

Rating Action: Moody's assigns Aa3 to Oklahoma Tumpike Authority's Second Senior Revenue Bonds, Series 2023 and affirms outstanding ratings; outlook stable

14 Sep 2023

New York, September 14, 2023 – Moody's Investors Service has assigned a Aa3 rating to Oklahoma Tumpike Authority's (OTA) \$500 million Second Senior Revenue Bonds, Series 2023. Concurrently, we have also affirmed the Aa3 rating on OTA's \$1.6 billion of outstanding parity second senior revenue bonds. The outlook is stable.

### **RATINGS RATIONALE**

The Aa3 rating reflects OTA's well-established, multi-asset, essential inter- and intrastate connector status with a history of sound management with strong financial metrics that we expect to be maintained despite OTA's new large, multi-year capital expansion program. The rating incorporates the forecast increase in total leverage from the current \$500 million Series 2023 bond sale, as well as the future debt forecast to be issued to finance OTA's \$5 billion 15-year ACCESS Oklahoma Program. OTA expects to maintain near-term debt service coverage ratios (DSCRs) of at least 1.8x over the next couple of years in its base case forecast that incorporates reasonable annual revenue growth of 1 and does not assume new toll rate increases.

The credit impact of the additional debt for the ACCESS Oklahoma Program will depend on OTA's management to its current ten-year financial forecast that includes adequate financial metrics. We expect OTA to balance the pace of ne debt issued over the medium-term commensurate with traffic and revenue growth to ensure its sound forecast financial metrics are maintained. OTA has a history of adjusting toll rates when needed, including during the Great Recession and throughout the OTA's last major capital program, the Driving Forward Program. As such, if traffic and revenue growth is weaker than currently forecast, we expect OTA to adequately adjust rates and costs to ensure DSCRs are maintained at or near the current forecast average of about 1.75x over the long-term.

### RATING OUTLOOK

The stable outlook is based on our expectation that the authority will be able to maintain solid financial metrics supported by timely toll rate adjustments as needed.

# FACTORS THAT COULD LEAD TO AN UPGRADE OF THE RATINGS

- Sustained higher than anticipated traffic growth in the high single digits
- Revenue growth that provides total DSCR consistently above 3.0x

#### FACTORS THAT COULD LEAD TO A DOWNGRADE OF THE RATINGS

- Total DSCRs below 1.5x on a net revenue basis
- Deterioration of liquidity position below 400 days cash on hand

### LEGAL SECURITY

The Second Senior bonds are secured by the net revenues of the turnpike system and a share of state Motor Fuel Tax (MFE) collected based on 97.5% of total gallons of fuel consumed on the authority's turnpikes, with 97% apportioned to Turnpike Trust Fund. The Turnpike Trust Fund, which had a \$48 million balance as of fiscal 2022

(ended December 31), secures the bonds and can only be used to make debt service on outstanding bonds. All MFE taxes not needed to pay debt service are transferred to the Oklahoma Department of Transportation (ODOT) monthly. Given OTA's sound historical financial performance, no MFE taxes have been needed to be used to pay for OTA's debt service since the current law came into effect in 1992. The second senior bond reserve requirement is equal to the lesser of maximum annual debt service or 10% of original par. No First Senior bonds or Subordinated bonds are outstanding and the liens are closed. Junior Obligations may be issued, but only monies in the General Fund may be pledged for the payment of debt service on Junior Obligations. Relatedly, net revenues from the ownership and operation of the tumpike system may not be pledged prior to their deposit in the General Fund.

### **USE OF PROCEEDS**

Series 2023 bond proceeds will be used to finance a portion of OTA's ACCESS Oklahoma program, including reimbursement of previously authorized capital expenditures, fund the indenture required reserves, pay capitalized interest, and pay issuance costs.

# **PROFILE**

OTA is authorized to construct, maintain, repair and operate the tumpike system, which presently consists of eleven tumpikes covering approximately 624.4 miles. The new Gilcrease Expressway that opened in November 2022 is separately financed and not cross-pledged with the other tumpikes. Inclusive of the Gilcrease Expressway, OTA manages twelve tumpikes and the entire system is up to 630 miles. OTA has the exclusive right to determine whether to construct a tumpike route once a route is specified by the legislature, and the right to set toll rates with no executive or legislative branch approval required.

OTA's board of directors consists of the governor, who is a member ex-officio, and six members. In 2023, the state legislature enacted HB 2263 pertaining to appointments to and removals from OTA's board of directors. The law goes into effect November 1, 2023. Going forward, the Governor will continue to serve ex-officio and appoint two members. The Speaker of the State House of Representatives and the President Pro Tempore of the State Senate will each appoint two members. Members may only be removed for cause. Prior to HB 2263, the Governor had the ability to remove any member at any time with or without cause.

### **METHODOLOGY**

The principal methodology used in these ratings was Publicly Managed Toll Roads and Parking Facilities published in May 2023 and available at <a href="https://ratings.moodys.com/mc-documents/403120">https://ratings.moodys.com/mc-documents/403120</a>. Alternatively, please see the Rating Methodologies page on <a href="https://ratings.moodys.com">https://ratings.moodys.com</a> for a copy of this methodology.

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For further specification of Moody's key rating assumptions and sensitivity analysis, see the sections Methodology Assumptions and Sensitivity to Assumptions in the disclosure form. Moody's Rating Symbols and Definitions can be found on https://ratings.moodys.com/rating-definitions.

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