

Central Texas Turnpike System

Voluntary Quarterly Report of Actual Traffic and Toll Revenue

For the Fiscal Quarter ending November 30, 2022





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1.0 Disclaimer

Information in this report regarding the Central Texas Turnpike System ("CTTS" or "System") has been compiled and provided by the Texas Department of Transportation ("TxDOT") from TxDOT's records and other sources which are believed by TxDOT to be reliable and is provided as a voluntary disclosure. TxDOT does not make any representation or warranty concerning the usefulness of such information to a decision to invest in, hold, or sell bonds, notes or other obligations payable, in whole or in part, from the sources pledged to the payment of the related debt issues.

The documents referenced in this report should not be considered to speak as of any date other than the respective dated date thereof or such other dates indicated in each such document and are not incorporated into or made a part of this report.

References to website addresses presented in this report are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into or made a part of this report. All website links referenced in this report are also available at the end of this report in the section entitled "Relevant Links" herein.

The information contained in this report is provided as of the respective dates and for the periods specified herein, and the filing of this report does not, under any circumstances, imply that there has been no change in the affairs of the CTTS or TxDOT since the specified date or dates as of which such information is provided. The historical information set forth in this report may not be indicative of future results or performance.

Capitalized terms used in this report and not otherwise defined have the meaning given to such terms in the Official Statement dated February 20, 2020, relating to the \$683,730,000 CTTS First Tier Revenue Refunding Bonds, Series 2020-A, Taxable Series 2020-B, and Taxable Series 2020-C (the "CTTS 2020 Official Statement"), which has been filed with the MSRB through its EMMA system.

2.0 Report Notes

- Transaction and toll revenue trends may not correlate exactly on a monthly or quarterly basis due to the following factors:
 - A transaction occurs when a vehicle passes through a tolling point and is reported in the month in which it occurs.
 - Transaction counts are generated through the roadway toll management system, and toll revenue is derived from back-office system reports.
 - Toll revenue for Electronic Toll Collection (ETC) transactions is recognized when it is earned, which is at the time the transaction occurs. Pay By Mail (PBM) toll revenues are recognized when cash payment is received.
 - Each transaction may result in a different amount of collected toll revenue depending on the rate charged for the number of axles, type of transaction (ETC or PBM), and tolling point.
 - Seasonal impacts, such as holidays and the number of weekdays in each month, have an impact on month-to-month changes in toll revenue and transactions.
 - Transactions include counts when the lane system is placed into “event” mode (suspended transactions), which means tolling is turned off to facilitate traffic management during traffic incidents or other emergencies.
 - Toll waiver transactions are reported in the period they occur.
- The System Fiscal Year begins September 1 of each year and ends on August 31 of the following year.
- A fiscal year end adjustment is made to toll revenue in the System Annual Financial Report to reflect PBM toll revenues earned but not collected, less an allowance for doubtful accounts. Thus, total annual toll revenues in the System Annual Financial Report reflect the toll revenue earned, adjusted for an allowance for doubtful accounts, during the fiscal year for transactions that occurred in that fiscal year.
- Expenses are generally reported in the month paid, which may cause timing variances as compared to accrual basis accounting. Expenses exclude depreciation and do not reflect any fiscal year-end adjustments, such as but not limited to reclassifications of certain capitalized expenditures, in the System Annual Financial Report.
- Positive variances indicate actual revenues exceed prior year amounts and actual expenses are lower than prior year amounts.
- Totals may not sum due to rounding.
- This information provided in this report is unaudited and subject to change.

3.0 Central Texas Turnpike System (CTTS) Map

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Transportation Planning and
Programming Division



ID# 972

0 6 Miles



- CTTS Toll Road
- CTRMA Toll Road
- CTRMA Toll Road Under Construction
- SH 130 Toll Road Segments 5 & 6 not CTTS

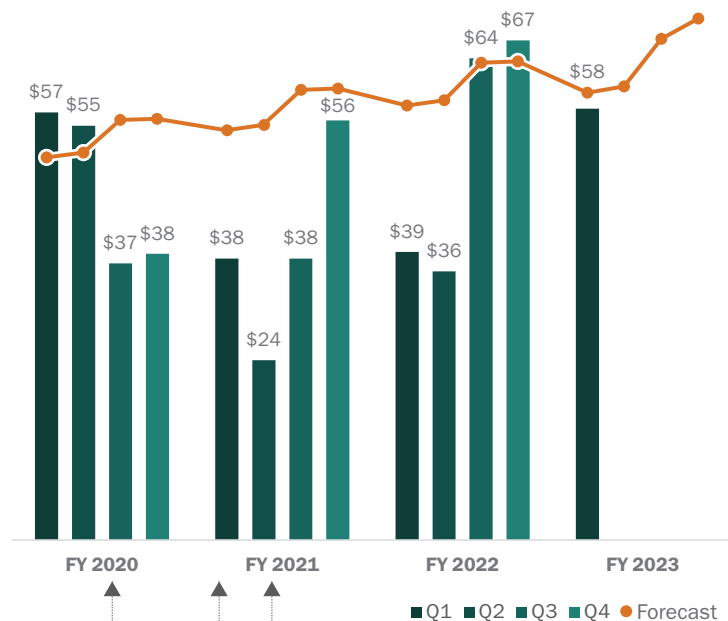
4.0 Executive Summary (In Millions)

Forecasted toll revenue and transactions for Fiscal Year 2019 and after are based on the forecast provided in the Central Texas Turnpike System 2018 Traffic & Revenue Study dated August 29, 2018 (the “2018 T&R Study”). On January 21, 2020, the Commission’s Traffic Consultant reviewed and confirmed the 2018 T&R Study forecasted toll revenue and transactions in connection with the issuance of certain refunding bonds.

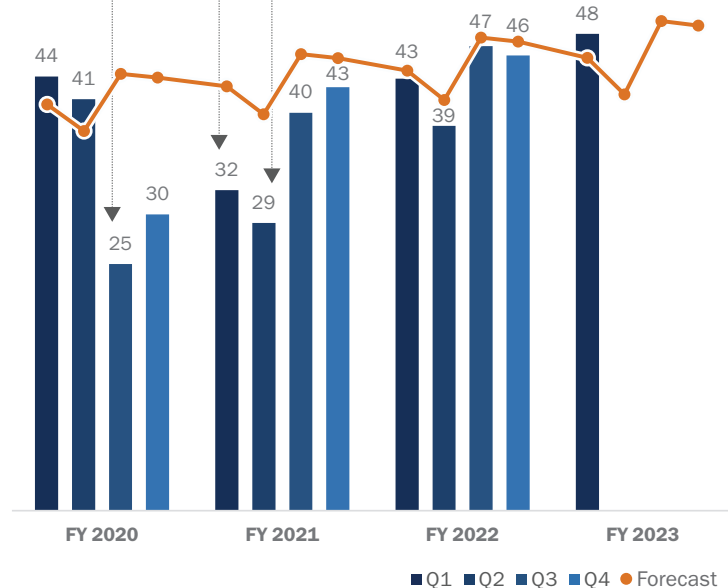
All projections have been seasonally adjusted to better represent quarterly trends established over recent years. Forecast and actual toll revenue presented in this Executive Summary exclude fee revenue, interest income, and other revenues.

The actual and forecast revenue and transactions are as of the dates and for the periods indicated. As reported in prior quarters, actual revenue reported for Fiscal Years 2021 and 2022 were impacted by the transition activities related to the back-office system.

Actual & Forecast Quarterly Toll Revenue (In Millions)



Actual and Forecast Quarterly Toll Transactions (In Millions)



5.0 System Revenues, Expenses, and Transactions (In Thousands)

				Prior Year Comparisons									
Quarter by Month				Quarter Ending 11/30				Fiscal Year to Date as of 11/30					
	Sep-22	Oct-22	Nov-22	FY 2023	FY 2022	\$/#	Variance	% Var	FY 2023	FY 2022	\$/#	Variance	% Var
Revenues													
Toll Revenue ⁽¹⁾	\$ 18,981	\$ 19,395	\$ 19,353	\$ 57,729	\$ 38,553	\$	19,177	50%	\$ 57,729	\$ 38,553	\$	19,177	50%
Fee Revenue	3,846	3,969	3,915	11,730	7,813		3,917	50%	11,730	7,813		3,917	50%
Interest & Other Revenue	682	990	1,372	3,043	259		2,784	1074%	3,043	259		2,784	1074%
Total Revenue	\$ 23,509	\$ 24,353	\$ 24,640	\$ 72,502	\$ 46,625	\$	25,878	56%	\$ 72,502	\$ 46,625	\$	25,878	56%
Expenses													
O&M Expense ⁽²⁾	\$ 18,135	\$ 9,948	\$ 11,699	\$ 39,781	\$ 14,999	\$	(24,782)	-165%	\$ 39,781	\$ 14,999	\$	(24,782)	-165%
Major Maintenance	870	2,199	1,940	5,009	4,106		(903)	-22%	5,009	4,106		(903)	-22%
Total Expenses	\$ 19,005	\$ 12,147	\$ 13,638	\$ 44,791	\$ 19,105	\$	(25,686)	-134%	\$ 44,791	\$ 19,105	\$	(25,686)	-134%
Transactions													
Auto	14,210	14,927	13,810	42,948	38,943		4,005	10%	42,948	38,943		4,005	10%
Truck	1,699	1,719	1,551	4,968	4,475		493	11%	4,968	4,475		493	11%
Total Transactions	15,908	16,646	15,361	47,916	43,417		4,498	10%	47,916	43,417		4,498	10%

⁽¹⁾ As reported in prior quarters, Fiscal Year 2022 revenue was impacted by the transition activities related to the back-office system.

⁽²⁾ Operating and Maintenance (O&M) Expenses are generally reported in the month paid, which may cause timing variances as compared to accrual basis accounting.

System Toll Revenue

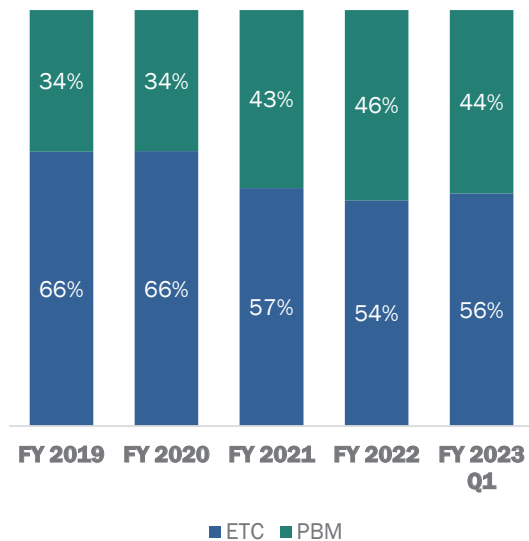
By Facility					System Total
Month	Loop 1	SH 45N	SH 130	SH 45SE	
Sep	\$ 2,132	\$ 4,293	\$ 11,884	\$ 672	
Oct	2,135	4,269	12,319	671	
Nov	2,082	4,200	12,376	695	
Dec					
Jan					
Feb					
Mar					
Apr					
May					
Jun					
Jul					
Aug					
Total	\$ 6,349	\$ 12,763	\$ 36,579	\$ 2,038	\$ 57,729

5.0 System Revenues, Expenses, and Transactions (Cont.)

System Transactions (In Thousands)

Month	By Facility				System Totals		
	Loop 1	SH 45N	SH 130	SH 45SE	ETC	PBM	TOTAL
Sep	2,291	4,814	8,124	680	8,813	7,095	15,908
Oct	2,377	4,937	8,600	733	9,298	7,349	16,646
Nov	2,207	4,552	7,939	663	8,689	6,672	15,361
Dec							
Jan							
Feb							
Mar							
Apr							
May							
Jun							
Jul							
Aug							
Total	6,874	14,303	24,663	2,075	26,800	21,116	47,916

Historical ETC vs PBM Transactions



6.0 Debt Service Coverage ⁽¹⁾ (In Thousands)

	Fiscal Years Ended August 31			
	2019	2020	2021	2022
Revenues				
Toll Revenue	\$ 220,690	\$ 184,217	\$ 150,873	\$ 213,136
Fee Revenue ⁽²⁾	32,760	35,021	30,996	43,388
Interest & Other Revenue ⁽³⁾	12,097	9,601	6,440	7,444
Total Revenue	\$ 265,546	\$ 228,839	\$ 188,309	\$ 263,968
Debt Service ⁽⁴⁾				
First Tier Obligation	\$ 69,550	\$ 68,007	\$ 72,200	\$ 78,870
Second Tier Obligation	57,866	57,866	57,866	60,066
Total Debt Service	\$ 127,416	\$ 125,873	\$ 130,066	\$ 138,936
First Tier Debt Service Coverage Ratio	3.82x	3.36x	2.61x	3.35x
Total Debt Service Coverage Ratio	2.08x	1.82x	1.45x	1.90x

⁽¹⁾ Revenues are reported on the accrual basis of accounting.

⁽³⁾ Interest income excludes certain interest income which is not pledged for the payment of debt service.

⁽²⁾ Fee Revenue in Fiscal Years 2021 and after in the table above includes Fee Revenue–Pledged and Other Sales Goods & Services–Pledged as reported in the CTTS Annual Financial Reports for the same periods.

⁽⁴⁾ The debt service presented is based on scheduled cash payments of outstanding debt. Differences in debt service with the CTTS Annual Financial Report are based on GAAP rules applicable to enterprise funds. See “Outstanding Obligations” herein.

7.0 Outstanding Obligations (In Thousands)

	Bonds Issued (Original Par)	Total Principal Repaid to Date	Outstanding Par	Outstanding Value with Accretion ⁽¹⁾
First Tier Revenue Bonds				
Series 2002-A Non-Callable				
Capital Appreciation Bonds	\$ 287,460	\$ (135,925)	\$ 151,535	\$ 474,726
Series 2012-A Refunding Bonds	585,330	(462,095)	123,235	123,235
Series 2015-B Refunding Bonds				
Current Interest Bonds	198,025		198,025	198,025
Capital Appreciation Bonds	27,995		27,995	129,889
Series 2020-A Refunding Bonds	179,475		179,475	179,475
Series 2020-B Refunding Put Bonds	225,000		225,000	225,000
Series 2020-C Refunding Bonds	279,305		279,305	279,305
Subtotal First Tier Revenue Bonds	1,782,590	(598,020)	1,184,570	1,609,655
Second Tier Revenue Bonds				
Series 2015-C Refunding Bonds	1,157,320	(2,200)	1,155,120	1,155,120
Total	\$ 2,939,910	\$ (600,220)	\$ 2,339,690	\$ 2,764,775

⁽¹⁾ The accreted value for outstanding capital appreciation bonds reflects the accreted value of the original par and premium (if applicable) as of 11/30/2022.

8.0 Auto Toll Rates by Calendar Year (In Nominal Dollars)

Element	Tolled Miles	Full Length Toll Rates		Per Mile Toll Rates	
		CY 2022	CY 2023	CY 2022	CY 2023
Loop 1	4.0	\$1.21	\$1.24	\$0.30	\$0.31
SH 45N	12.8	\$2.42	\$2.48	\$0.19	\$0.19
SH 130	49.0	\$8.00	\$8.20	\$0.16	\$0.17
SH 45SE	7.0	\$1.19	\$1.22	\$0.17	\$0.17

The toll rates shown are for ETC transactions for two-axle vehicles (“Auto”) and take effect January 1 of each calendar year (CY). The Full Length Toll Rates are the summation of the base auto tolls charged when paying with TxTag at all mainline gantries when traveling the full length of each facility. PBM transactions apply a 50% surcharge over the ETC rates shown.

The Commission’s toll rate escalation policy for CTTS authorizes the TxDOT executive director to annually escalate toll rates on the System by the escalation percentage indicated in the consumer price index (CPI-U) in effect on October 1st each year. The resulting toll rates will become effective automatically on January 1 of the next calendar year and will be implemented by the Executive Director unless the

Commission affirmatively votes prior to January 1 to modify the toll rate escalation percentage. At the Commission’s meeting in September 2022, TxDOT reported to the Commission that the System toll rate escalation percentage was calculated to be 8.30% for CY 2023. Pursuant to Minute Order 116329, dated September 22, 2022, the Commission determined that the reported toll rate escalation percentage was unusually high and modified the toll rate escalation percentage for CTTS to be 0.00% for CY 2023. On November 16, 2022, the Commission took further action (Minute Order 116380) by modifying the toll rate escalation percentage for the System to be 2.40% for CY 2023. See more information regarding the CY 2023 toll rate escalation, in “Relevant Links: CTTS Toll Rate Schedules.”

9.0 Other Information

None

10.0 Relevant Links

Additional information is available on the CTTS using the web addresses provided below. Such reports and additional information should not be considered to speak as of any date other than the date indicated in such document.

EMMA Website	www.emma.msrb.org
CTTS EMMA Issuer Homepage	www.emma.msrb.org/IssuerHomePage/Issuer?id=FE6B1DF57C7936E2E043151ED20A6141&type=M
CTTS AFR (Fiscal Year 2022)	https://emma.msrb.org/P11692246.pdf
CTTS Annual Continuing Disclosure (Fiscal Year 2021)	https://emma.msrb.org/P21549247-P21197311-P21616701.pdf
CTTS Annual Inspection Report (Fiscal Year 2022)	https://emma.msrb.org/P11663478.pdf
CTTS 2020 Official Statement	https://emma.msrb.org/ES1460844.pdf
TxDOT Investor Relations Website	www.txdot.gov/inside-txdot/division/debt/investors.html
TxTag - Austin Area Toll Roads	https://www.txtag.org/txtagstorefront/en/learnmore/austinAreaTolls
CTTS Toll Rate Schedules	https://emma.msrb.org/P21684708.pdf

11.0 Contact Information

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