



2025

SH-344/GILCREASE EXPRESSWAY

OKLAHOMA TURNPIKE AUTHORITY OUTLOOK



OKLAHOMA
Turnpike Authority



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MISSION STATEMENT

*“Partnering with others,
we provide our customers
with a choice of a safe,
convenient, efficient,
user-funded
transportation network
focusing on fiscal
responsibility and
promoting economic
development.”*

STATUTORY AUTHORITY

In the 1940s, Oklahoma's state highway system had a few hundred miles of paved roads, but most were still gravel or even dirt. Oklahoma had been a state for just 40 years and in the early stages of developing its infrastructure in comparison with East Coast states that had been building infrastructure since the late 1800s. At this time, the national interstate system was yet to be conceived.

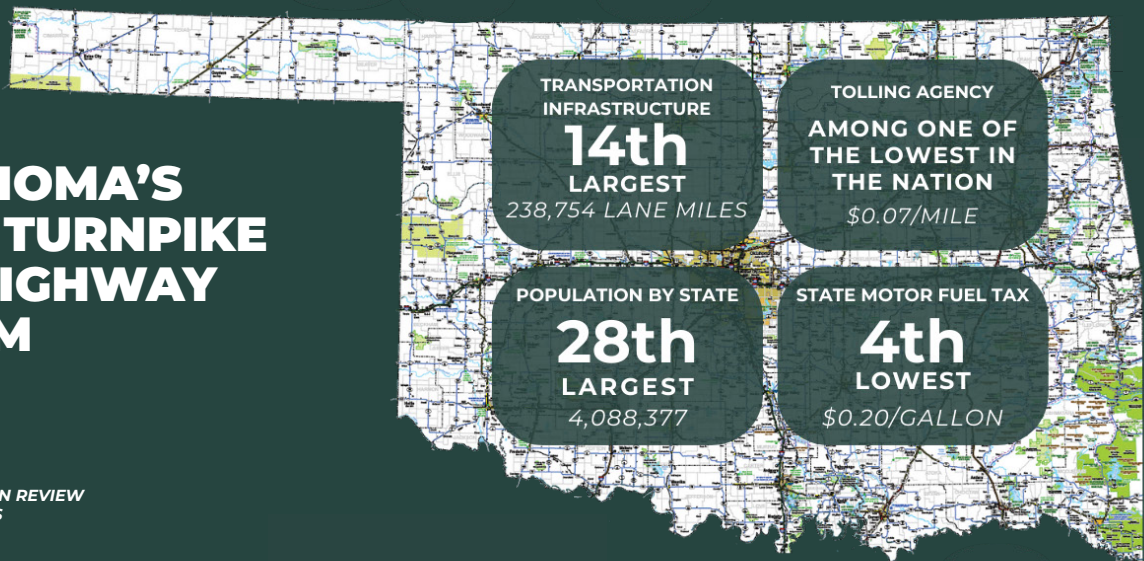
As the nation was coming out of World War II and funding for projects was a challenge, Oklahoma leaders knew they had to act decisively to move the state forward. They chose to diversify funding options for necessary highway infrastructure. It was decided that issuing bonds to build a much-needed high-speed corridor between Oklahoma City and

Tulsa was the fastest and most economical way to get the project done because state and federal funding for it was likely decades away. The Legislature created the Oklahoma Turnpike Authority in 1947 as an instrumentality of the state meaning that it could sell bonds to pay for turnpike construction to be repaid with toll revenue.

While an asset of the state, the turnpike would be held in trust thus ensuring that the bonds were not a debt of the state. Today, the fourth-lowest motor fuel tax in the nation at 20-cents per gallon supports the tax-appropriated state highway system while one of the lowest toll rates in the nation at an average 7-cents per mile supports the direct user, pay-as-you-go turnpike system.

OKLAHOMA'S STATE TURNPIKE AND HIGHWAY SYSTEM

RESOURCES
WORLD POPULATION REVIEW
CONSUMER AFFAIRS
CUBIT PLANNING





It was stated in 1947 that once the bonds for the Turner Turnpike were paid off, that it would revert to the then-Oklahoma Department of Highways to operate and maintain. However, after the 1953 opening of the Turner Turnpike, the state Legislature decided to keep its diversified infrastructure funding model and thus re-formed the Oklahoma Turnpike Authority in state statute. The Legislature provided for statewide representation on the OTA Board and added turnpike projects into law, enumerated in OTA's enabling act, to provide similar high-speed highway corridors in other areas of the state. These changes were supported by a statewide referendum vote in 1954.

To date, OTA remains self-funded through tolls without any state appropriations and about 40 percent of revenue is attributed to out-of-state motorists. OTA has never missed a bond payment in its 71-year history.

What's in the OTA's Enabling Act?

- Outlines 35 locations in which the OTA has authority to operate toll roads in Oklahoma. Currently, there are 12 turnpikes in the state.
 - The Legislature has the exclusive right to authorize turnpike projects.
 - The OTA has the responsibility to complete engineering and economic feasibility analyses of the authorized project routes.
 - OTA confirms with the Oklahoma Supreme Court the legislatively authorized routes before constructing new turnpikes.
- Requires that the OTA establish and revise toll rates.
- OTA is audited every year by a top five national accounting firm in accordance with the Trust Agreement.
- Allows OTA to issue bonds:
 - Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the U.S. Treasury Department and the U.S. Securities and Exchange Commission.

GOVERNANCE



Governor
KEVIN STITT
Member Ex-Officio



Chairman
JOHN D. JONES
District 1
Term: 7/2024 - 6/2030
Oklahoma City



Vice Chairman
WILL L. BERRY
District 3
Term: 4/2021 - 6/2028
Sapulpa



Secretary & Treasurer
TODD CONE
District 2
Term: 7/2019 - 6/2027
Bartlesville



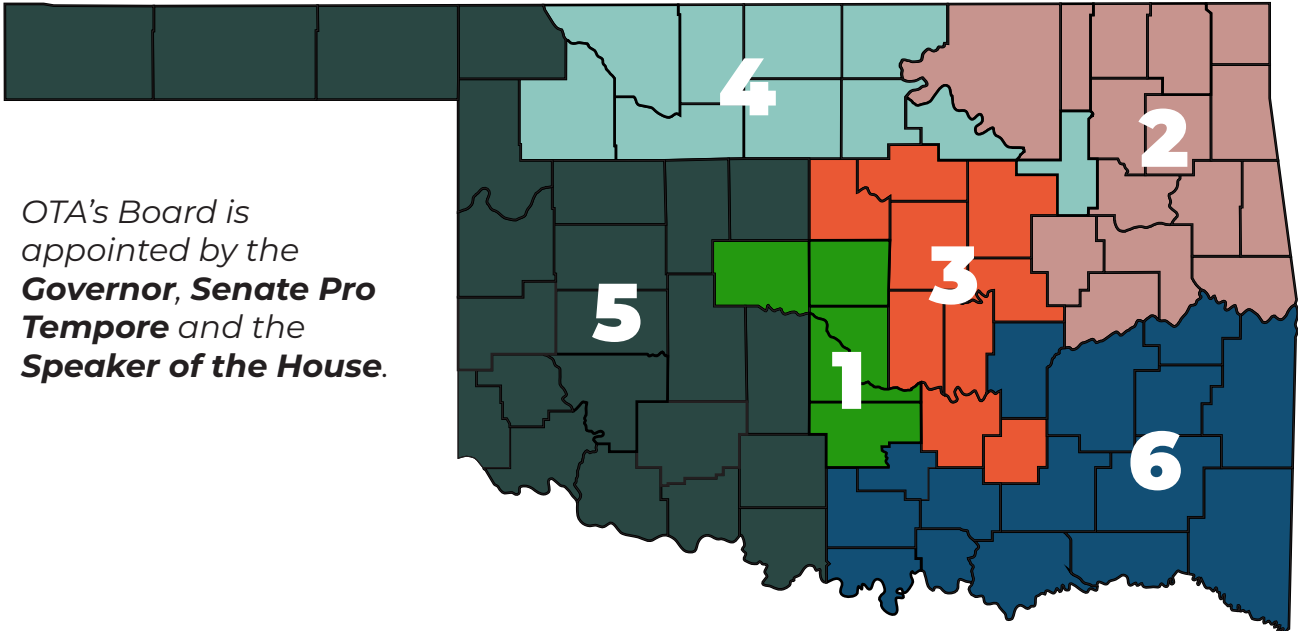
Member
DANA WEBER
District 4
Term: 12/2021 - 6/2029
Sand Springs



Member
GENE LOVE
District 5
Term: 3/2022 - 6/2030
Lawton



Member
JOHN TITSWORTH
District 6
Term: 12/2023 - 6/2029
McAlester



OTA's Board is appointed by the **Governor, Senate Pro Tempore** and the **Speaker of the House**.

LEADERSHIP



Executive Director
JOE ECHELLE
jechelle@pikepass.com



Deputy Director
JONI SEYMOUR
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Chief Financial Officer
JULIE PORTER
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Chief Engineer
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tjanuary@pikepass.com



Director of Customer Service
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Communication & Marketing Manager
LISA SHEARER-SALIM
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ODOT/OTA
Legislative Liaison
MONTIE SMITH
mesmith@odot.org



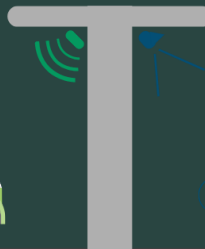
OTA
Legislative Liaison
JORDAN PERDUE
jperdue@pikepass.com



OKLAHOMA
Turnpike Authority

**Based on 2024 data*

17M
MONTHLY
TRANSACTIONS
(average)



**CUSTOMER
CONTACTS**

PIKEPASS



110K

PIKEPASS ACCOUNTS
CREATED ONLINE



87K

AVG. MONTHLY CALLS



50K

CHATBOT QUERIES



9K

IVR SELF-ASSISTED CALLS
**since July 2024*



8K

PIKEPASS ACCOUNTS
CREATED FROM PLATEPAY
TRANSACTION TRANSFER*
**since September 2024*



99
OHP
TROOPERS

3.6M



ACTIVE PIKEPASS TAGS

12

TURNPIKES



12M

ANNUAL
INTEROPERABLE
TRANSACTIONS



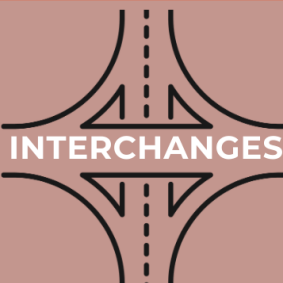
PIKEPASS

Works with

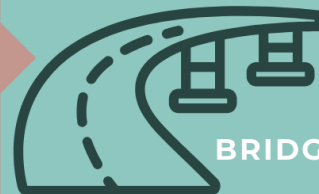
OKLAHOMA, KANSAS, TEXAS, FLORIDA*
and COLORADO TOLL ROADS*

*Not all toll roads in Florida
*Available on E-470 & Express Toll Lanes

104



900



630
MILES OF
ROAD



40%
REVENUE

OUT-OF-STATE

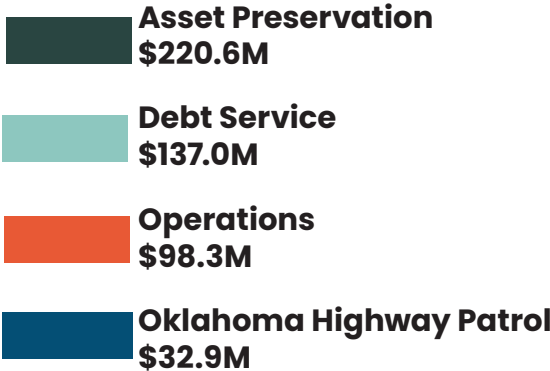
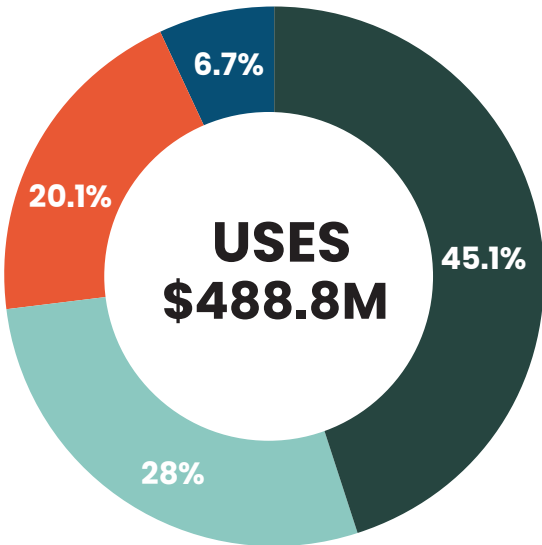
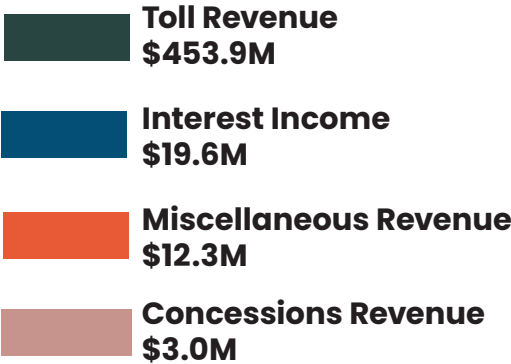
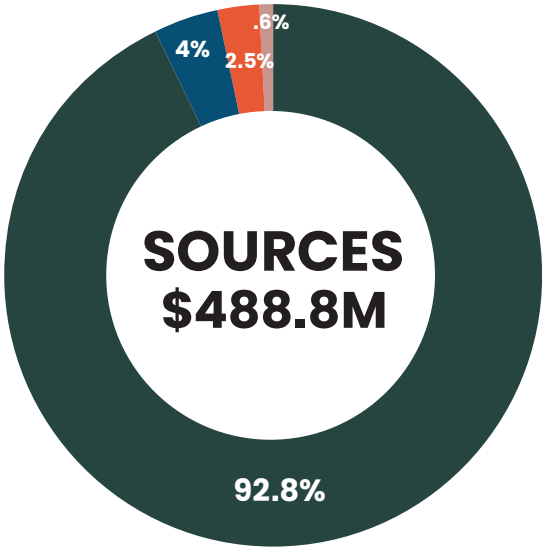


SOURCES & USES FOR 2025

**PROJECTED*

FAST FACT

Jan. 2, 2025, the Authority made its required bond payments of principal and interest of \$137.2 million in full and on time. The Authority has never been in default, nor has it been late on the payment of principal or interest in its 71 years since the Turner Turnpike opened to traffic.



CROSS PLEDGING

As authorized in state statute in 1965, the Oklahoma Turnpike Authority introduced cross pledging, meaning that 11 turnpikes are treated as one system for both bond financing and from a revenue standpoint. Tolls from these turnpikes all go into one fund and are used to support the entirety of the system's operations and maintenance. The only exception is the Gilcrease Expressway in Tulsa, which is on a separate trust indenture due to the funding structure, which includes a federal TIFIA loan.

Treating the turnpike as one system allows the Authority to better support its bond program of necessary infrastructure improvements to ensure that it continues to serve Oklahomans well into the future. All infrastructure ages and the \$8.2 billion ACCESS Oklahoma long-range plan and bond program represents the largest reinvestment into existing turnpikes in the Authority's history. This program will widen to six lanes the I-44/Turner Turnpike, the I-44/Will Rogers Turnpike and the I-344/John Kilpatrick Turnpike while also adding several new interchanges to communities that previously were not possible before the system went fully cashless. Additionally, the bond program will fund construction of the remaining turnpike projects for the Oklahoma City Outer Loop and an I-35 Southern Corridor reliever route project.

FAST FACT

In accordance with Oklahoma law, turnpike revenue bonds are **NOT** an obligation or debt of the State of Oklahoma. Such obligations can be paid solely from OTA's revenues.

Cross pledging makes OTA more attractive in the bond market, further lowering interest rates, which is passed along to motorists through lower toll rates and helps ensure access to transportation infrastructure in more rural areas of the state.

Simply, cross pledging as defined by statute means:

- Turnpike projects may be combined and financed as one project;
- Revenues from all turnpikes are considered "paid out" to be used to pay the debt obligations; and
- Tolls will continue to be collected on all Oklahoma turnpikes as long as any bonds remain outstanding on any individual turnpikes.



FINANCIAL OVERSIGHT

The Oklahoma Turnpike Authority priced bonds Jan. 28, 2025, for \$1.1 billion in bonds to fund the ACCESS Oklahoma long-range plan projects and \$148 million in refunding bonds, which resulted in a better interest rate and saving about \$18 million on 2017A Bonds without extending the term of those bonds. Total orders amounted to more than seven times over subscription in the original pricing. More than 1,000 bonds were sold to the individual retail market in Oklahoma. All Oklahoma resident orders that were received were fulfilled.

OTA complied with all rules and regulations of the U.S. Treasury Department to ensure that the interest on the Authority’s bonds is not subject to Federal Income taxation. The Authority is also subject to the rules of the U.S. Securities and Exchange Commission (SEC). **The SEC**

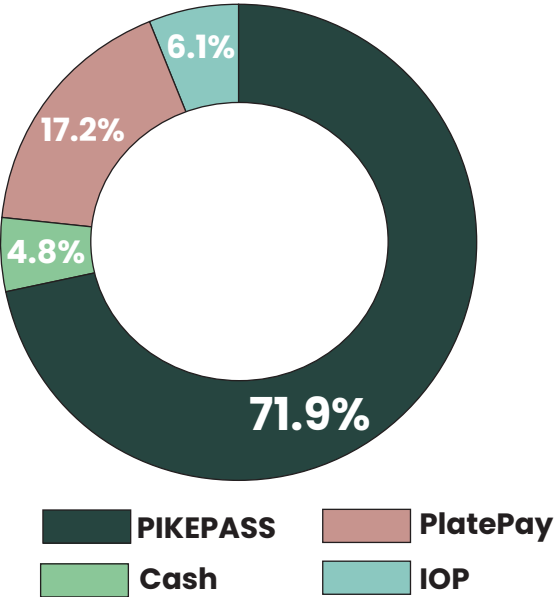
Rule 240.10b-5(b) states that it is “unlawful to make any untrue statement of a material fact or to omit to state a material fact necessary in order to make the statements made, in the light of circumstances under which they were made, not misleading.” Essentially, the bond offering documents must be true and correct and not omit anything that might mislead potential investors.

Additionally, before any bonds are sold, the purpose of such bonds and proposed expenditure of such proceeds is subjected to scrutiny by the Governor, the OTA Board, the Oklahoma Transportation Commission for route approval, the Oklahoma Council of Bond Oversight (COBO) and finally, with respect to new turnpikes or forms of financing, the Oklahoma Supreme Court through a request by OTA to validate the bonds, which confirms OTA’s legal authorization to issue bonds to finance the construction of such proposed new tunpikes.

FAST FACT

The Oklahoma Turnpike Authority provides transportation solutions for infrastructure needs that otherwise would go unmet on the state transportation system due to funding differences and the different sizes of the systems between the Oklahoma Department of Transportation and the Authority.

2024 TOLL REVENUE



*unaudited

RATINGS OUTLOOK

STABLE OUTLOOK

JANUARY 2025

A history of sound management practices, strong fiscal controls and financial metrics along with a stable traffic profile with low toll rates are all cited by the rating agencies for the “AA-” category rating. OTA continues to meet and exceed financial expectations while maintaining a safe and effective network of toll roads that connect seamlessly with the state highway system.

MOODY'S AA3 OUTLOOK STABLE

Aa3

“The Aa3 rating reflects OTA’s well-established, multi-asset, essential inter-and intrastate connector status, a history of sound project and toll rate management, and strong financial metrics during the early years of the sizeable 15-year ACCESS Oklahoma Program.”

FITCH AA- OUTLOOK STABLE

AA-

“The rating reflects the turn-pike system’s demonstrated mature and stable traffic profile along with significant rate-making flexibility... OTA maintains a healthy financial position due to stable traffic and revenue growth.”

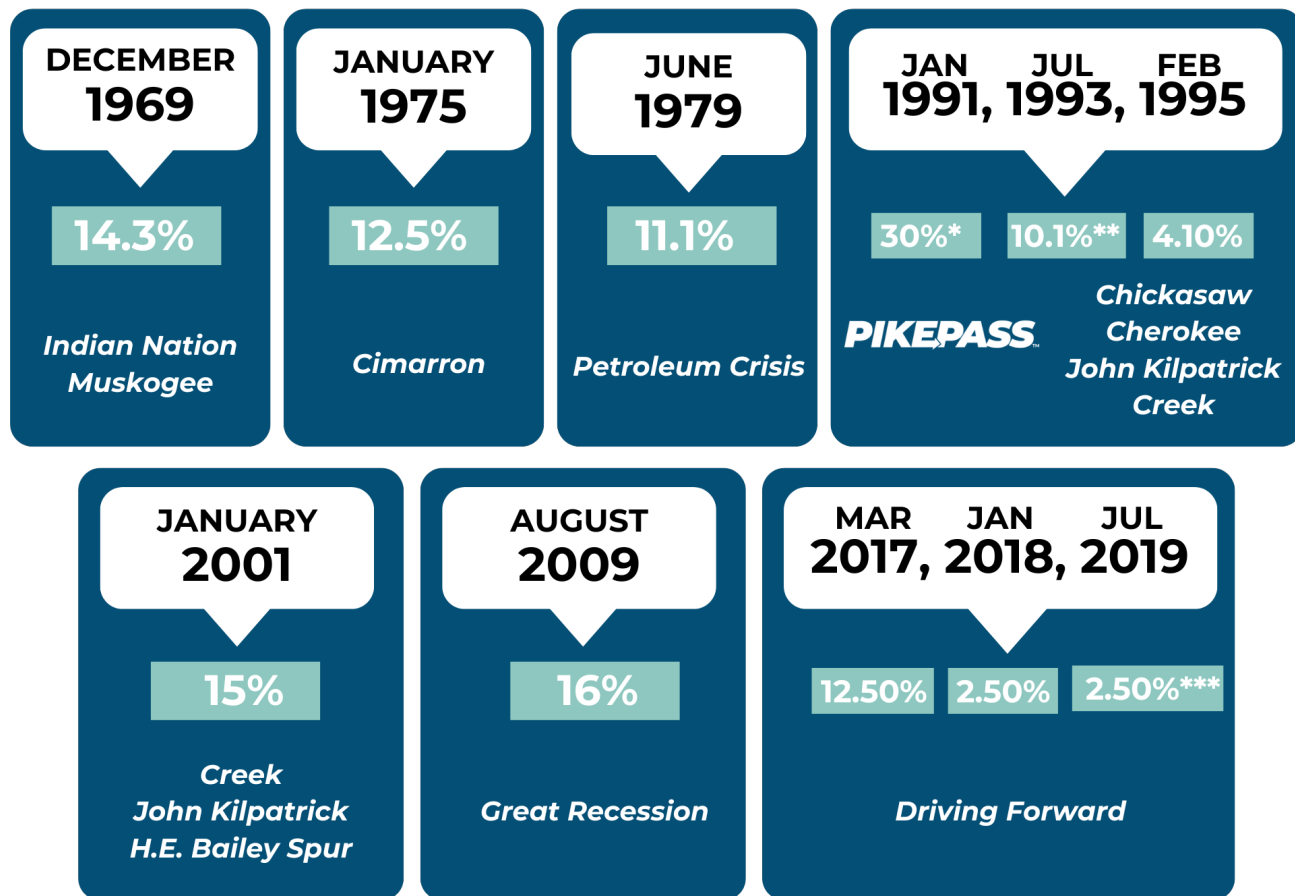
S&P GLOBAL AA- OUTLOOK STABLE

AA-

“(The rating reflects) OTA has a large and mature system with resilient demand exhibited through different economic cycles, as well as strong management that has demonstrated the ability to adjust operating expenses and its debt issuance schedule, when necessary...”

OTA’s strong financial position and compliance with its Trust Indentures helps keep its bond ratings from the independent rating agencies among the highest of any tolling entity in the nation. This allows the Authority to borrow money on the most favorable terms possible, thereby keeping tolls lower for patrons.

HISTORY OF TOLL INCREASES



* The PIKEPASS rate did not change, however, on Jan. 1, 1991, the cash rate increased 30%. If a patron got a PIKEPASS the rate remained the same cash rate that had been in effect since 1979.

** On July 7, 1993, the cash rate increased 10% and the PIKEPASS rate increased 20%.

*** The 2019 toll increase only affected the cash toll rate.

TURNPIKES AT A GLANCE

TURNER TURNPIKE (I-44)

Year Open: 1953
Average Annual Daily Traffic: 34,365
86.0 miles in length, connects
Oklahoma City with Tulsa.

WILL ROGERS TURNPIKE (I-44)

Year Open: 1957
Average Annual Daily Traffic: 27,526
88 miles in length, extends from Tulsa
to the Oklahoma-Missouri state line.

H.E. BAILEY TURNPIKE (I-44)

Year Open: 1964
Average Annual Daily Traffic: 23,835
94 miles, extends from Oklahoma
City to US-70 near Wichita Falls and
8.2-mile spur connects to SH-9 in
Norman.

INDIAN NATION TURNPIKE (SH-375)

Year Open: 1966
Average Annual Daily Traffic: 10,122
105 miles in length, connects
Henryetta at I-40 to US-70 near Hugo.

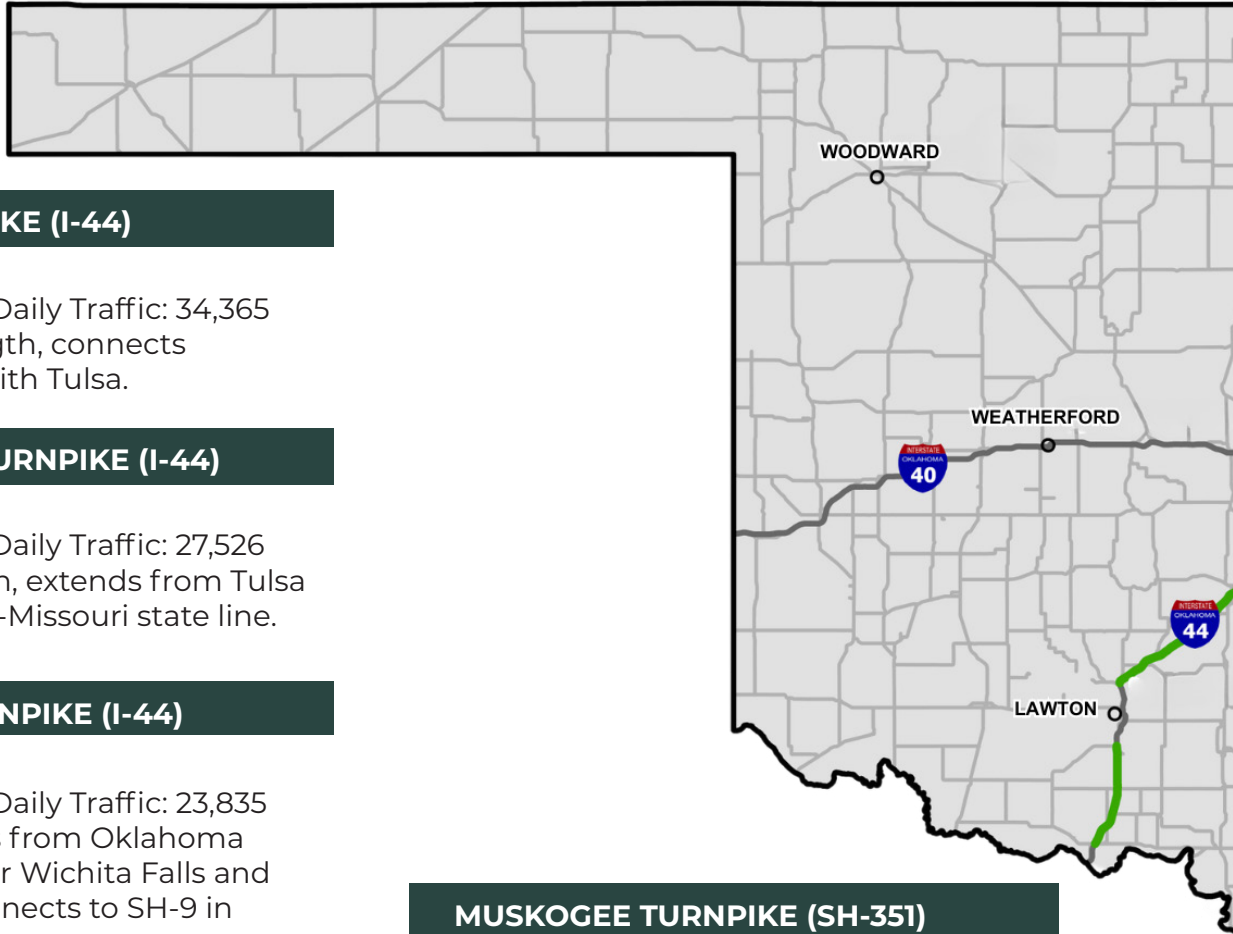
*Average Annual Daily Traffic (ADT) for 2024.
For latest traffic data visit oklahoma.gov/ota/investor-relations

MUSKOGEE TURNPIKE (SH-351)

Year Open: 1969
Average Annual Daily Traffic: 27,992
53 miles in length, connects
Webbers Falls at I-40 with Tulsa.

CHICKASAW TURNPIKE (SH-301)

Year Open: 1991
Average Annual Daily Traffic: 3,793
13 miles in length, extends from US-
177 north of Sulpher to SH-1 near Ada.





CHEROKEE TURNPIKE (US-412)

Year Open: 1991
 Average Annual Daily Traffic: 8,332
 33 miles in length, extends eastward from US-412 near Locust Grove to US-412 west of West Siloam Springs.

CIMARRON TURNPIKE (US-412)

Year Open: 1975
 Average Annual Daily Traffic: 10,155
 68 miles, extends from I-35/US-64 east of Enid to Tulsa, and spur connects to Stillwater.

JOHN KILPATRICK TURNPIKE (I-344)

Year Open: 1991
 Average Annual Daily Traffic: 76,217
 31 miles, extends from I-44/Turner Turnpike and I-35 to I-40 between Mustang and Sara Road.

CREEK TURNPIKE (SH-364)

Year Open: 1992
 Average Annual Daily Traffic: 59,319
 34 miles, extends through south Tulsa, Jenks and Broken Arrow. Connects Turner Turnpike to Will Rogers Turnpike.

KICKAPOO TURNPIKE (I-335)

Year Open: 2021
 Average Annual Daily Traffic: 9,066
 19 miles in length, extends to connect I-40 to I-44 on the eastern side of Oklahoma County.

GILCREASE EXPRESSWAY (SH-344)

Year Open: 2022
 Average Annual Daily Traffic: 8,883
 6 miles in length, extends an existing expressway system between I-44 and US-412 in the Tulsa region.

TOLL RATES

The Oklahoma Turnpike Authority Board approved in December 2024 an average 1-cent per mile toll rate increase system-wide. This means average PIKEPASS toll rates were 6 cents per mile in 2024 and now are 7 cents per mile. Historically, the Authority has passed toll increases 11 previous times since the Turner Turnpike’s original opening in 1953 and these rate increases generally were related to significant construction and reinvestment in Oklahoma’s turnpike system. OTA has been very reserved in passing toll increases through the decades in deference to Oklahomans’ preference for lower taxes and a low-cost of living. Specifically, OTA’s toll rates have remained far below inflation and remain below the national average of 22 cents per mile.

PIKEPASS™		National
Before increase: Passenger = \$.06/mile (on average)	Passenger = \$.22/mile (on average)	Commercial - \$.79/mile (on average)
After increase: Passenger = \$.07/mile (on average)		
Before increase: Commercial = \$.22/mile (on average)	Commercial - \$.79/mile (on average)	
After increase: Commercial = \$.25/mile (on average)		

This year’s toll rate increase is no exception. OTA is in the early stages of a 15-year, \$8.2 billion upgrade of its turn-pikes, which is the most significant system reinvestment in the Authority’s history. The reasons for this investment are due to age, condition, and modernizing the system while also providing safety upgrades. With the recent completion of a system-wide cashless conversion in 2024, it is now possible to add new inter-changes across the turnpike system. Additionally, the I-44/Will Rogers, I-44/Turner Turnpike and I-344/John Kilpatrick Turnpike will be widened to six lanes to ease congestion and improve safety along with numerous bridge and pavement rehabilitation projects. The reinvestment program also includes the completion of the Oklahoma City Outer Loop and a reliever route for the I-35 southern corridor. Learn more about overall system upgrades and improvements at www.accessoklahoma.com.

The Board also approved beginning Jan. 1, 2027, a planned implementation of a bi-annual 6 percent toll rate structure increase to reflect anticipated future inflation. These rate adjustments will be reviewed annually in consultation with OTA’s traffic engineers as required by the Authority’s Trust Agreement. Upon review, the Board will consider adopting the inflationary adjustment to the schedule of tolls sometime before each such effective date.

With this toll rate change, the OTA also simplified toll category classification going from five categories to three – small, medium and large.



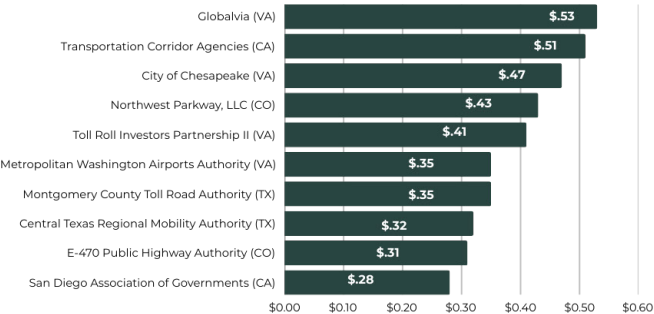
Prior to the 2025 toll rate increase, turnpike patrons enjoyed, on average 6-cents per mile at the PIKEPASS rate. An example of the benefits in this difference in cost is shown in the graphic on the I-44/Turner Turnpike at four lanes and on the same turnpike shown at six lanes. Increasing the toll rate incrementally will help pay for this significant reinvestment. This widening to six lanes of the 86-mile Oklahoma City to Tulsa turnpike will occur as part of ACCESS Oklahoma long-range plan at an overall estimated construction cost of \$2.5 billion throughout the life of the program.

The 2025 toll rate increase varies by turnpike based on the amount of infrastructure improvements planned within the long-range plan.

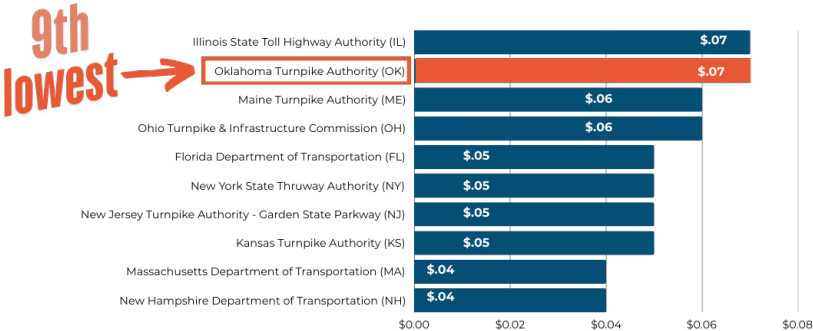
- **20 percent** toll increase on the I-44/Turner, I-44/Will Rogers, I-344/John Kilpatrick and I-335/Kickapoo turnpikes.
- **15 percent** toll increase on the I-44/H.E. Bailey, Creek, Indian Nation and Muskogee turnpikes.
- **10 percent** toll increase on the Cimarron, Cherokee and Chickasaw turnpikes.



TOP 10 HIGHEST U.S. TOLLING AGENCIES PER MILE



10 LOWEST U.S. TOLLING AGENCIES PER MILE

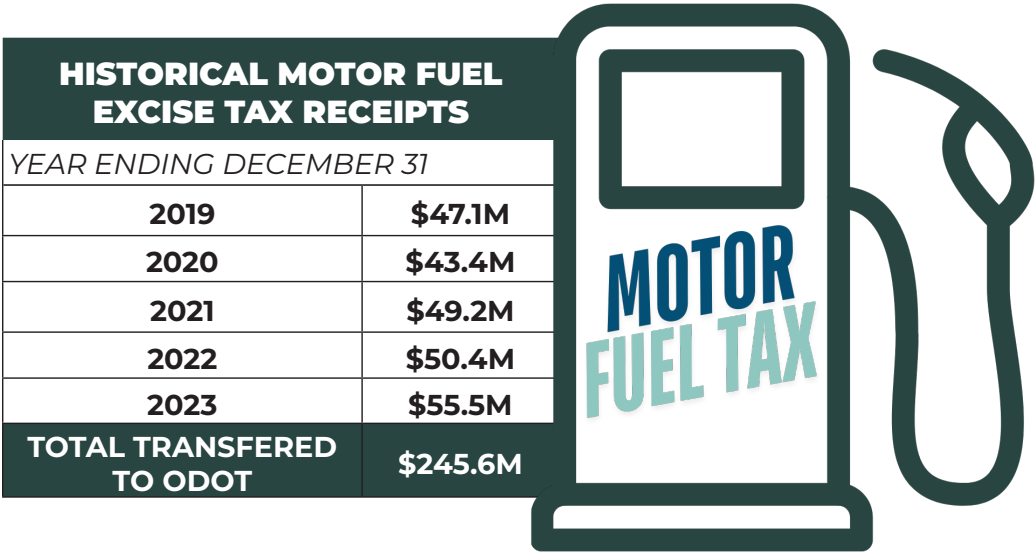


MOTOR FUEL EXCISE TAXES SERVE AS A CREDIT ENHANCEMENT

Pursuant to the Oklahoma Turnpike Authority’s enabling act, the Oklahoma Tax Commission is required to determine monthly an amount equal to motor fuel excise taxes derived from 97.5 percent of total gallons of all fuels consumed on all turnpikes.

- 97 percent is apportioned monthly to the Authority for deposit into the Turnpike Trust Fund, subject to certain limitations; and
- 3 percent is apportioned to the Oklahoma Tax Commission Fund.

Such apportionment shall continue until all Authority debt is paid in full. This was added to state statute in 1992 to make these funds available to fund debt service and reserves to the extent monies are not otherwise available for such purposes.



FAST FACT

All motor fuel excise taxes not required to pay debt service on OTA’s bonds are transferred to the Oklahoma Department of Transportation on a monthly basis. It has NOT been necessary for the Authority to use any motor fuel taxes to pay debt service on its bonds since this legislation was enacted in 1992.

CASHLESS CONVERSION

The Oklahoma Turnpike Authority marked the beginning of a new era in tolling in late 2024 when it successfully completed a four-year process to create non-stop travel on Oklahoma's turnpike system. This is the most significant change to Oklahoma tolling since the introduction of the PIKEPASS toll transponder system in 1991.

PlatePay, the system that replaced cash toll booths and represents about 10 percent of overall turnpike travel, helps create a free flow of traffic and eliminates sudden speed changes. In the six years prior to the start of cashless conversion, more than 500 crashes occurred at tolling booths placing both motorists and employees at risk of severe injuries. This change also offers customers the ability to conveniently pay their tolls online and never be distracted by reaching for cash while driving.

PlatePay cameras photograph a vehicle's license plate, and send the vehicle's registered owner an invoice for their travel. Motorists without a PIKEPASS will receive a bill in the mail or they may look up and pay their toll amount online at www.platepay.com about five days after traveling. PlatePay rates are about 50 percent more than a PIKEPASS rate due to the administrative overhead costs of capturing the license plate information, connecting it to a registered vehicle owner and mailing invoices for payment. To ensure that PIKEPASS

customers do not mistakenly receive a PlatePay invoice, we ask that they please keep their online account up to date with their license plate number and a current address and email address.

Tired of receiving invoices in the mail?

Save time and money with a new account! Click the "Sign Up Now" button below to get started and easily transfer your existing PlatePay account at the current PIKEPASS rate!

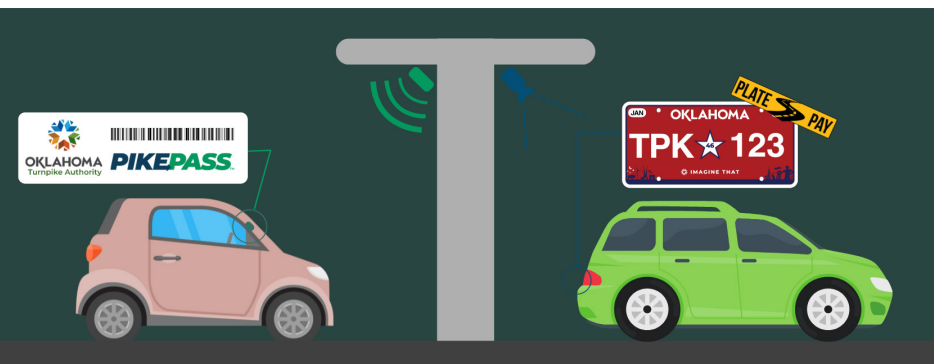
PIKEPASS

[Sign Up Now](#)

Already have a PIKEPASS account?

Click the "Sign In Now" button below to easily transfer your existing PlatePay transactions at the current PIKEPASS rate!

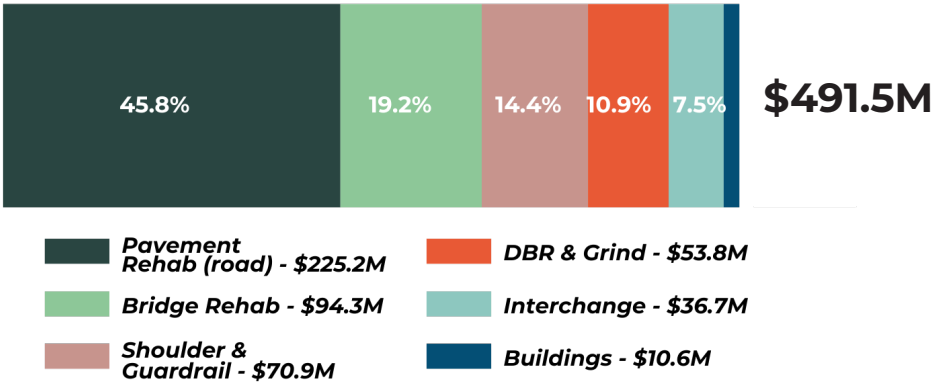
[Sign Up Now](#)



Overall, the conversion process cost nearly \$60 million to complete. For cashless conversion dates, please reference the timeline in the back of this book.

CAPITAL IMPROVEMENT PLAN

CAPITAL IMPROVEMENT PRIORITIES 2025 - 2029



The OTA is committed to maintaining its turnpike network in good condition and that means planning for maintenance needs across all turnpikes to keep traffic flowing and extending their useful life while ensuring the traveling public's safety.

OTA's five-year Capital Plan for 2025-2029 features an investment of \$492 million back into the system for projects ranging from updating highway striping to bridge and pavement rehabilitations.

These updates will provide benefits to motorists for the next 20-30 years. The primary funding sources for Capital Plan projects are toll revenues collected from across the turnpike system. The OTA does not receive any appropriated state and federal funds.

The General Consulting Engineer inspects all roadways, bridges, and facilities annually per trust requirements. This inspection data and project recommendations are used to make annual updates to the five-year Capital Plan.



US-412/Cimarron Turnpike

2025: \$10.8M
2026: \$17.3M
2027: \$28.7M
2028: \$11.9M
2029: \$15.6M

\$84.3M



SH-375/Indian Nation Turnpike

2025: \$19.2M
2026: \$22.5M
2027: \$37.4M
2028: \$36.4M
2029: \$26.7M

\$142.2M

US-412/Cherokee Turnpike



2026: \$2.7M
2028: \$3.6M

\$6.3M

SH-351/Muskogee Turnpike



2025: \$35.4M
2026: \$30.7M
2027: \$19.9M
2028: \$14.4M

\$100.4M



I-44/Will Rogers Turnpike

2025: \$5.2M
2026: \$18.8M
2027: \$20.4M
2028: \$12.9M
2029: \$28.1M

\$85.4M



I-44/H.E. Bailey Turnpike

2025: \$19.2M
2026: \$9.7M
2027: \$1.6M
2029: \$20M

\$50.5M



I-44/Turner Turnpike

2025: \$2.8M
2028: \$13.3M

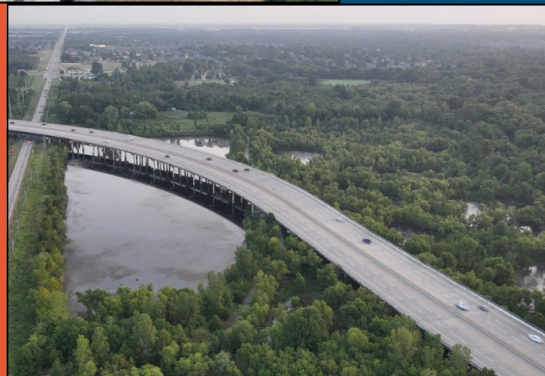
\$16.1M



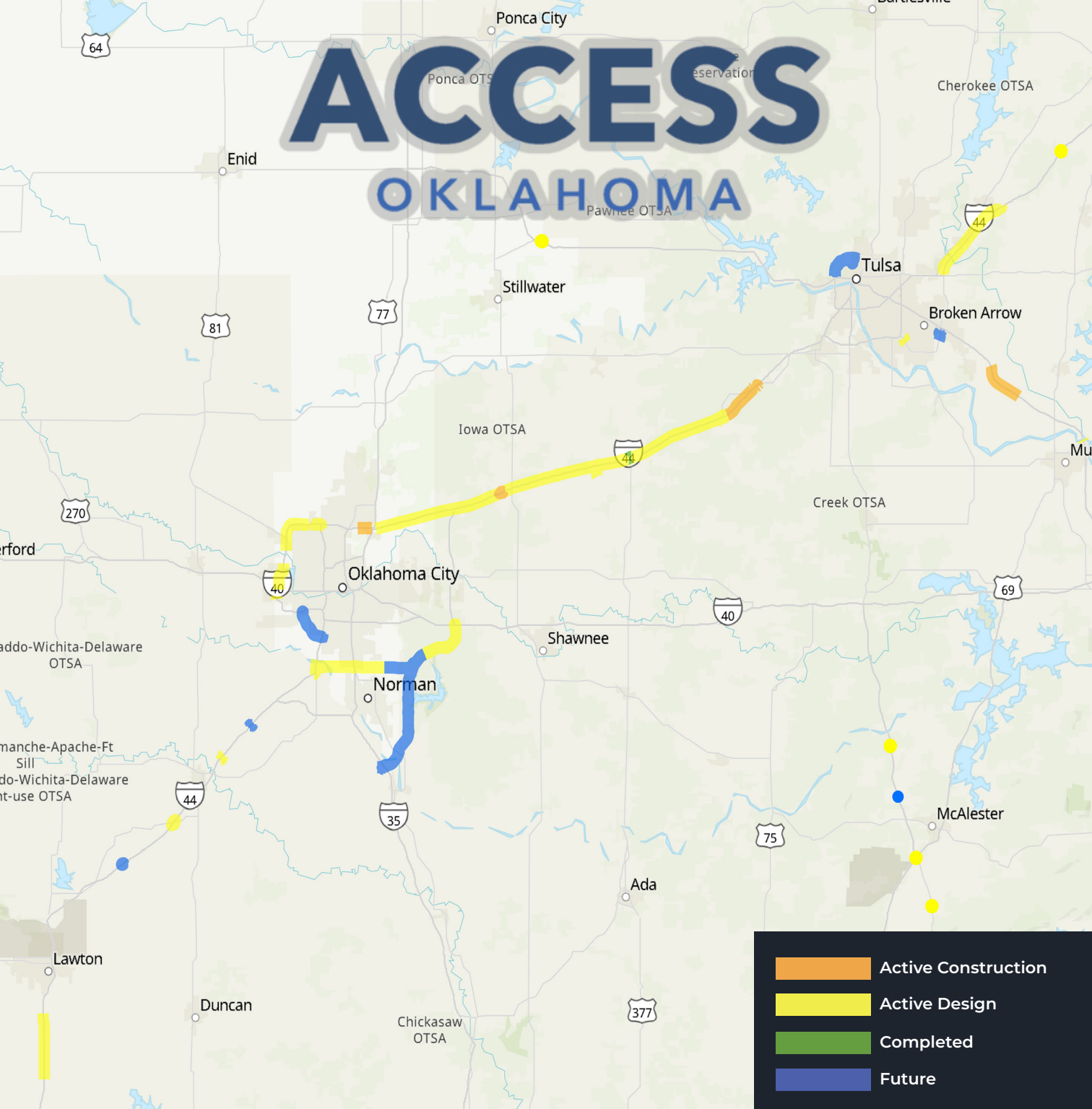
SH-364/Creek Turnpike

2025: \$590K
2026: \$3.5M
2029: \$2.2M

\$6.3M



ACCESS OKLAHOMA



- Active Construction
- Active Design
- Completed
- Future

15-YEAR ACCESS PROGRAM OVERVIEW

\$8.2B*

**TOTAL PROGRAM
INVESTMENT**

**I-44/TURNER
TURNPIKE**

\$2.5B

Widening & Interchanges

**I-44/WILL ROGERS
TURNPIKE**

\$612M

Widening & Interchanges

**JOHN KILPATRICK
TURNPIKE**

\$375M

Widening & Interchanges

**INTERCHANGE
IMPROVEMENTS**

\$330M

*Cimarron, Creek,
H.E. Bailey, Indian Nation*

**NEW
ALIGNMENTS**

\$4.3B

South OKC Metro

**Assumes inflation & contingency over the life of the program
as of January 2025.*



1.844.56.ACCESS | INFO@ACCESSOKLAHOMA.COM

three ways to **TRAVEL**

I-44/Will Rogers Turnpike &
SH-364/Creek Turnpike

 **pluspass**

PLATE  **PAY**

PIKEPASS

**LOWEST
TOLL RATE**



**NON-STOP
TRAVEL**



PAY AS YOU GO



INTEROPERABLE



**AVERAGE
SAVINGS OF 50 %**



[PLUSPASS.COM](https://pluspass.com)

[PLATEPAY.COM](https://platepay.com)

[PIKEPASS.COM](https://pikepass.com)

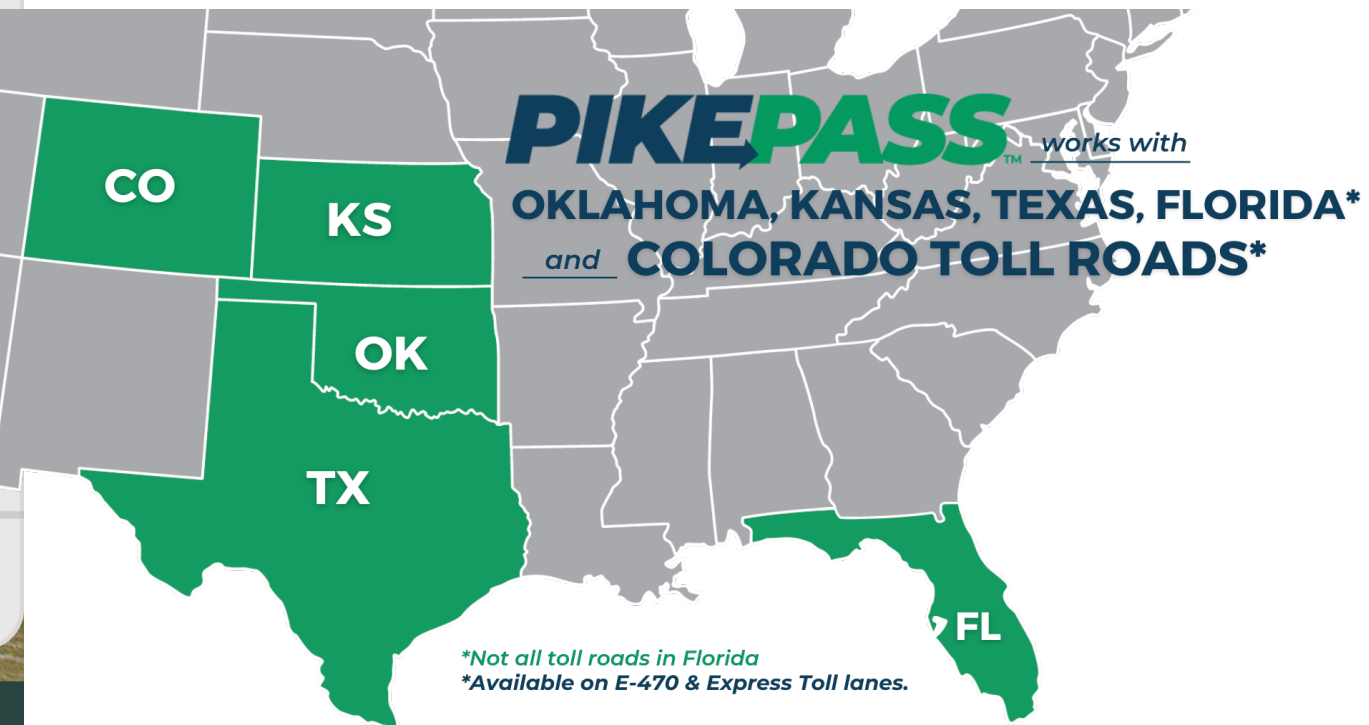
TOLL INTEROPERABILITY

PIKEPASS customers enjoy worry-free travel on toll roads in Kansas, Texas and some portions of Colorado and Florida thanks to interoperability agreements with those states' tolling agencies. This means one toll transponder may be used for traveling in all four states with the same ease and convenience. No matter which of these partner states you're going through, PIKEPASS users will receive a single statement for their travel. PIKEPASS customers using toll roads in other states will receive the lowest toll rate.

The full list of interoperable partners includes North Texas Tollway Authority, Kansas

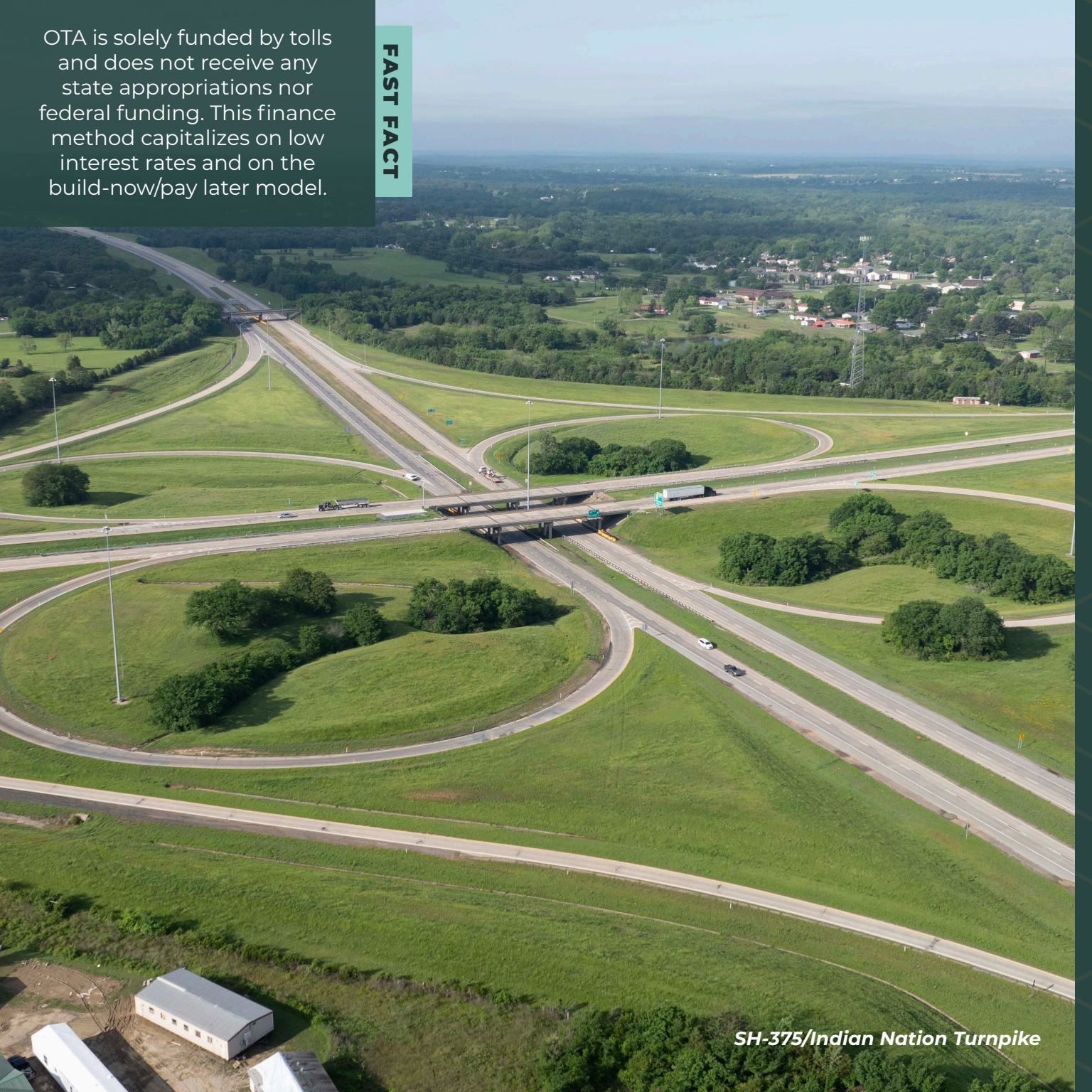
Turnpike Authority, Central Texas Regional Mobility Authority, Harris County Toll Road Authority, Fort Bend County Toll Road Authority, E-470 Public Highway and Florida entities of the Southeastern Interoperability hub.

OTA is committed to expanding interoperability agreements to provide even further travel benefits to its customers. Toll agencies throughout the United States are working to make toll systems compatible with each other. OTA is actively pursuing agreements with other regional hubs across the United States for future travel convenience.

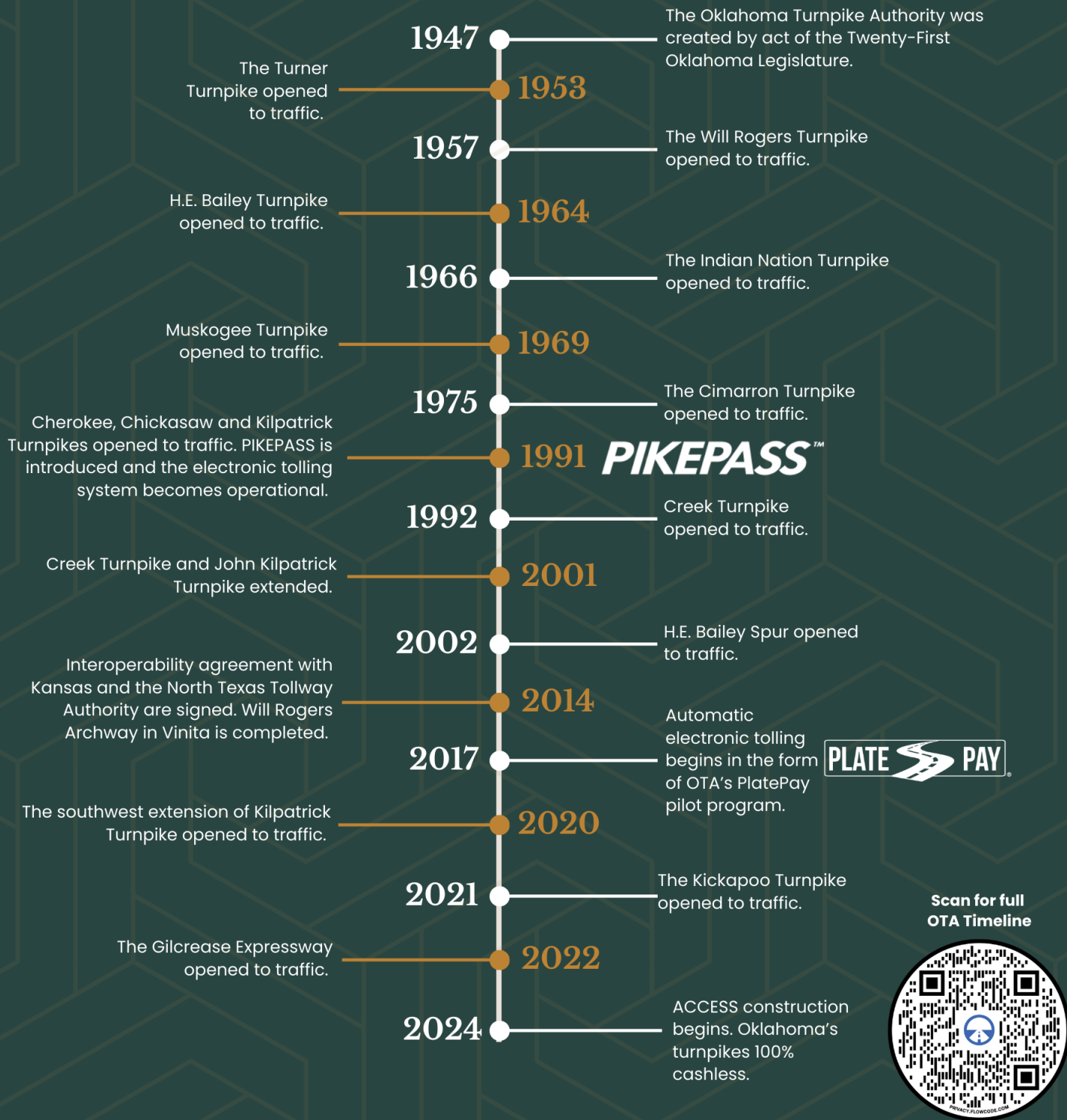


OTA is solely funded by tolls and does not receive any state appropriations nor federal funding. This finance method capitalizes on low interest rates and on the build-now/pay later model.

FAST FACT



SH-375/Indian Nation Turnpike





OKLAHOMA

Turnpike Authority

Oklahoma Turnpike Authority
3500 N. Martin Luther King Ave.
Oklahoma City, OK 73111

oklahoma.gov/ota | 405.425.3600

pikepass.com | 800.745.3727

accessoklahoma.com | 844.562.2237

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