

# OKLAHOMA TURNPIKE AUTHORITY

*SUPPORTING  
OKLAHOMA'S  
TRANSPORTATION  
NEEDS FOR MORE  
THAN 75 YEARS*

# 2024



**OKLAHOMA**  
Turnpike Authority



@OKTURNPIKE | OKLAHOMA TURNPIKE AUTHORITY



I-44/TURNER TURNPIKE

<b>STATUTORY AUTHORITY OF OTA</b> .....	3
<b>OTA GOVERNANCE</b> .....	4
<b>OTA LEADERSHIP</b> .....	5
<b>QUICK FACTS</b> .....	6
<b>TURNPIKE CROSS PLEDGING</b> .....	7
<b>FINANCE</b> .....	8
<b>FINANCIAL HEALTH</b> .....	10
<b>TURNPIKE SYSTEM</b> .....	12
<b>FIVE-YEAR CAPITAL IMPROVEMENT PLAN</b> .....	14
<b>ACCESS OKLAHOMA</b> .....	16
<b>BEST WAY TO TRAVEL</b> .....	18
<b>INTEROPERABILITY</b> .....	20
<b>HISTORY</b> .....	22



- ◆ The Oklahoma Turnpike Authority is an instrumentality of the State of Oklahoma created by the Legislature in 1947 for the purpose of constructing, operating and maintaining the Turner Turnpike. The Authority currently operates 12 turnpikes comprising 630 miles. OTA's principal powers and duties are derived from [Title 69, Section 1705](#) of Oklahoma Statute, which:
  - Outlines 35 locations in which the OTA has authority to operate toll roads in Oklahoma. The Legislature has the exclusive right to authorize turnpike routes in state statute. The OTA has the responsibility to complete engineering and economic feasibility analyses of the authorized routes before any turnpike can be constructed. OTA often confirms with the Oklahoma Supreme Court the legislatively authorized routes before constructing new turnpikes.
  - **69 O.S. § 1705** has been amended 34 times by the state Legislature since it was codified in 1968.
  - **Allows OTA to issue bonds, which fund all new construction activities.** 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. **Bond funds may not be used to pay debt service;** instead, they are only used for upcoming construction projects such as those outlined in the 15-year ACCESS Oklahoma long-range plan.
- ◆ The people of Oklahoma voted in a statewide referendum in 1954 to “cross-pledge” the turnpike system. By this action, they voted to commit the tolls collected on all turnpikes to pay the debt service, maintenance and expansion for the turnpike system, not each individual road.
  - ◆ Requires that the OTA establish and revise tolls for the use of turnpike projects.
  - ◆ OTA is self-funded through tolls. It does not receive any state appropriations.
  - ◆ As mandated by state law and in accordance with the Trust Agreement, OTA is audited annually by a nationally recognized audit firm.

## 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.”

# OTA 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



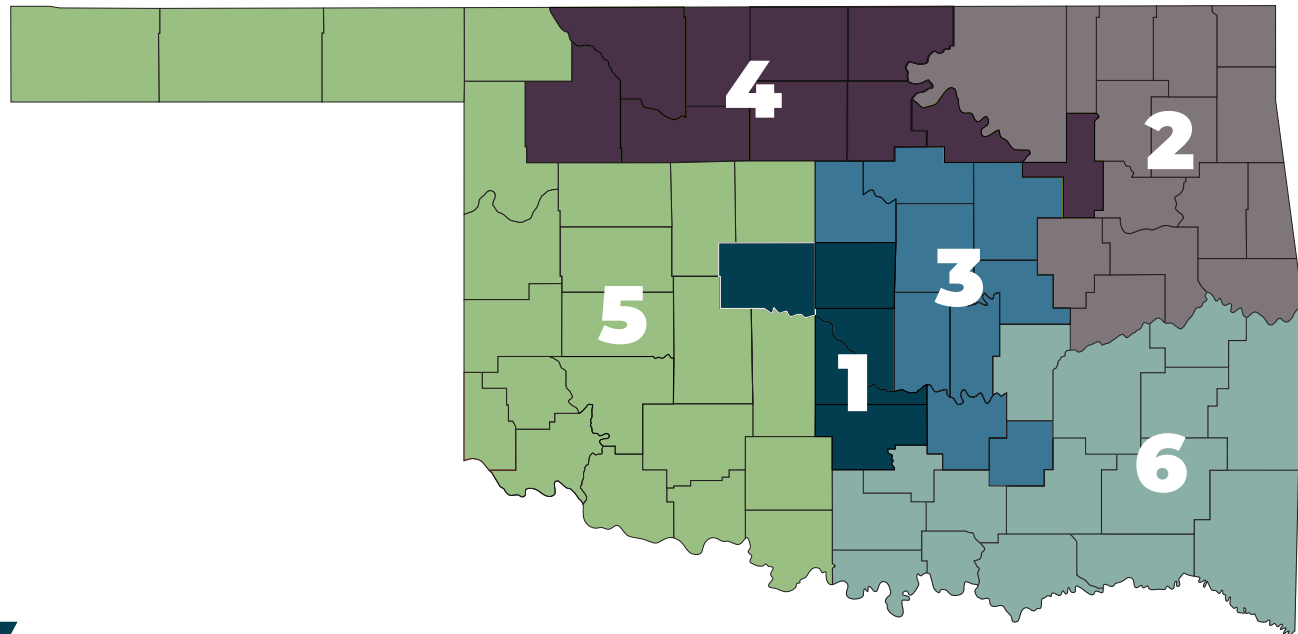
Member  
**DANA WEBER**  
District 4  
Term: 12/2021 - 6/2029  
Sand Springs



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



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



# OTA Leadership



Executive Director  
**JOE ECHELLE**  
jechelle@pikepass.com



Chief Financial Officer  
**JULIE PORTER**  
jporter@pikepass.com



Deputy Director/Chief Engineer  
**T.J. DILL**  
tjdill@pikepass.com



Director of Information Technology  
**AMANDA BOULDEN**  
aboulden@pikepass.com



Communications & Marketing Manager  
**LISA SHEARER-SALIM**  
lsalim@pikepass.com



ODOT/OTA  
Legislative Liaison  
**MONTIE SMITH**  
mesmith@odot.org



OTA  
Legislative Liaison  
**JORDAN PERDUE**  
jperdue@pikepass.com

**12**  
TURNPIKES

**630**  
MILES  
OF  
ROAD

**900**  
BRIDGES

**17M**  
MONTHLY  
TRANSACTIONS

**102**

INTERCHANGES

**11M**  
ANNUAL  
INTEROPERABLE  
TRANSACTIONS

**119**

OHP  
TROOPERS

**3.4M**  
ACTIVE  
PIKEPASS  
TAGS

**1.1M**  
ACTIVE  
PIKEPASS  
ACCOUNTS

**91K**  
AVERAGE  
MONTHLY  
CALLS

## TURNPIKE CROSS PLEDGING

On Jan. 26, 1954, in a state wide referendum, voters approved SB 454 and HB 933. This legislation created a new structure of the [Turnpike Authority](#) and its Board as well as including three new turnpikes allowing for revenue cross pledging.

This resulted in the following:

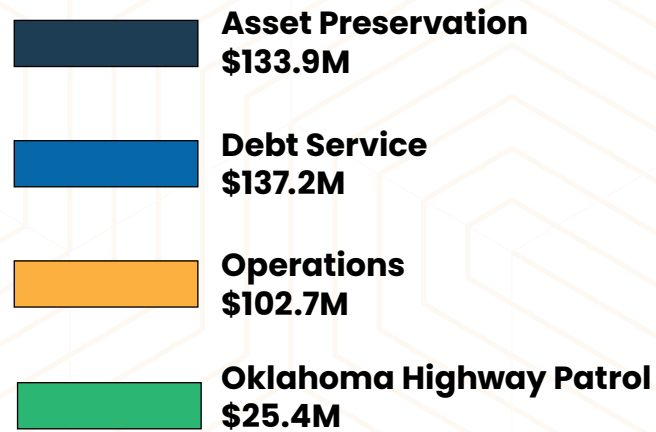
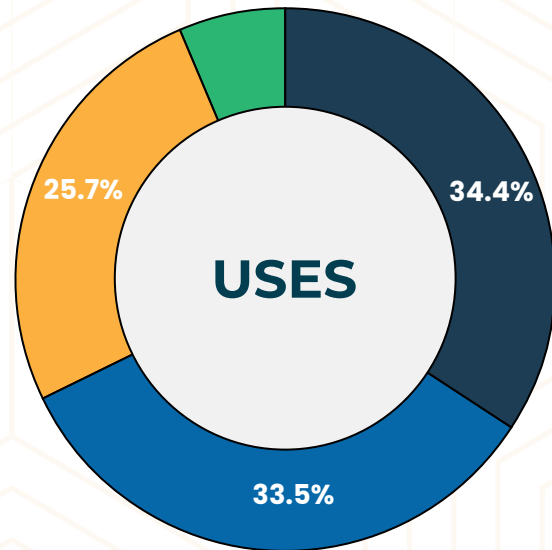
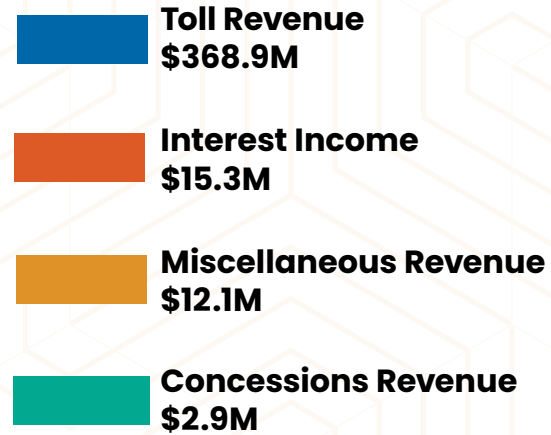
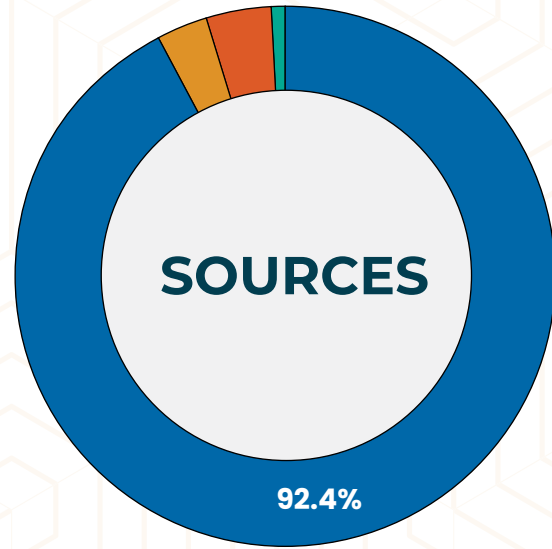
1. Turnpike projects could be combined and financed as one project;
2. Allowed revenues from all turnpikes to be used to pay the obligations of all turnpikes; and
3. Requiring that tolls continue to be collected on all Oklahoma turnpikes as long as any bonds remained outstanding on any individual turnpikes.

Cross pledging is the reason Oklahoma toll rates are about **60% below** the national average. The Authority is able to set reasonable toll rates to encourage ridership and allow all citizens of Oklahoma the affordability to drive on its roads. Traffic continues to grow across the network with a 19 percent increase in passenger traffic and a 49 percent increase in commercial truck traffic in the past 10 years. Turnpike system traffic is increasing faster than on Oklahoma's state-supported interstates.

The Oklahoma Turnpike Authority fulfills needs that would otherwise go unmet by the Oklahoma Department of Transportation due to the number of needs vs. available funding. Revenues are cross pledged to pay debt obligations of all turnpikes allowing the Authority to construct critically needed infrastructure and allow these new corridors to "ramp up" its traffic over time while not putting undue burden on funding. This allows lower populated rural communities to have much needed transportation infrastructure at reasonable toll rates, ensuring economical access to good transportation options.

Cross pledging makes the Authority's bonds more attractive to investors by creating demand and further lowering interest rates which are passed along to the commuter through lower toll rates.

## PROJECTED 2024 - SOURCES & USES



- ◆ 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. [See Title 69 O.S. §1702.](#)
- ◆ This finance method capitalizes on low interest rates and on the build-now/pay later model.
- ◆ Jan. 2, 2024, the Authority made its required bond payments of principal and interest of \$137.5 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 70 years** since the Turner Turnpike opened to traffic.
- ◆ 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.
- ◆ OTA's network is unique in that it is among the only infrastructure in Oklahoma funded in part by out-of-state patrons. About 40 percent of tolling revenue is collected from out-of-state motorists passing through Oklahoma.
- ◆ The Oklahoma Turnpike Authority provides transportation solutions for infrastructure needs that otherwise would go unmet on the state transportation system due to funding differences between the Oklahoma Department of Transportation and the Authority.
- ◆ OTA is solely funded by tolls and does not receive any state appropriations nor federal funding.

# Financial Health

In conducting any bond sale, the Oklahoma Turnpike Authority is subject to and must comply 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

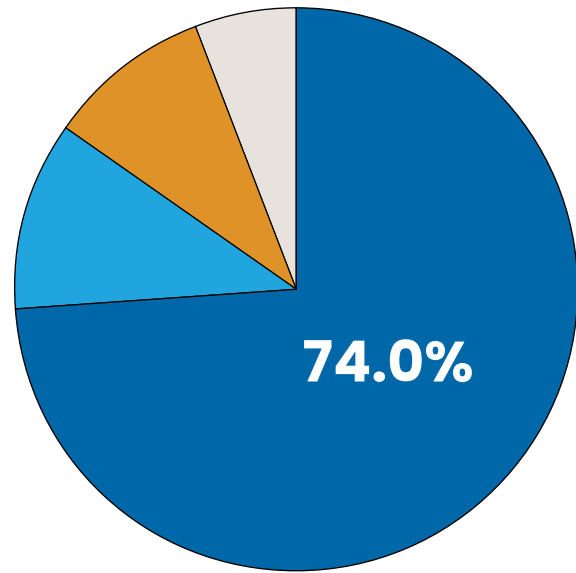
necessary in order to make the statements made, in the light of circumstances under which were made, not misleading." Essentially, the bond offering documents must be true and correct and not omit anything that might mislead potential investors.

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 (to confirm OTA's legal authorization to issue bonds to finance the construction of such proposed new turnpikes).

Prior to any bonds being issued, COBO reviews all bond issues by or on behalf of the State and its authorities and instrumentalities to ensure receipt of applicable authorizations and compliance therewith including the engagement of bond counsel and other professional services; the ability of the source of repayment to satisfy principal

and interest in full on a timely basis; and reviews and approves all fees associated with the bond offering. COBO is represented in this process by an attorney assigned by the Oklahoma Attorney General's Office, effectively providing their oversight of these matters. Final fee approval is subject to review and approval by the State Deputy Treasurer for Debt Management prior to closing. COBO does not evaluate the merits of a project.

## 2023 TOLL REVENUE



■ **PIKEPASS**    ■ **PlatePay**  
■ **Cash**        ■ **IOP**

# RATINGS OUTLOOK

**STABLE OUTLOOK**

SEPTEMBER 2023

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

"This rating reflects a well-established toll system that not only serves Oklahomans but also facilitates essential national travel movements through the I-44 corridor."

**FITCH AA-**  
OUTLOOK STABLE

## AA-

"The rating reflects the turnpike system's demonstrated mature and stable traffic profile along with significant rate-making flexibility. The system's financial profile in Fitch's forward-looking cases remains strong."

**S&P GLOBAL AA-**  
OUTLOOK STABLE

## AA-

"OTA's system benefits from strong demand based on demographic and economic growth in the Tulsa and Oklahoma City metro areas. The stable outlook reflects our expectation that OTA system-wide traffic levels will trend favorably."

# Turnpike System - 2024

## TURNER TURNPIKE (I-44)

Year Open: 1953  
 Average Annual Daily Traffic: 30,963  
 86.0 miles in length, connects Oklahoma City with Tulsa.

## WILL ROGERS TURNPIKE (I-44)

Year Open: 1957  
 Average Annual Daily Traffic: 25,447  
 88.5 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: 23,164  
 86.4 miles, extends from Oklahoma City to U.S. 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: 8,891  
 105.2 miles in length, connects Henryetta at I-40 to U.S. 70 near Hugo.

## MUSKOGEE TURNPIKE (SH-351)

Year Open: 1969  
 Average Annual Daily Traffic: 24,812  
 53 miles in length, connects Webbers Falls at I-40 with Tulsa.

## CHICKASAW TURNPIKE (SH-301)

Year Open: 1991  
 Average Annual Daily Traffic: 3,605  
 13.3 miles in length, extends from U.S. 177 north of Sulpher to S.H. 1 near Ada.

## CHEROKEE TURNPIKE (U.S. 412)

Year Open: 1991  
 Average Annual Daily Traffic: 8,076  
 32.8 miles in length, extends eastward from U.S. 412 near Locust Grove to U.S. 412 west of West Siloam Springs.

## CIMARRON TURNPIKE (U.S. 412)

Year Open: 1975  
 Average Annual Daily Traffic: 9,722  
 67.7 miles, extends from I-35/U.S. 64 east of Enid to Tulsa, and spur connects to Stillwater.

## JOHN KILPATRICK TURNPIKE

Year Open: 1991  
 Average Annual Daily Traffic: 74,218  
 30.3 miles, extends from I-44/Turnpike and I-35 to I-40 between Mustang and Sara Road.

## CREEK TURNPIKE (SH-364)

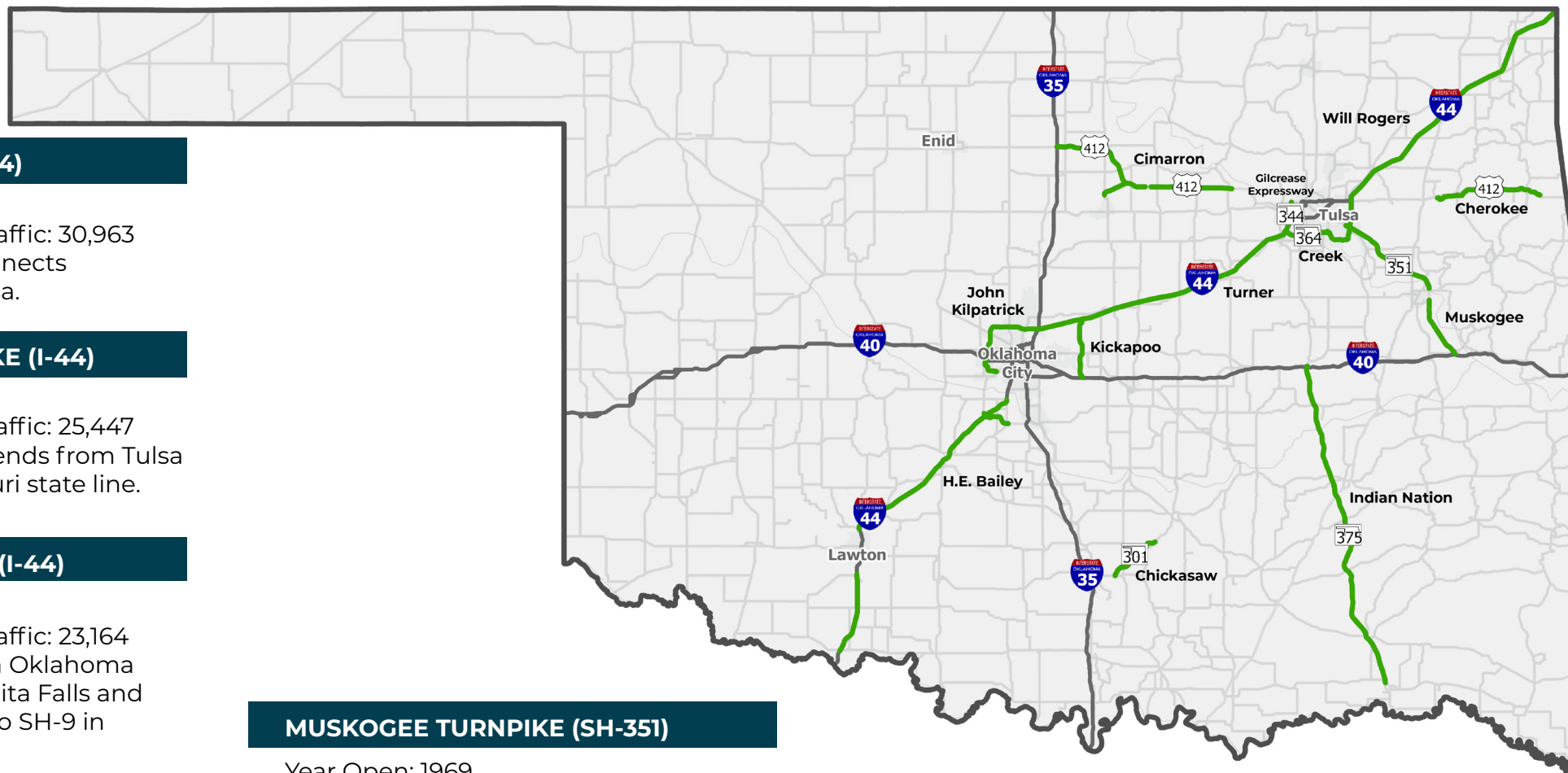
Year Open: 1992  
 Average Annual Daily Traffic: 56,540  
 34.4 miles, extends through south Tulsa, Jenks and Broken Arrow. Connects Turner Turnpike to Will Rogers Turnpike.

## KICKAPOO TURNPIKE

Year Open: 2021  
 Average Annual Daily Traffic: 8,575  
 18.5 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: 6,275  
 5.7 miles in length, extends an existing expressway system between I-44 and U.S. 412 in the Tulsa region.



*\*Average Annual Daily Traffic (ADT) for 2023.  
 For latest traffic data visit [oklahoma.gov/ota/investor-relations](http://oklahoma.gov/ota/investor-relations)*

# Five-Year Capital Improvement Plan

The OTA is committed to maintaining its turnpike network and that means planning for maintenance needs across all 12 turnpikes to keep traffic flowing and extend their useful life while ensuring the traveling public's safety.

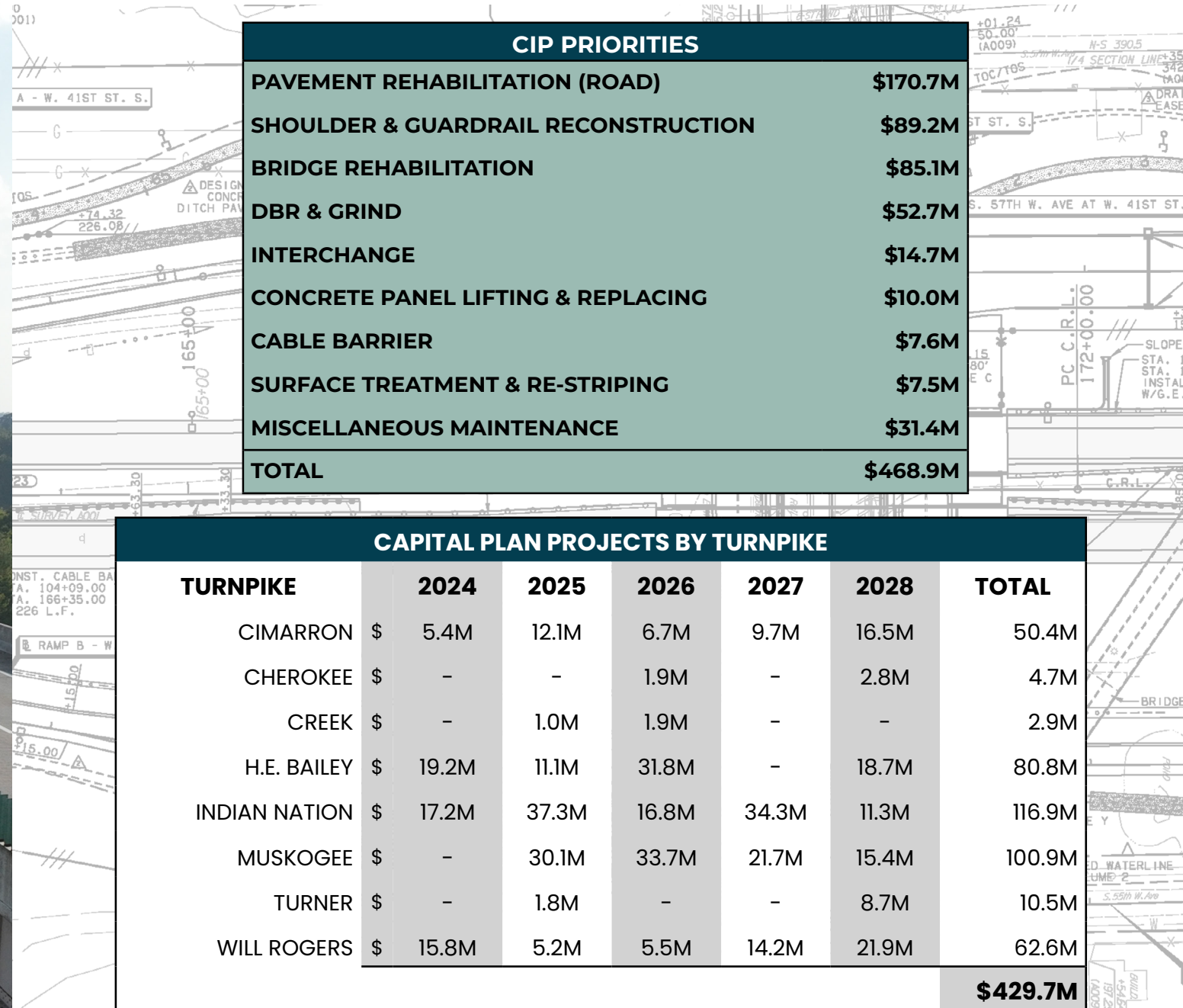
OTA's five-year Capital Plan for 2024-2028 features an investment of \$469 million back into the system for projects ranging from updating highway striping to bridge and pavement rehabilitation. These updates will provide benefits to motorists for the next

20-30 years, ensuring optimal travel conditions. The primary funding sources for Capital Plan projects are OTA's General Fund, the Reserve Maintenance Fund, and Bond Proceed Funds. The OTA does not receive 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.



I-44/WILL ROGERS TURNPIKE



CIP PRIORITIES	
PAVEMENT REHABILITATION (ROAD)	\$170.7M
SHOULDER & GUARDRAIL RECONSTRUCTION	\$89.2M
BRIDGE REHABILITATION	\$85.1M
DBR & GRIND	\$52.7M
INTERCHANGE	\$14.7M
CONCRETE PANEL LIFTING & REPLACING	\$10.0M
CABLE BARRIER	\$7.6M
SURFACE TREATMENT & RE-STRIPING	\$7.5M
MISCELLANEOUS MAINTENANCE	\$31.4M
<b>TOTAL</b>	<b>\$468.9M</b>

CAPITAL PLAN PROJECTS BY TURNPIKE						
TURNPIKE	2024	2025	2026	2027	2028	TOTAL
CIMARRON	\$ 5.4M	12.1M	6.7M	9.7M	16.5M	50.4M
CHEROKEE	\$ -	-	1.9M	-	2.8M	4.7M
CREEK	\$ -	1.0M	1.9M	-	-	2.9M
H.E. BAILEY	\$ 19.2M	11.1M	31.8M	-	18.7M	80.8M
INDIAN NATION	\$ 17.2M	37.3M	16.8M	34.3M	11.3M	116.9M
MUSKOGEE	\$ -	30.1M	33.7M	21.7M	15.4M	100.9M
TURNER	\$ -	1.8M	-	-	8.7M	10.5M
WILL ROGERS	\$ 15.8M	5.2M	5.5M	14.2M	21.9M	62.6M
						<b>\$429.7M</b>





# ACCESS OKLAHOMA

**ACCESS Oklahoma stands for Advancing and Connecting Communities and Economies Safely Statewide. This \$5 billion, 15-year long-range plan identifies and addresses ongoing highway infrastructure needs to improve access to communities across the Oklahoma turnpike network.**

## 2024 Priorities

The Oklahoma Turnpike Authority sold its first \$500 million in bonds\* in October 2023 that will fund initial construction projects in the ACCESS Oklahoma long-range plan. These projects address safety, community access and improve travel times for motorists.

### I-44/Turner Turnpike - Construction

- ◆ A \$98 million project to widen the Turner Turnpike to six lanes between Bristow and Kellyville in Creek County was awarded in December 2023 and work began in early 2024. Expected completion is spring 2026. This project connects with the previous six-lane widening completed during the Driving Forward program from Sapulpa to Kellyville.
- ◆ Additional projects will take place at Wellston, Stroud and Bristow.

### Pre-Construction/Design Project Development Statewide

- ◆ Multiple segments of I-44/Turner Turnpike widening between Bristow and Oklahoma City.
- ◆ Widening the John Kilpatrick Turnpike between Eastern Ave. and I-35 in Oklahoma City and a new interchange at County Line Rd.
- ◆ I-44/Will Rogers Turnpike widening projects between US-412 and SH-20 in Claremore including a new bridge over the navigational channel plus an interchange improvement at SH-28 near Adair.
- ◆ SH-364/Creek Turnpike bridges over Haikey Creek.
- ◆ SH-375/Indian Nation Turnpike new interchange at SH-63 near Blanco and interchange improvements at Ragan Rd. near Indianola.
- ◆ The initial section of the new East-West Connector between I-44 in Newcastle and I-35 in Moore.

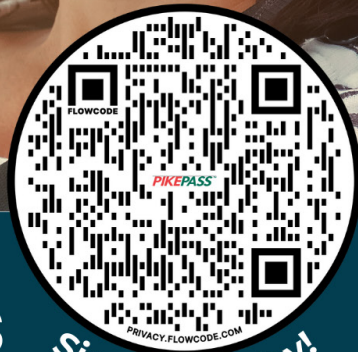
\*The Oklahoma Supreme Court ruled Aug. 1, 2023, in favor of OTA's bond validation case confirming three new routes comply with statutory authority. These routes will complete the Oklahoma City Outer Loop and add a reliever route for I-35 Corridor congestion.



# The Best Way to Travel

# PIKEPASS™

## enjoy the lowest rate



Sign Up Today!

## PIKEPASS™ STORE LOCATIONS

1.800.PIKEPASS(1.800.745.3727)

**Tourism Information Center, OKC**  
12229 N. I-35 Service Road  
Oklahoma City, OK 73131

**Tourism Information Center, MWC**  
7200 SE 29th Street  
Midwest City, OK 73110

**Walters Store**  
182509 Bailey Turnpike  
Walters, OK 73572

**Tulsa Store**  
16200 E. Skelly Drive  
Tulsa, OK 74116

All locations are open 7 days/week from 8:00 a.m. - 5:30 p.m., excluding State observed holidays.

pikepass.com

# PLATE PAY®

### What is PlatePay?

PlatePay is Oklahoma's cashless tolling system. Cashless tolling technology allows motorists to continue through toll plazas without stopping to pay a toll.

### How it Works!

Cameras at toll plazas take a photo of the vehicle's license plate as the vehicle passes through.

### Invoicing

If the driver does not have a PIKEPASS, Pluspass or interoperable toll tag, OTA will mail an invoice to the registered owner of the vehicle.

### How to Pay

PlatePay customers have 30 days to pay online. After 121 days of non-payment a hold will be placed on the vehicle registration and balance turned over to a collection agency.



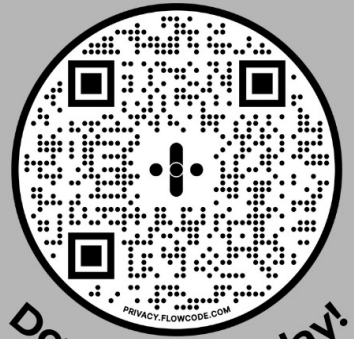
platepay.com

# pluspass

Pay tolls directly **on your phone** where cashless tolling is available.

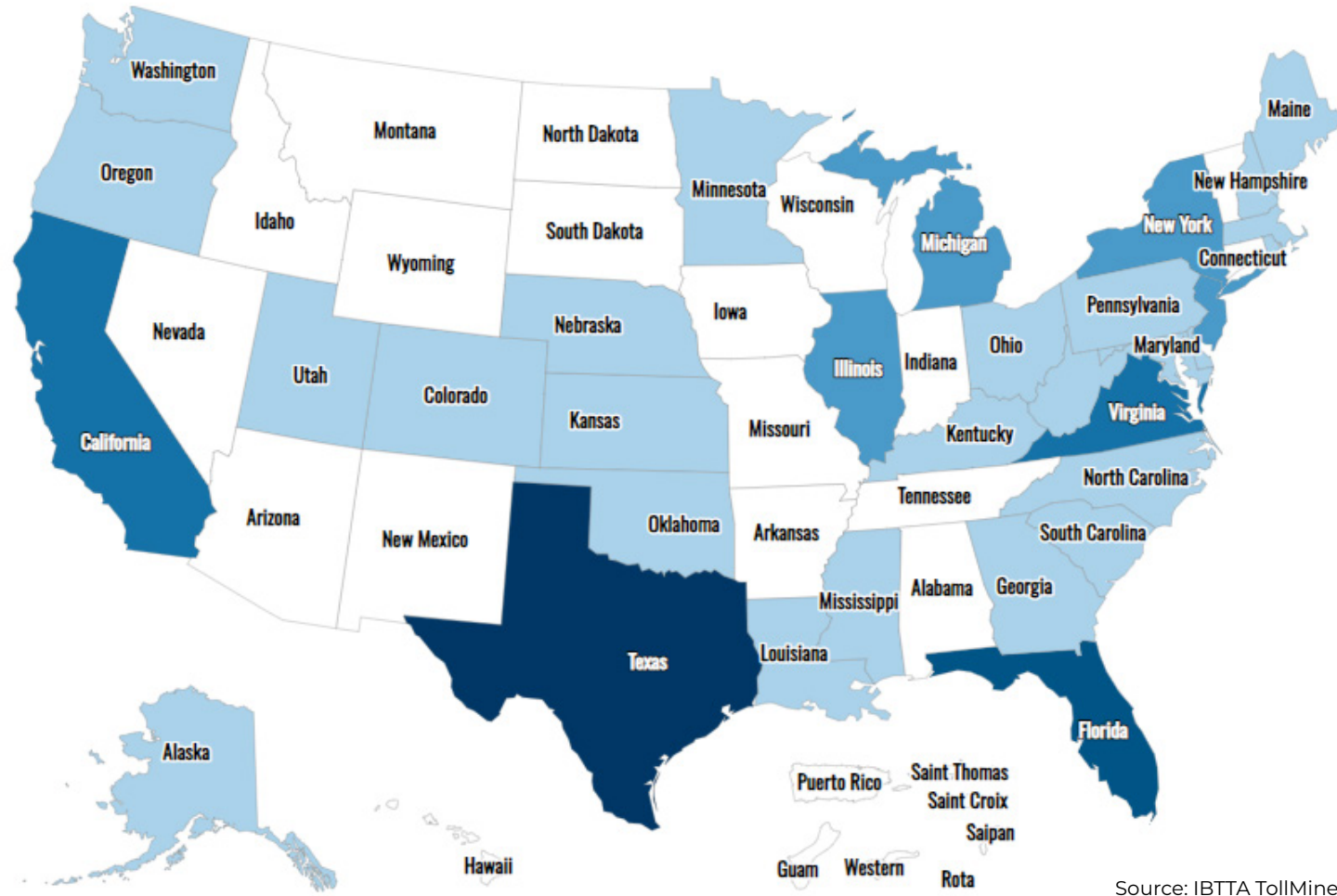
# SAVE 25%

FROM PLATEPAY RATE



Download Today!

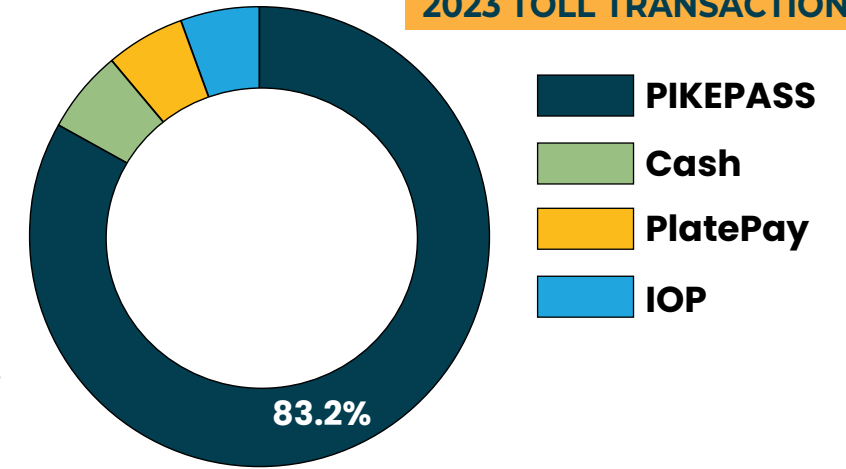
# U.S. States with Tolling



# Interoperability

Oklahoma's PIKEPASS customers enjoy worry-free travel on toll roads in Kansas, Texas, on Colorado's E-470, and Florida (except the Orlando area) thanks to interoperability (IOP) agreements with those states' tolling agencies. This means one toll tag may be used for travel in all four states. No matter which of these partner states a PIKEPASS user drives through they will receive a single statement for their travel.

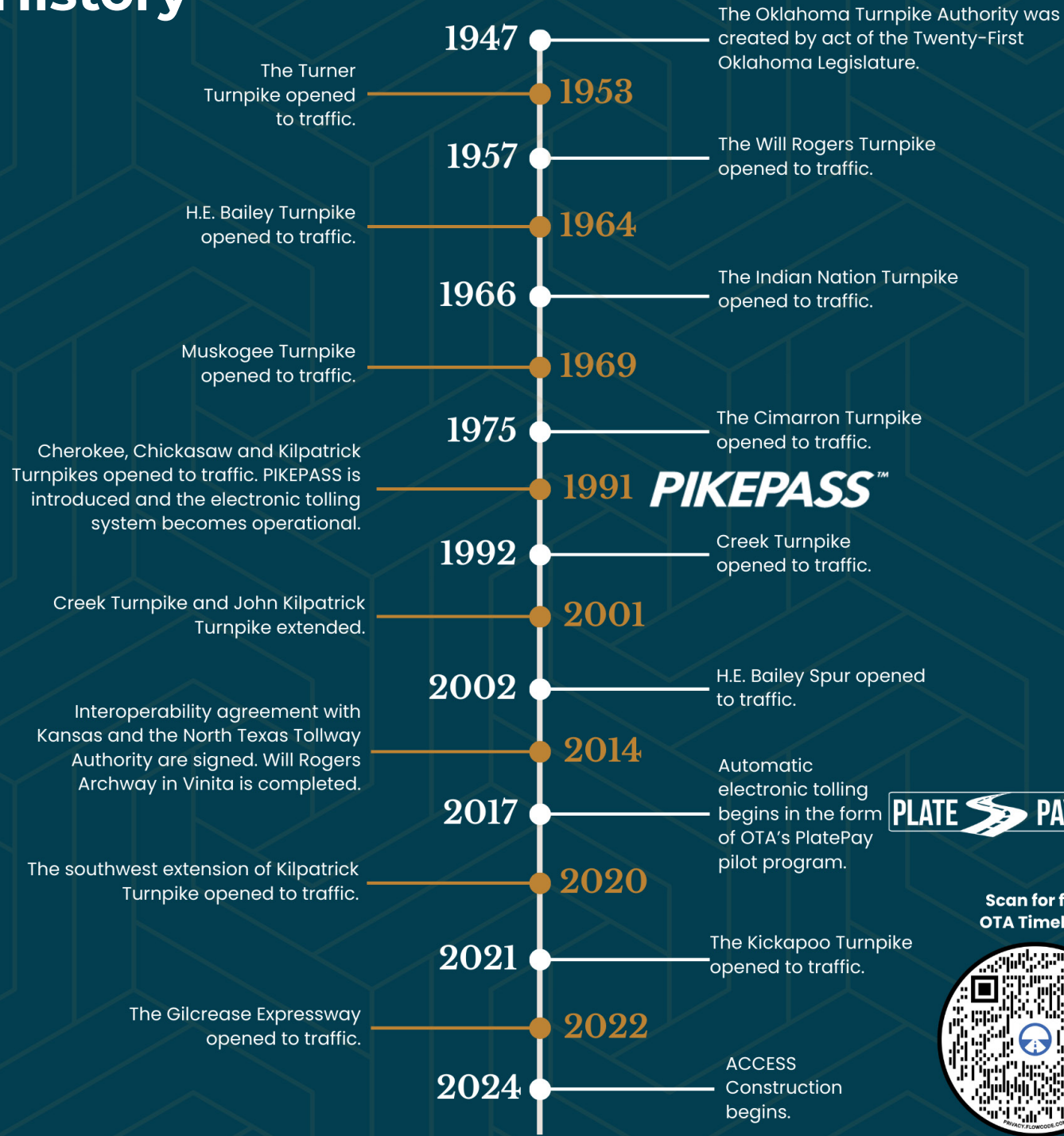
## 2023 TOLL TRANSACTIONS



All across the United States, state and local governments are turning to user financing to support existing highways and to build new surface transportation infrastructure. Tolling has become a vital part of the fabric of transportation facility design and operations, and will become even more important in the future.



# History



Scan for full OTA Timeline



I-44/TURNER TURNPIKE



# OKLAHOMA

## Turnpike Authority

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

**pikepass.com 405.425.3600**

This publication, printed by Southwestern Stationery & Bank Supply, Inc. in Oklahoma City, Oklahoma, is issued by the Oklahoma Turnpike Authority (OTA) as authorized by Joe Echelle, Executive Director of OTA. 1,500 copies have been prepared and distributed at a cost of \$6,775. Copies have been deposited with the Publications Clearinghouse of the Oklahoma Department of Libraries.