049 | 3,289,564 | 2,859,182 |
| GNR | 3.000 | 1/30/2020 | 9/20/2049 | 166,614 | 152,906 |
| GNR | 2.000 | 11/2/2021 | 6/20/2050 | 724,291 | 571,054 |
| GNR | 5.500 | 5/30/2025 | 5/20/2051 | 983,899 | 981,864 |
| GNR | 4.500 | 2/2/2026 | 6/20/2051 | 2,582,184 | 2,544,403 |
| GNR | 5.000 | 1/12/2026 | 4/20/2053 | 2,697,209 | 2,649,777 |
| GNR | 5.000 | 4/22/2026 | 2/20/2055 | 1,735,810 | 1,718,919 |
| GNR | 5.000 | 5/28/2025 | 3/20/2055 | 3,114,461 | 3,090,718 |
| GNR | 6.000 | 5/8/2026 | 12/20/2055 | 2,312,663 | 2,314,363 |
| U.S. Treasury Notes | 4.125 | Various | 9/30/2027 | 15,473,269 | 15,692,762 |
| U.S. Treasury Notes | 3.750 | 2/5/2025 | 12/31/2028 | 1,965,859 | 1,980,160 |
| U.S. Treasury Notes | 3.750 | Various | 8/31/2031 | 26,746,035 | 25,920,445 |
| U.S. Treasury Notes | 2.875 | Various | 5/15/2032 | 29,642,006 | 29,708,800 |
| U.S. Treasury Notes | 4.375 | Various | 5/15/2034 | 10,287,667 | 10,038,111 |
| | | | | 215,229,054 | 210,172,364 |
| 2017 Bond Service Accounts: | | | | | |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 37,825,667 | 37,825,667 |
| | | | | 37,825,667 | 37,825,667 |
| 2018 Bond Service Accounts | | | | | |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 7,534,881 | 7,534,881 |
| | | | | 7,534,881 | 7,534,881 |
| 2020 Bond Service Accounts: | | | | | |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 19,072,908 | 19,072,908 |
| | | | | 19,072,908 | 19,072,908 |
| 2023 Bond Service Accounts: | | | | | |
| Cavanal Hill Gov't Sec | 3.480 | 6/30/2026 | Demand | 22,259,604 | 22,259,604 |
| | | | | 22,259,604 | 22,259,604 |
| 2023 Construction Accounts: | | | | | |
| Invesco S/T Inv Gov & Agcy-Priv | 3.560 | 6/30/2026 | Demand | 864,581 | 864,581 |
| | | | | 864,581 | 864,581 |
| 2025 Bond Service Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 3.350 | 6/30/2026 | Demand | 37,813,637 | 37,813,637 |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 3,715,125 | 3,715,125 |
| U.S. Treasury Notes | 1.250 | 5/27/2025 | 12/31/2026 | 27,473,690 | 27,481,974 |
| U.S. Treasury Notes | 0.500 | 5/27/2025 | 6/30/2027 | 27,089,606 | 27,047,052 |
| U.S. Treasury Notes | 0.625 | 5/27/2025 | 12/31/2027 | 26,749,131 | 26,664,790 |
| U.S. Treasury Notes | 1.250 | 5/27/2025 | 6/30/2028 | 4,430,947 | 4,413,591 |
| | | | | 127,272,136 | 127,136,169 |
| 2025 Construction Accounts: | | | | | |
| BOK Short-Term Cash Fund I | 3.350 | 6/30/2026 | Demand | 742,392,462 | 742,392,462 |
| | | | | 742,392,462 | 742,392,462 |

**Oklahoma Turnpike Authority**
**Schedule of Cash, Cash Equivalents and Investments**
**as of June 30, 2026**

| Description | Interest Rate | Purchase Date | Maturity Date | Cost | Fair Value |
|---|---|---|---|---|---|
| Turnpike Trust Fund: | | | | | |
| Invesco Stit Treas-Inst | 3.560 % | 6/30/2026 | Demand | $ 11,679,428 | $ 11,679,428 |
| FED SER FARM CL CREDIT | 3.620 | 1/14/2026 | 12/22/2028 | 1,998,500 | 1,969,220 |
| FED SER FARM CL CREDIT | 1.730 | 1/14/2026 | 4/5/2029 | 1,883,080 | 1,871,260 |
| FFCB | 0.650 | 5/25/2023 | 9/22/2026 | 440,938 | 496,250 |
| FFCB | 2.125 | 12/6/2021 | 12/11/2026 | 3,127,500 | 2,974,710 |
| FFCB | 1.300 | 3/16/2021 | 3/23/2027 | 2,000,000 | 1,960,120 |
| FHLB | 0.900 | 8/12/2022 | 8/27/2026 | 272,400 | 298,608 |
| FHLB | 3.000 | 3/17/2022 | 9/11/2026 | 2,065,660 | 1,996,260 |
| FHLB | 1.400 | 12/21/2021 | 12/30/2026 | 1,500,000 | 1,480,485 |
| FHLB | 5.000 | 7/10/2024 | 7/2/2029 | 995,000 | 995,030 |
| FHLMC | 3.625 | 1/14/2026 | 12/8/2028 | 1,998,500 | 1,973,760 |
| FHLMC | 4.010 | 1/13/2026 | 1/13/2031 | 3,000,000 | 2,960,580 |
| U.S. Treasury Notes | 4.000 | Various | 6/30/2028 | 1,990,586 | 1,993,820 |
| U.S. Treasury Notes | 5.250 | 7/15/2024 | 11/15/2028 | 1,569,726 | 1,536,975 |
| U.S. Treasury Notes | 1.500 | Various | 11/30/2028 | 1,783,672 | 1,878,360 |
| U.S. Treasury Notes | 4.500 | 6/21/2024 | 5/31/2029 | 5,049,805 | 5,045,300 |
| U.S. Treasury Notes | 3.875 | Various | 9/30/2029 | 3,511,914 | 3,468,290 |
| U.S. Treasury Notes | 3.875 | Various | 12/31/2029 | 2,734,283 | 2,722,940 |
| U.S. Treasury Notes | 0.875 | 5/21/2026 | 11/15/2030 | 3,457,969 | 3,473,440 |
| U.S. Treasury Notes | 1.625 | 5/21/2026 | 5/15/2031 | 2,869,902 | 2,883,237 |
| | | | | 53,928,863 | 53,658,073 |
| Prepaid *PIKEPASS* Fund: | | | | | |
| Invesco Stit Treas-Inst | 3.560 | 6/30/2026 | Demand | 3,837,272 | 3,837,272 |
| FIDELITY EMRG MKT IDX-INST PREM 2344 | 1.870 | Various | Demand | 725,060 | 992,286 |
| FIDELITY INTL INDX-INST PREM #2363 | 2.860 | Various | Demand | 3,972,056 | 5,289,086 |
| FIDELITY S/C INDX-INST #2358 | 1.020 | Various | Demand | 1,336,213 | 1,784,652 |
| ISHARES INTER GOVT CR BOND ETF | 3.610 | Various | Demand | 14,199,117 | 14,222,353 |
| ISHARES RUSSELL 1000 L/C IDX-K #2155 | 1.050 | Various | Demand | 6,884,843 | 19,748,402 |
| VANGUARD INTRMD BD INDX-INST #0504 | 4.400 | Various | Demand | 13,904,513 | 13,467,567 |
| VANGUARD SHORT TERM TREASURY ETF | 3.870 | Various | Demand | 6,305,855 | 6,105,878 |
| | | | | 51,164,929 | 65,447,496 |
| Gilcrease Expressway Fund: | | | | | |
| Invesco Treas-Cash Mgmt | 3.560 | 6/30/2026 | Demand | 38,027,397 | 38,027,397 |
| **Total restricted cash equivalents & investments** | | | | $ 1,380,361,839 | $ 1,389,168,687 |
| **Cash balance (unrestricted & restricted)** | | | | - | -22,142,852 |
| **Total Cash, Cash Equivalents and Investments** | | | | $ 1,766,475,798 | $ 1,752,928,340 |

**OKLAHOMA TURNPIKE AUTHORITY**
**SCHEDULE OF INDEBTEDNESS ISSUED, RETIRED, DEFEASED AND OUTSTANDING**
**AS OF JUNE 30, 2026**

| | 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 2017D | 12/21/2017 | 275,680,000 | 1/1/18 to 1/1/28 | 4.00% to 5.00% | 81,830,000 | - | - | 81,830,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2017E | 12/21/2017 | 95,835,000 | 1/1/18 to 1/1/31 | 2.85% to 5.00% | 69,400,000 | - | - | 69,400,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2020A | 10/29/2020 | 187,195,000 | 1/1/22 to 1/1/33 | 5.00% | 119,460,000 | - | - | 119,460,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2020B | 10/29/2020 | 179,165,000 | 1/1/22 to 1/1/33 | 0.491% to 2.072% | 89,895,000 | - | - | 89,895,000 |
| Refunding 2nd Senior Revenue Bonds - Series 2025B | 10/07/2025 | 148,605,000 | 1/1/32 to 1/1/42 | 5.00% | 148,605,000 | - | - | 148,605,000 |
| Construction 2nd Senior Revenue Bonds - Series 2017A | 02/08/2017 | 456,070,000 | 1/1/32 to 1/1/47 | 3.50% to 5.00% | 296,125,000 | - | - | 296,125,000 |
| Construction 2nd Senior Revenue Bonds - Series 2017C | 12/21/2017 | 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 | 10/31/2018 | 344,310,000 | 1/1/32 to 1/1/48 | 3.625% to 5.00% | 344,310,000 | - | - | 344,310,000 |
| Construction 2nd Senior Revenue Bonds - Series 2023 | 10/25/2023 | 500,000,000 | 1/1/35 to 1/1/43 | 5.00% | 500,000,000 | - | - | 500,000,000 |
| Construction 2nd Senior Revenue Bonds - Series 2025A | 02/04/2025 | 1,110,575,000 | 1/1/35 to 1/1/55 | 4.25% to 5.25% | 1,110,575,000 | - | - | 1,110,575,000 |
| United States Department of Transportation TIFIA Loan* | 11/25/2022 | 120,116,133 | 7/1/26 to 7/1/57 | 1.35% | 125,234,819 | - | - | 125,234,819 |
| Totals | | | | | $ 3,095,354,819 | $ - | $ - | $ 3,095,354,819 |

**OKLAHOMA TURNPIKE AUTHORITY**
**PROCEEDS FROM SALE OF SURPLUS PROPERTY**
**FOR THE QUARTER ENDED JUNE 30, 2026**

| | DATE | DESCRIPTION | PROCEEDS |
|---|---|---|---|
| 2 QTR | 06/30/26 | Total Sale of Surplus Property & Insurance Proceeds | $ 650,362 |
| | | Total | $ 650,362 |

*The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan was obtained exclusively to construct the Gilcrease Expressway. This loan is structured such that additional principal amounts will be added to the original principal amount during the Capitalized Interest period. These additions will gradually be reflected on the Statements of Net Position as the amounts become due.