

Central Texas Turnpike System

Voluntary Quarterly Report of Actual Traffic and Toll Revenue

For the Fiscal Quarter ending May 31, 2023



Relating to Each Outstanding Issue with CUSIP Prefixes 88283K and 882762
Filed by the Texas Transportation Commission on July 31, 2023





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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. Many of the website links referenced in this report are also available at the end of this report in the section titled "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.
- The 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)

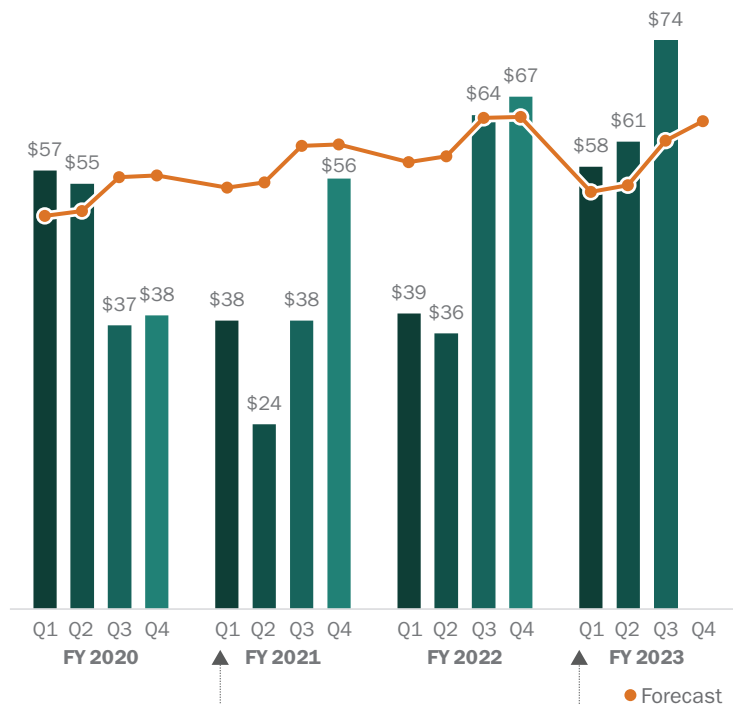
Forecasted toll revenue and transactions for Fiscal Year 2020 through 2022 are based on the forecast provided in the Central Texas Turnpike System 2018 Traffic & Revenue Study dated August 29, 2018 (the 2018 T&R Study).

At the request of TxDOT, Stantec Consulting Services Inc., the Traffic Consultant for CTTs, prepared a "Central Texas Turnpike System 2022 Traffic & Revenue Study" dated as of January 27, 2023 (the 2022 T&R Study). The 2022 T&R Study is a Level 3+ study to develop projections of traffic and toll revenue for Fiscal Years 2023 through 2042 and to assist with TxDOT planning. See Relevant Links herein.

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.

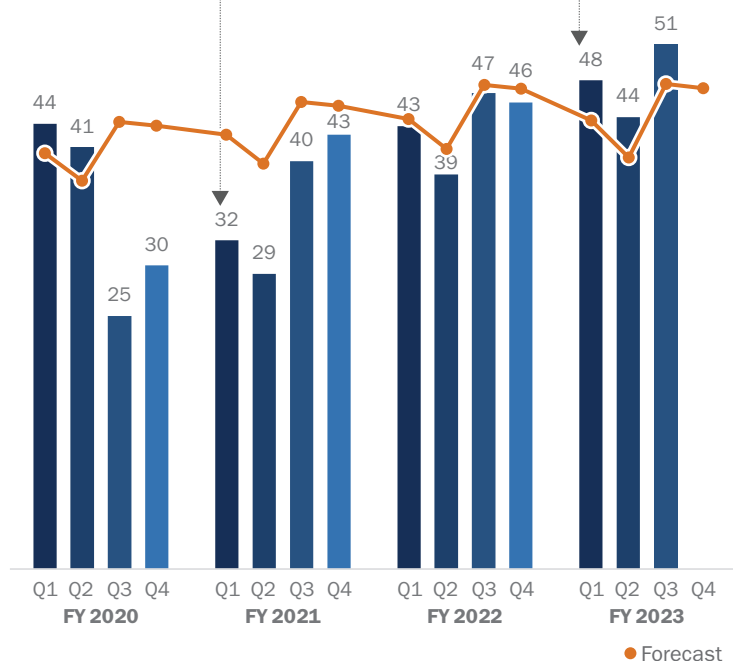
Actual and Forecast Quarterly Toll Revenue



TxDOT Back Office Transition Began

2022 T&R Study Forecast Begins

Actual and Forecast Quarterly Toll Transactions



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

				Prior Year Comparisons									
Quarter by Month				Quarter Ending May 31				Fiscal Year to Date as of May 31					
	Mar-23	Apr-23	May-23	2023	2022	\$/#	Variance	% Var	2023	2022	\$/#	Variance	% Var
Revenues													
Toll Revenue ¹	\$ 25,125	\$ 23,759	\$ 25,171	\$ 74,055	\$ 64,474	\$	9,582	15%	\$ 192,773	\$ 138,971	\$	53,802	39%
Fee Revenue	4,672	4,322	4,351	13,345	11,880		1,465	12%	37,041	32,550		4,491	14%
Investment & Other Income	2,984	1,768	2,071	6,823	664		6,159	928%	13,871	4,058		9,813	242%
Total Revenues	\$ 32,780	\$ 29,850	\$ 31,593	\$ 94,223	\$ 77,017	\$	17,206	22%	\$ 243,685	\$ 175,579	\$	68,106	39%
Expenses													
O&M Expense ²	\$ 6,795	\$ 14,216	\$ 9,732	\$ 30,743	\$ 41,038	\$	10,295	25%	\$ 117,447	\$ 83,613	\$	(33,834)	-40%
Major Maintenance	518	153	193	864	2,489		1,625	65%	7,167	9,108		1,941	21%
Expenses	\$ 7,313	\$ 14,370	\$ 9,925	\$ 31,608	\$ 43,528	\$	11,920	27%	\$ 124,615	\$ 92,721	\$	(31,894)	-34%
Transactions													
Auto	15,564	14,700	15,488	45,752	41,777		3,976	10%	128,361	115,391		12,970	11%
Truck	1,977	1,733	1,883	5,593	4,903		690	14%	15,191	13,385		1,806	13%
Total Transactions	17,541	16,433	17,372	51,345	46,680		4,666	10%	143,553	128,776		14,776	11%

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

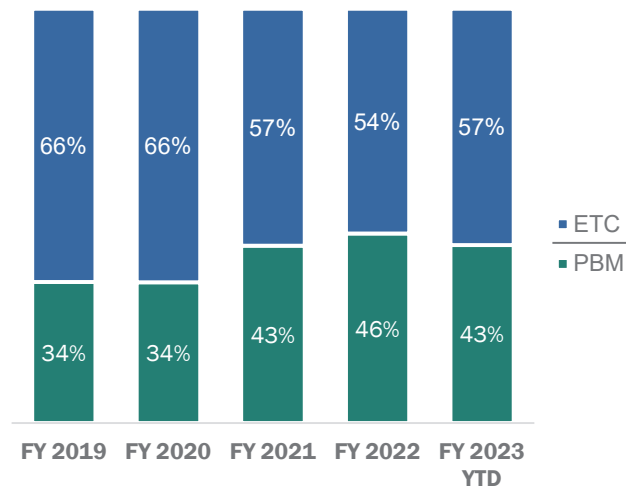
By Facility					System Total
Month	Loop 1	SH 45N	SH 130	SH 45SE	
Sep	\$ 2,132	\$ 4,293	\$ 11,884	\$ 672	\$ 18,981
Oct	2,135	4,269	12,319	671	19,395
Nov	2,082	4,200	12,376	695	19,353
Dec	2,197	4,395	13,139	773	20,504
Jan	2,303	4,620	13,574	792	21,289
Feb	2,105	4,177	12,194	719	19,195
Mar	2,647	5,309	16,226	942	25,125
Apr	2,466	5,057	15,323	914	23,759
May	2,612	5,312	16,263	984	25,171
Jun					
Jul					
Aug					
Total	\$ 20,679	\$ 41,633	\$ 123,298	\$ 7,163	\$ 192,773

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	2,266	4,688	7,962	644	8,740	6,819	15,559
Jan	2,173	4,506	7,381	594	8,393	6,260	14,653
Feb	2,053	4,265	7,159	602	8,133	5,946	14,079
Mar	2,446	5,115	9,211	769	10,121	7,420	17,541
Apr	2,307	4,873	8,531	722	9,550	6,883	16,433
May	2,445	5,153	9,008	766	10,178	7,194	17,372
Jun							
Jul							
Aug							
Total	20,562	42,903	73,916	6,172	81,915	61,637	143,553

Historical ETC vs. PBM Transactions



6.0 Debt Service Coverage¹ (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
Investment & Other Income ³	12,097	9,601	6,440	7,444
Total Revenues	\$ 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	\$ 488,376
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	132,744
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	1,626,159
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	\$ 2,781,279

¹ The accreted value for outstanding capital appreciation bonds reflects the accreted value of the original par and premium (if applicable) as of May 31, 2023.

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

Element	Tolled Distance (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

Update to Previously Reported Events in Connection with the TxDOT Back-Office System

With respect to TxTag and non-ETC transactions on certain toll roads that it operates (including the System), TxDOT continues to experience periods of higher-than-normal level of customer call volumes; however, the number of customer complaints is at normal levels. TxDOT has also continued to suspend the charging of administrative fees for non-payment of invoices for non-ETC toll transactions occurring on certain toll roads that it operates (including the System), as well as the mailing of notices of prohibition to habitual violators. Such suspensions have been continuing since the back-office transition activities began in November 2020.

In connection with Crowe LLP's audit of TxDOT's financial statements for the Fiscal Year ended August 31, 2022, and in connection with planning and performing such audit, Crowe reported to the Commission and TxDOT that the material weaknesses in TxDOT's internal

controls over the implementation of its new back-office system that were reported in the financial statements for the Fiscal Year ended August 31, 2021, have been substantially remediated and Crowe did not report any new material weaknesses.

TxDOT may procure and enter into agreements with one or more new toll service providers at any time to provide all or a portion of the toll operations services, functions, and activities currently being provided by TxDOT and its existing service providers for the System and the other toll roads owned or operated by TxDOT, including but not limited to, toll transaction processing, billing and customer service, back-office systems and services, and violations and collections processing, all as determined by TxDOT to be the most beneficial approach in terms of cost and other factors.

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 2022)	https://emma.msrb.org/P21713984.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	https://www.txdot.gov/about/financial-management/investor-relations/investor-relations-disclaimer.html
TxTag - Austin Area Toll Roads	https://www.txtag.org/txtagstorefront/en/learnmore/austinAreaTolls
CTTS Toll Rate Schedules	https://emma.msrb.org/P21684708.pdf
CTTS 2022 Traffic and Revenue Study	https://emma.msrb.org/P21714044.pdf

11.0 Contact Information

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