



OKLAHOMA

Turnpike Authority

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OKLAHOMA

TURNPIKE AUTHORITY

Outlook



OKLAHOMA
Turnpike Authority

PIKEPASS

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I-344/John Kilpatrick Turnpike

ACCESS: Widened from 4 to 6 lanes between Eastern Ave. and I-35 in 2025.

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Governance



Governor
KEVIN STITT
Member Ex-Officio

Key Contacts



Chairman

JOHN D. JONES

District 1
Term: 7/2024 - 6/2030
Oklahoma City



Secretary & Treasurer

TODD CONE

District 2
Term: 7/2019 - 6/2027
Bartlesville



Vice Chairman

WILL L. BERRY

District 3
Term: 4/2021 - 6/2028
Sapulpa



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MEMBER

DANA WEBER

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



MEMBER

DAVID MADIGAN

District 5
Term: 10/2025 - 07/2031
Lawton



MEMBER

JOHN TITSWORTH

District 6
Term: 12/2023 - 6/2029
McAlester



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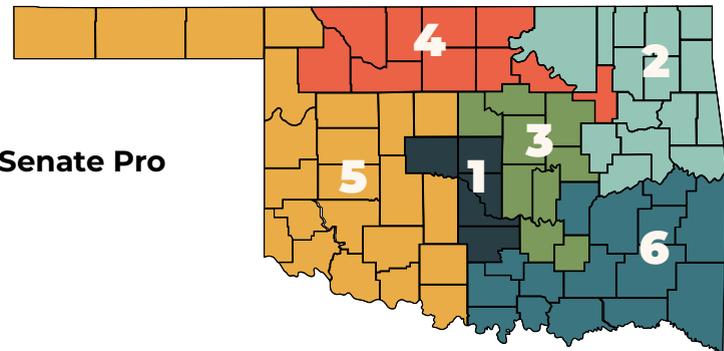


LEGISLATIVE LIAISON

JORDAN PERDUE

jperdue@pikepass.com

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



Statutory Authority

In the 1940s, Oklahoma had only a few hundred miles of paved roads, with most still gravel or dirt. As a relatively new state, infrastructure lagged behind older East Coast states, and the national interstate system didn't yet exist.

After World War II, funding for highways was limited. Oklahoma leaders chose to issue bonds to quickly build a high-speed corridor between Oklahoma City and Tulsa. In 1947, the Legislature created the Oklahoma Turnpike Authority which could sell bonds repaid by tolls rather than state

debt. Today, the state's highways are funded by a 20-cent per gallon fuel tax, while turnpikes operate on a 7-cent-per-mile toll system.

Although originally intended to revert to the state after bond repayment, the OTA was retained, re-formed in statute, and expanded statewide following a 1954 referendum. OTA remains self-funded through tolls, with 50% of revenue from out-of-state motorists, and has never missed a bond payment in the 73-year history of the Authority.

OKLAHOMA'S STATE TURNPIKE AND HIGHWAY SYSTEM

TRANSPORTATION
INFRASTRUCTURE

14TH LARGEST

238,754 lane miles

STATE MOTOR FUEL TAX

4TH LOWEST

\$0.20 / gallon

POPULATION BY STATE

28TH LARGEST

4,088,377

TOLLING AGENCY

**AMONG THE
LOWEST IN THE
NATION**

\$0.07 / mile



Scan to read all OTA related legislation.

KEY POINTS OF THE OTA ENABLING ACT:



Authorizes OTA to operate toll roads at 35 locations; currently, 12 turnpikes exist and two new routes are under design and construction.



Under state law, only the Legislature can approve new turnpike projects.



OTA sets and updates toll rates and undergoes annual audits by a top 10 national accounting firm.



OTA conducts engineering and economic feasibility studies for authorized routes and customarily validates legal authorization with the Oklahoma Supreme Court before issuing bonds for construction of new alignments.



OTA may issue bonds, subject to approval by the Council of Bond Oversight and in compliance with U.S. Treasury and Security and Exchange Commission regulations.

Mapping Oklahoma's Turnpikes

TURNER TURNPIKE (I-44)

Year Open: 1953
Average Annual Daily Traffic: 34,016
10-year Annualized Growth: 2.77%
 86 miles connecting Oklahoma City with Tulsa.

H.E. BAILEY TURNPIKE (I-44)

Year Open: 1964
Average Annual Daily Traffic: 24,310
10-year Annualized Growth: 2.44%
 94 miles, extends from Oklahoma City to US-70 near Wichita Falls and 8.2-mile spur connects to SH-9 in Norman.

MUSKOGEE TURNPIKE (SH-351)

Year Open: 1969
Average Annual Daily Traffic: 28,181
10-year Annualized Growth: 2.14%
 53 miles connecting Webbers Falls at I-40 with Tulsa.

CHEROKEE TURNPIKE (US-412)

Year Open: 1991
Average Annual Daily Traffic: 8,265
10-year Annualized Growth: 1.84%
 33 miles extending eastward from US-412 near Locust Grove to US-412 west of West Siloam Springs.

WILL ROGERS TURNPIKE (I-44)

Year Open: 1957
Average Annual Daily Traffic: 26,948
10-year Annualized Growth: 2.22%
 88 miles extending from Tulsa to the Oklahoma-Missouri state line.

INDIAN NATION TURNPIKE (SH-375)

Year Open: 1966
Average Annual Daily Traffic: 10,302
10-year Annualized Growth: 2.13%
 105 miles connecting Henryetta at I-40 to US-70 near Hugo.

CIMARRON TURNPIKE (US-412)

Year Open: 1975
Average Annual Daily Traffic: 10,665
10-year Annualized Growth: 0.72%
 68 miles, extends from I-35/US-64 east of Enid to Tulsa, a 7.2-mile spur connects to Stillwater.

CHICKASAW TURNPIKE (SH-301)

Year Open: 1991
Average Annual Daily Traffic: 4,001
10-year Annualized Growth: 3.14%
 13 miles extending from US-177 north of Sulphur to SH-1 near Ada.



*Average Annual Daily Traffic (AADT) for 2025.
 For the latest traffic data, visit oklahoma.gov/ota/investor-relations

JOHN KILPATRICK TURNPIKE (I-344)

Year Open: 1991
Average Annual Daily Traffic: 76,748
10-year Annualized Growth: 3.00%
 31 miles, extends from I-44/Turner Turnpike and I-35 to I-40 continuing to SH-152.

KICKAPOO TURNPIKE (I-335)

Year Open: 2021
Average Annual Daily Traffic: 9,271
4-year Annualized Growth: 20.24%
 19 miles connecting I-40 to I-44 on the eastern side of Oklahoma County.

CREEK TURNPIKE (SH-364)

Year Open: 1992
Average Annual Daily Traffic: 61,560
10-year Annualized Growth: 2.58%
 34 miles, extending through south Tulsa, Jenks and Broken Arrow. Connects Turner Turnpike to Will Rogers Turnpike.

GILCREASE EXPRESSWAY (SH-344)

Year Open: 2022
Average Annual Daily Traffic: 8,630
3-year Annualized Growth: 34.03%
 6 miles which extends an existing expressway system between I-44 and US-412 in the Tulsa region.



LOFT Report on Tolling



Scan for full report or visit
www.okloft.gov/TollRoads/

The Legislative Office of Fiscal Transparency (LOFT) completed a 16-month evaluation that reviewed Oklahoma's toll roads costs, the use of bond financing, and the long-term implications of shifting turnpikes into the state highway network. The report found that OTA's cross-pledged revenue model enables the state to deliver major new corridors while maintaining low toll rates and earning high credit ratings — an especially important capability given ODOT's \$33 billion system backlog. By generating reliable revenue and managing projects efficiently, OTA ensures Oklahoma's major corridors are built, upgraded,

and maintained to support both local and through traffic. OTA agreed with LOFT's major findings, highlighting its statutory mission, long-standing bond oversight, financial safeguards, and coordination with ODOT. LOFT also provided clarifications on statutory transfer provisions, project continuation under existing bonds, and recommendations for tracking maintenance costs and traffic patterns.

Overall, the evaluation underscored the value of transparency and accurate information as the Legislature considers long-term transportation funding strategies.

DIFFERENT ROADS DIFFERENT OUTCOMES



CROSS PLEDGING

Authorized in 1965, cross pledging allows Oklahoma's 11 turnpikes to operate as a single financial system, pooling toll revenue — half from out-of-state drivers — for operations, maintenance, and bond repayment. Tulsa's Gilcrease Expressway is an exception, using a separate trust due to its federal TIFIA loan. This structure strengthens OTA's bonds, lowers interest costs, and supports long-term reinvestment.

ACCESS Oklahoma, the Authority's \$8.2 billion long-range plan, will widen I-44/Turner, portions of I-44/Will Rogers and I-344/Kilpatrick to six lanes, add cashless-toll interchanges, and complete remaining segments of the Oklahoma City Outer Loop and I-35 reliever route, authorized in 1988 and 1993. In short, **69 O.S. Supp. 1965 §669** allows multiple turnpikes to be financed as one project, pools revenue to cover system debt, and keeps tolls in place until all bonds are paid.



ISSUE BONDS



DESIGN/CONSTRUCTION



COLLECT TOLLS

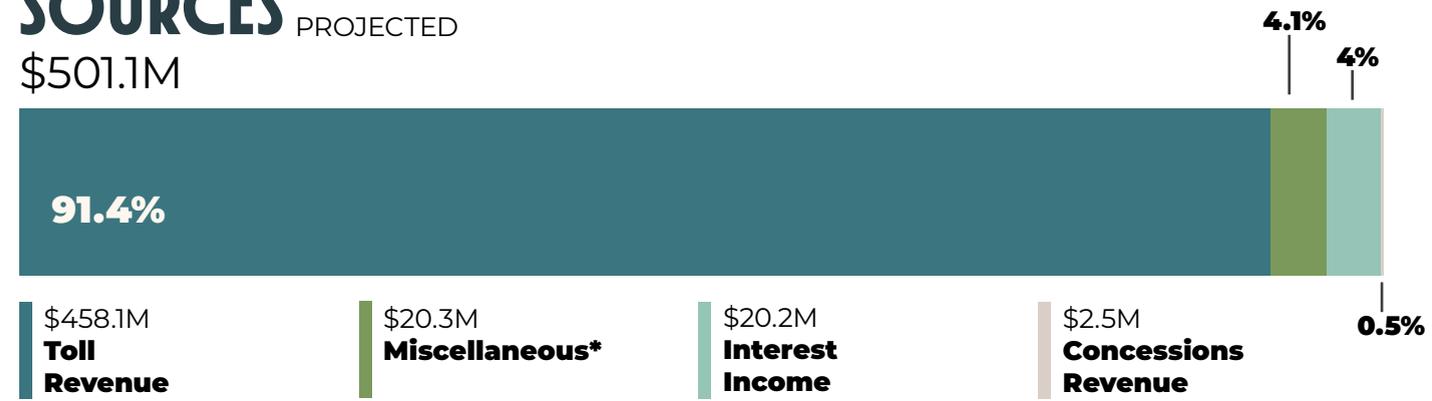


REPAY BONDS



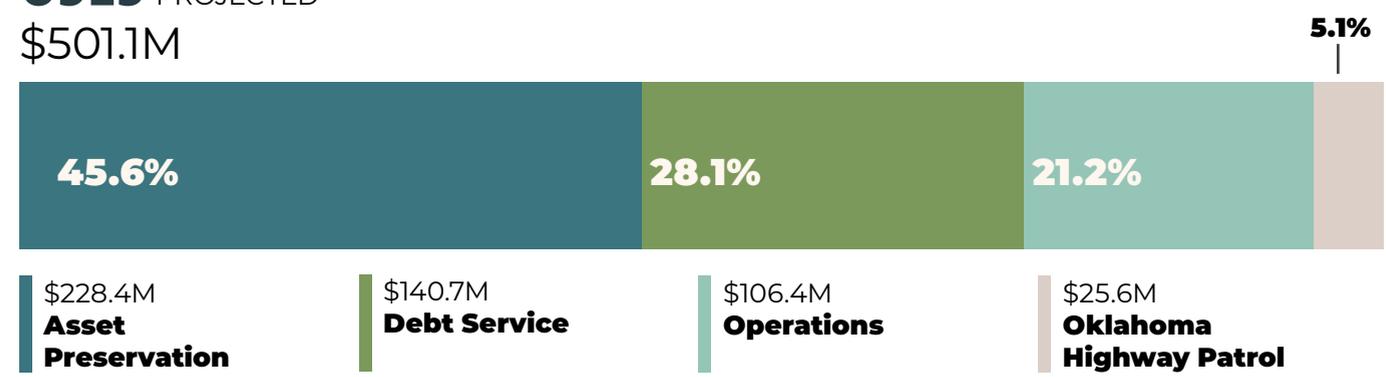
Funding Sources & Uses

SOURCES PROJECTED \$501.1M



*Miscellaneous revenue results from a variety of activities including fees assessed for non-payment of tolls, fees earned through toll tag interoperability processes, the recovery or property damages sustained on the turnpike network, the gains or losses associated with the disposal of property and other ancillary sources.

USES PROJECTED \$501.1M

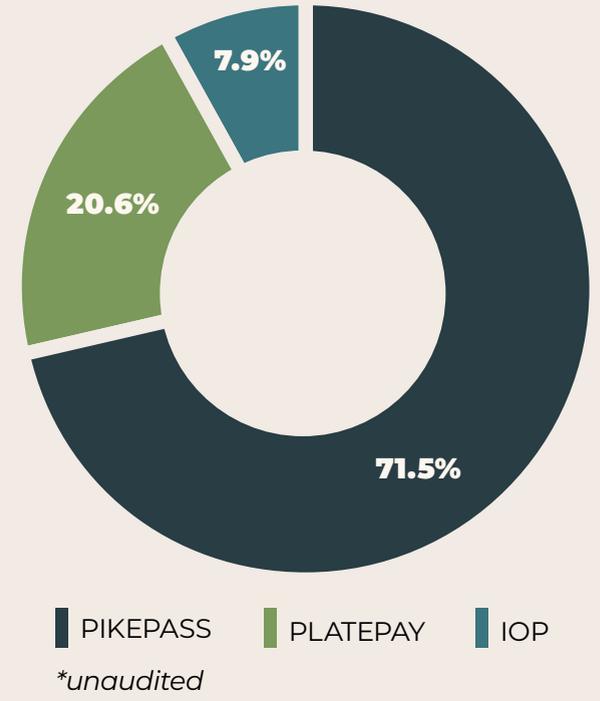


FINANCIAL OVERSIGHT

OTA issues bonds to fund turnpike construction and long-term projects like ACCESS Oklahoma. Before any bond sale, the purpose and proposed use of proceeds are reviewed by the Governor, OTA Board, Oklahoma Transportation Commission, and the Oklahoma Council of Bond Oversight. OTA also customarily requests validation from the Oklahoma Supreme Court to confirm legal authorization to issue bonds for construction of new alignments.

The bonds must comply with U.S. Treasury and Securities and Exchange Commission rules, ensuring that all information is accurate and transparent. Proceeds are used to improve the turnpike system, which remain public assets, while the bond structure allows the Authority to borrow efficiently and fund major upgrades across the network. The bonds are a debt of the Oklahoma Turnpike Authority and not a debt of the State of Oklahoma.

2025 TOLL REVENUE



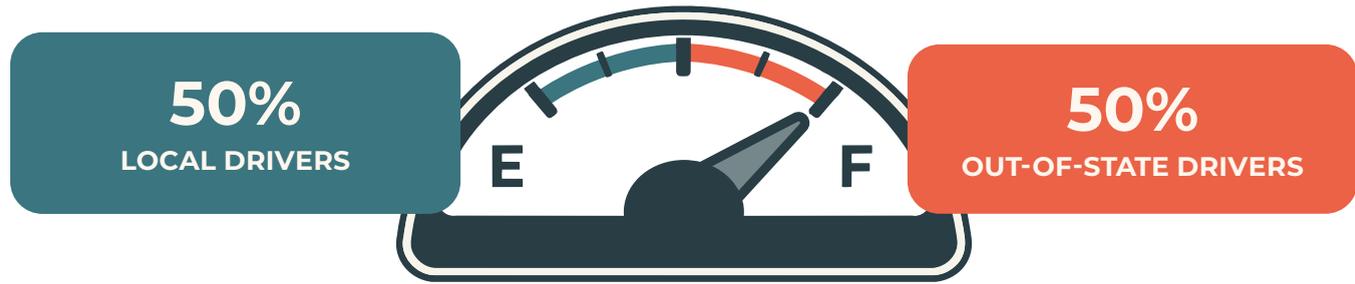
FAST FACT:

Three independent rating agencies consistently award the OTA the highest toll-road ratings in the nation, citing its strong financial management, stable traffic and revenue, and resilient, well-run statewide system — helping OTA keep borrowing costs and toll rates low.

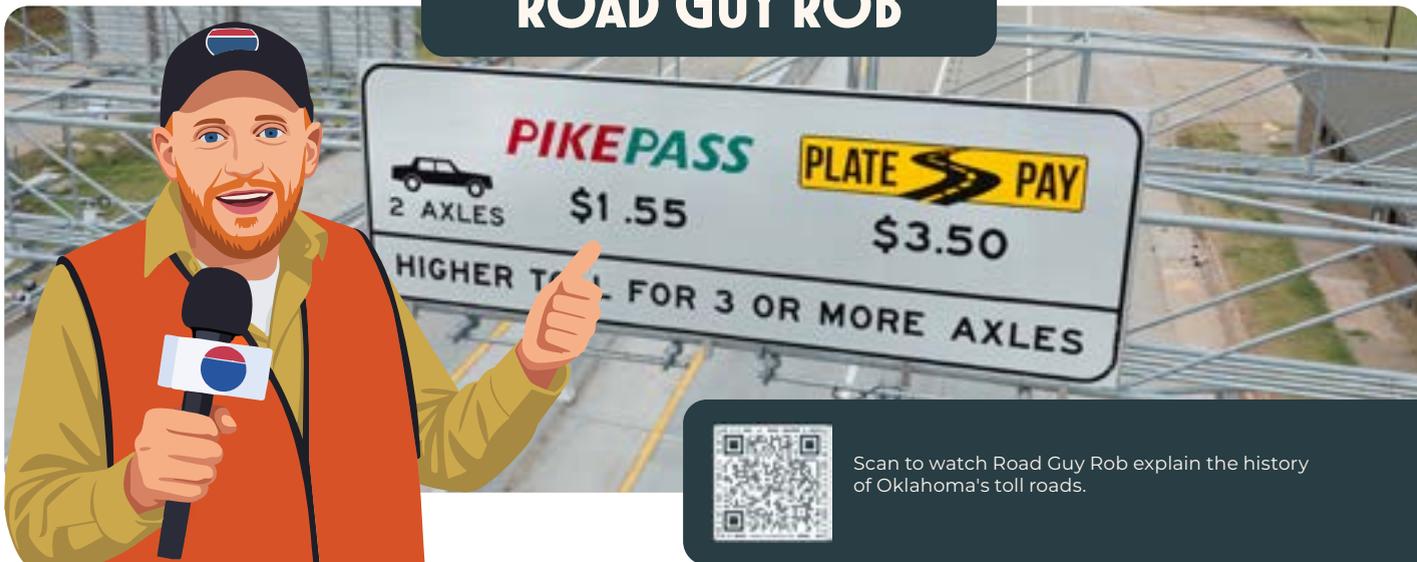
About Turnpike Revenue

WHO'S FUELING OKLAHOMA'S TURNPIKES?

≈ **\$493M** in annual toll revenue *(unaudited)*

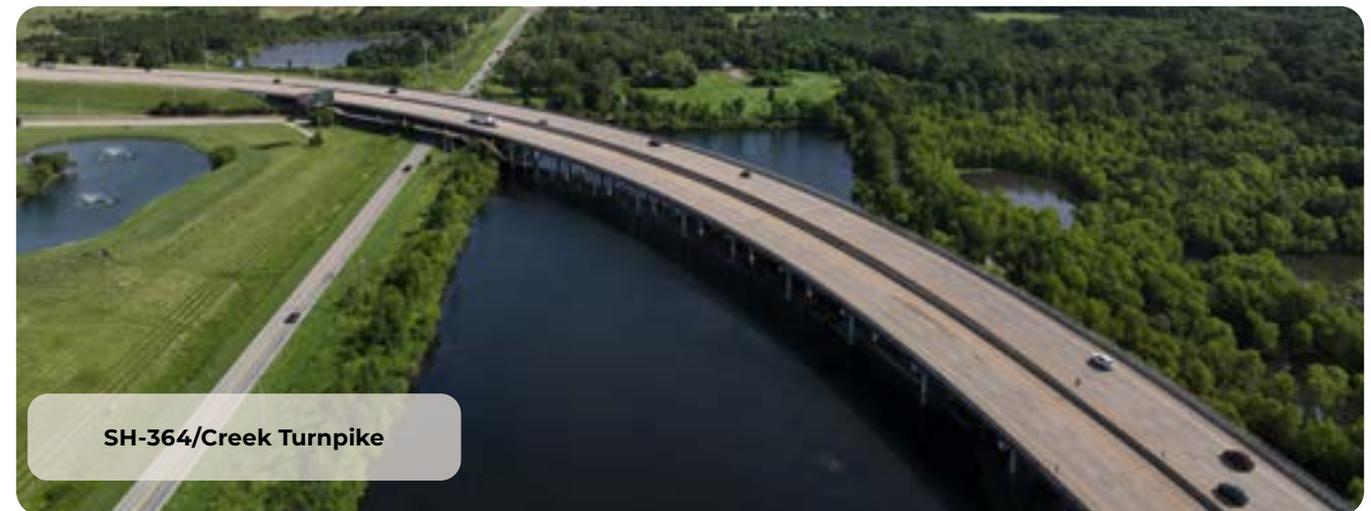
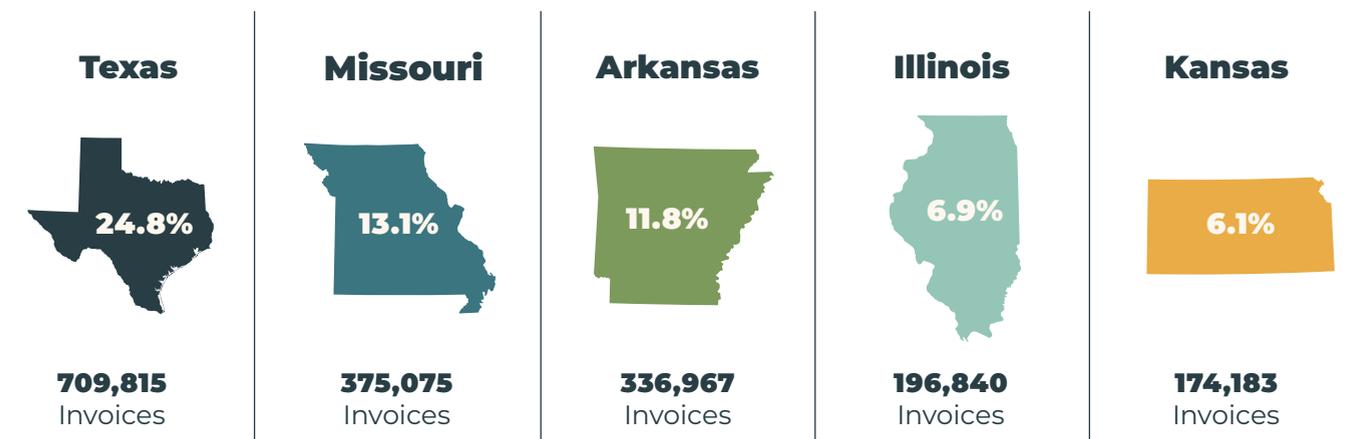


ROAD GUY ROB



Scan to watch Road Guy Rob explain the history of Oklahoma's toll roads.

TOP 5 STATES WITH PLATEPAY INVOICES IN 2025



SH-364/Creek Turnpike

Celebrating the Mother Road

From its earliest days, Route 66 has defined travel in Oklahoma. As the Mother Road celebrates 100 years of service, this historic highway continues to shape the state's mobility network as new OTA investments strengthen the connections between SH-66 and the Turner, Will Rogers, and John Kilpatrick turnpikes. The new Heyburn/Kellyville interchange, along with upgrades at Wellston and other points along the I-44 corridor, gives Route 66 communities modern, high-speed access to the turnpike system, which improves safety. By enhancing these key interchanges, Oklahoma not only honors Route 66's historic legacy but also keeps this vital highway connected well into the state's transportation future.

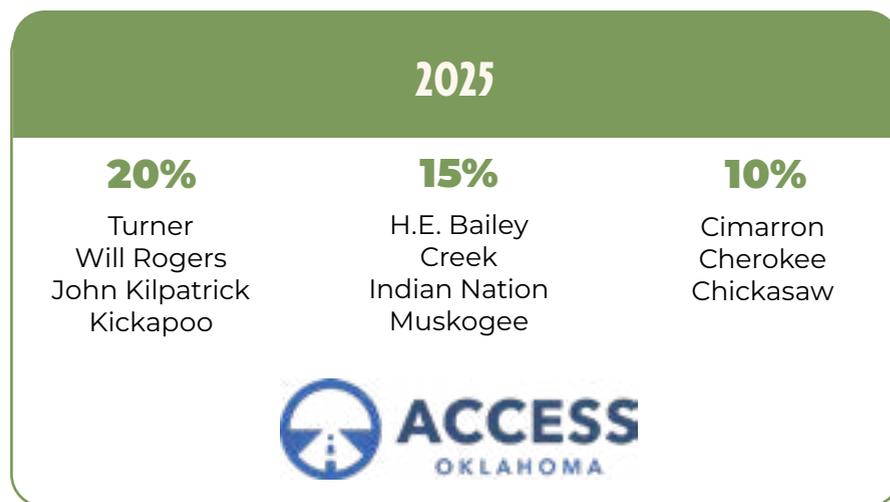
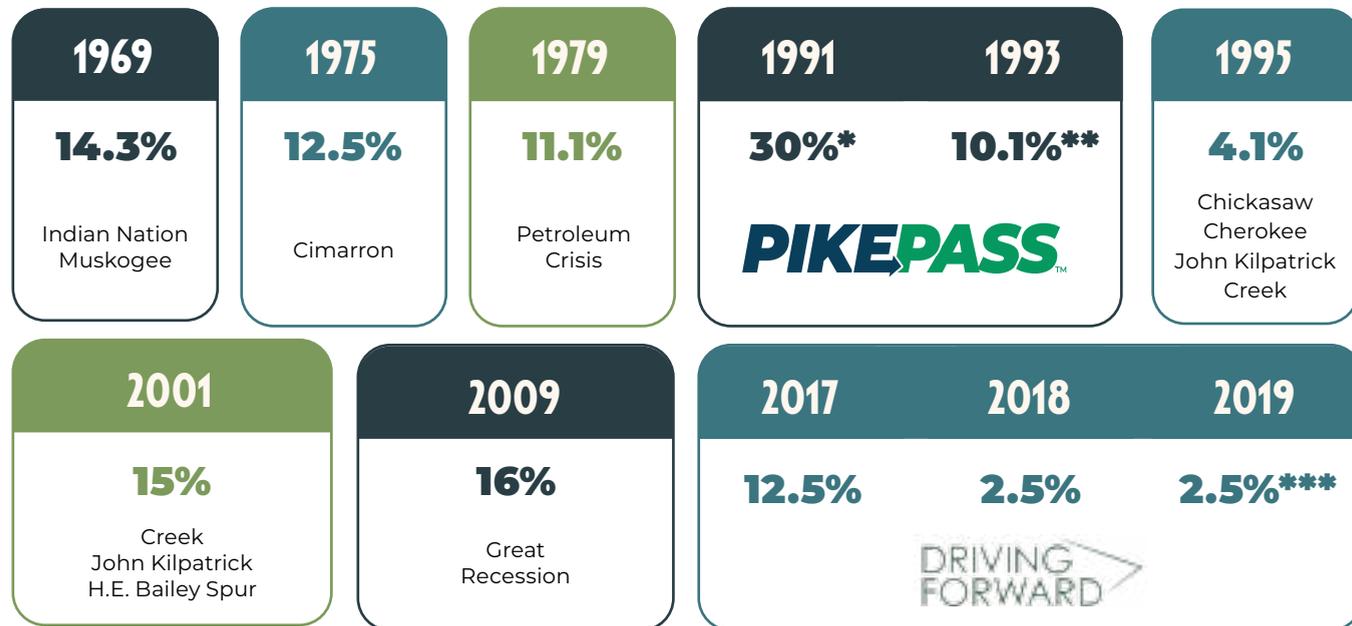


100 YEARS OF



Get your kicks on more than 400 miles of Route 66 in Oklahoma. The nation's longest driveable stretch of Route 66 cuts through Oklahoma, making its way past charming towns, roadside diners and quirky attractions.

History of Toll Increases



Toll increases correlate to turnpike construction projects and other national situations.

* On Jan. 1, 1991, the cash rate increased by 30%, when the PIKEPASS rate was introduced. The new PIKEPASS rate was the same as the original 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.

TOLL RATES

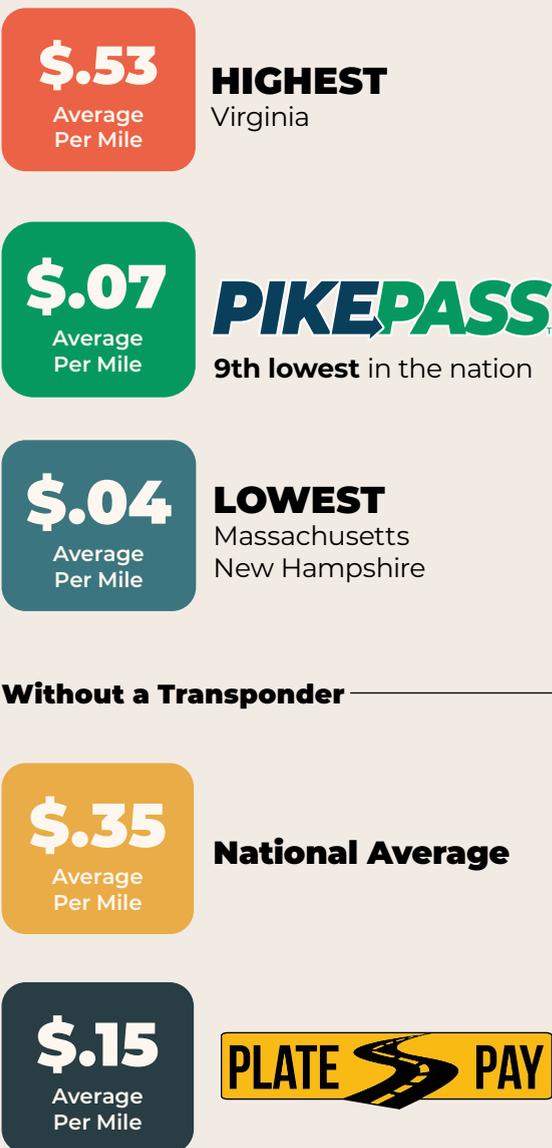
Thanks to the successful completion of a system-wide cashless conversion in 2024, OTA is delivering faster, safer, and more convenient travel across Oklahoma's turnpikes. PlatePay, which photographs license plates and bills motorists without a PIKEPASS, represents about 10% of all turnpike transactions. By eliminating cash toll booths, PlatePay reduces traffic congestion, improves safety, and allows drivers to focus on the road.

Importantly, nearly half of all toll revenue comes from out-of-state travelers, supporting system-wide operations, maintenance, and upgrades without increasing the cost for Oklahoma drivers.

No toll rate increases are slated for 2026. PIKEPASS discounted rates remain on average at 7 cents per mile and PlatePay at 15 cents per mile, both well below the transponder national average of 22 cents per mile. Tulsa's Gilcrease Expressway toll increases are now delayed until 2027 due to higher-than-projected toll revenues related to growing traffic.

Additionally, OTA has simplified vehicle classifications from five to three — small, medium, and large — to make travel easier and more straight forward for motorists. Motorists may check for toll balances by visiting platepay.com.

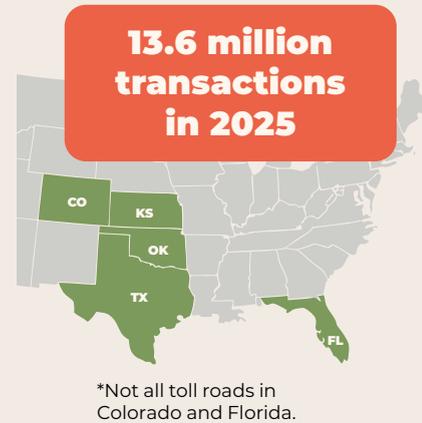
HIGHEST AND LOWEST TOLLING RATES



Continuing Partnerships

INTEROPERABILITY

PIKEPASS customers enjoy easy, hassle-free, discounted travel on toll roads in Kansas, Texas, and select areas of Colorado and Florida* through existing interoperability agreements. One transponder works across these partner states, giving drivers the lowest available toll rate and a single, simple statement for all their trips. Across the country, toll agencies are continuing to connect their systems. Beginning later in 2026, OTA will take an exciting step forward by expanding national interoperability with other states. OTA remains committed to growing its network of partners and creating an even more convenient, connected travel experience for customers — making every journey feel a little easier, wherever the road leads.



TRIBAL GOVERNMENTS

The Oklahoma Turnpike Authority values strong, collaborative partnerships with tribal governments that support seamless travel. OTA has agreements with the Miami Tribe, Sac and Fox Nation, and Shawnee Tribe allowing drivers to travel across systems with a single tolling experience. In addition, the State of Oklahoma maintains transportation compacts with the Cherokee Nation, Chickasaw Nation, and Choctaw Nation. Together, these agreements strengthen regional connectivity and mobility, with OTA continuing its efforts to build and expand these partnerships over time.

OTA Agreements



Oklahoma Compacts



MOTOR FUEL TAX

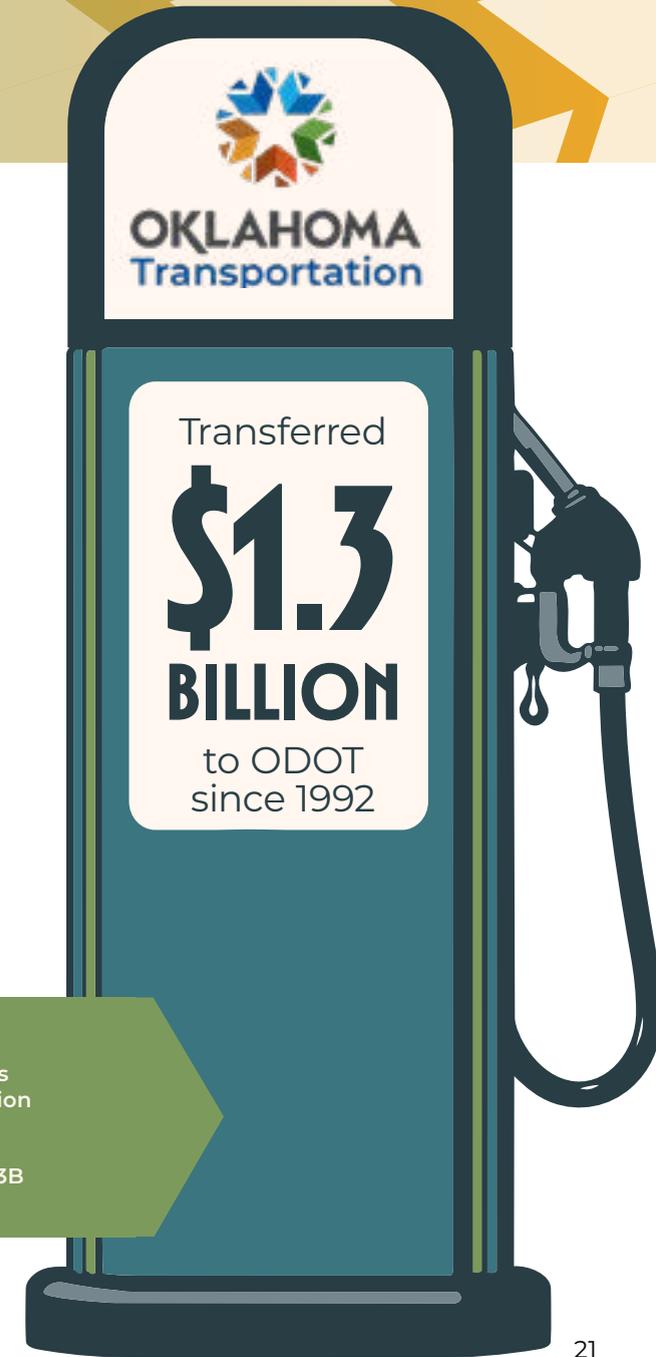
Oklahoma's motor fuel tax is a per-gallon tax on gasoline and diesel that helps pay for roads and bridges across the state. It's collected at the wholesale level and works like a user fee — drivers contribute at the pump based on how much fuel they use.

State law requires the Oklahoma Tax Commission to compute how much of this tax comes from fuel used on turnpikes by using a formula set in statute. That amount is assigned to the Oklahoma Turnpike Authority monthly, although OTA has not needed to use these funds since the legislation was enacted. Instead, the money is transferred per statute to ODOT.

This financial practice is just one of many that strengthen OTA's credit rating, which allows the Authority to borrow at lower interest rates. Lower borrowing costs allow the Authority to borrow money on the most favorable terms possible, thereby keeping tolls lower for patrons.

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. Since 1992, OTA has transferred \$1.3B to the Oklahoma Department of Transportation.



Customer Engagement

OTA Customer Service is committed to delivering exceptional support for PIKEPASS and PlatePay users. With friendly, knowledgeable staff assisting customers by phone, online, and in person, OTA ensures every interaction is efficient and helpful.

The division employs nearly 200 people across three call centers — located at OTA headquarters, Walters, and Tulsa. Together, they handle an average of 80,000 calls each month. OTA also operates four full-service stores open seven days a week and partners with 339 locations statewide where customers can pick up a same-day PIKEPASS.

Guided by a customer-first mindset, OTA continually improves its services by incorporating customer feedback and investing in ongoing staff development. Customers can open and manage accounts online, or by calling Customer Service. These efforts underscore OTA's commitment to accessible, reliable, and innovative service for drivers across Oklahoma.



20.7M

Average monthly transactions
(PIKEPASS and PlatePay)



5.5M

customer interactions
in 2025



24/7 ACCESS

at pikepass.com



OVER 300

limited services facilities

HOW TO GET YOUR PIKEPASS AT A LIMITED SERVICE FACILITY

1.



Submit Online Request

2.



Receive Confirmation

3.



Pick Up at Any Limited Service Facility

2025 CUSTOMER INTERACTIONS

PlatePay → PIKEPASS
Conversions:

20K

Calls through
Automated Phone
System

55K

Number of Chatbot Queries:

31K

Average Monthly
Live - Agent Calls:

80K



2025 INTERACTION BREAKDOWN

Self-Service Interactions:

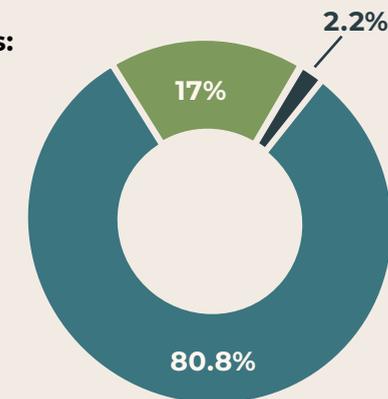
without agent
4,549,298

Phone Interactions:

with agent
957,380

Store Interactions:

126,070



PIKEPASS™

Number of Active
PIKEPASS Accounts:

1.3M

Number of Active
PIKEPASS Tags:

3.8M

Statute to Pavement



RIGHT-OF-WAY: A CLEAR, DEFINED PROCESS

When a turnpike alignment affects private property, the Oklahoma Turnpike Authority follows a structured right-of-way process grounded in state law and focused on fairness, transparency, and good-faith negotiation. Property owners are notified early in the process and provided clear information about what to expect, including how property values are determined and what options are available to them.

Independent appraisals are used to establish fair market value, and property owners can review those appraisals and respond. OTA is committed to working directly with property

owners throughout the process to reach a mutually agreeable outcome and will continue negotiations at every stage. Condemnation, through the eminent domain process, is a legal tool of last resort and is pursued only when an agreement cannot be reached, and only with just compensation as required by law. Eminent domain is codified in statute and in place to protect the private property owner.

Throughout the right-of-way process, OTA works to minimize impacts, respect property rights, and ensure property owners understand their options before decisions are made.

AFTER AGREEMENT: What Happens Next?



Once you accept an offer, the OTA coordinates with a title company to complete the sale and closing.



You may be eligible for an extended occupancy after closing — ask about an occupancy agreement.



Moving costs may be estimated and included in compensation.

ACCESS Oklahoma

ACCESS Oklahoma, which stands for Advancing and Connecting Communities and Economies Safely Statewide, is Oklahoma Turnpike Authority's 15-year long-range plan to modernize and expand the state's turnpike system with a focus on motorist safety and mobility. The plan includes new interchange access to communities, widening existing turnpikes, bridge and pavement improvements, and

three new routes in the Oklahoma City metro area to complete the Outer Loop and provide an I-35 reliever route. ACCESS Oklahoma is funded through turnpike bonds, not state tax dollars, and does not impact the state budget or divert funds from other priorities. In August 2023, the Oklahoma Supreme Court affirmed the Authority's bond validation, allowing the ACCESS Oklahoma projects to move forward.

15-YEAR ACCESS PROGRAM OVERVIEW 2022 - 2037

\$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

*Assumes inflation & contingency over the life of the program as of January 2026.

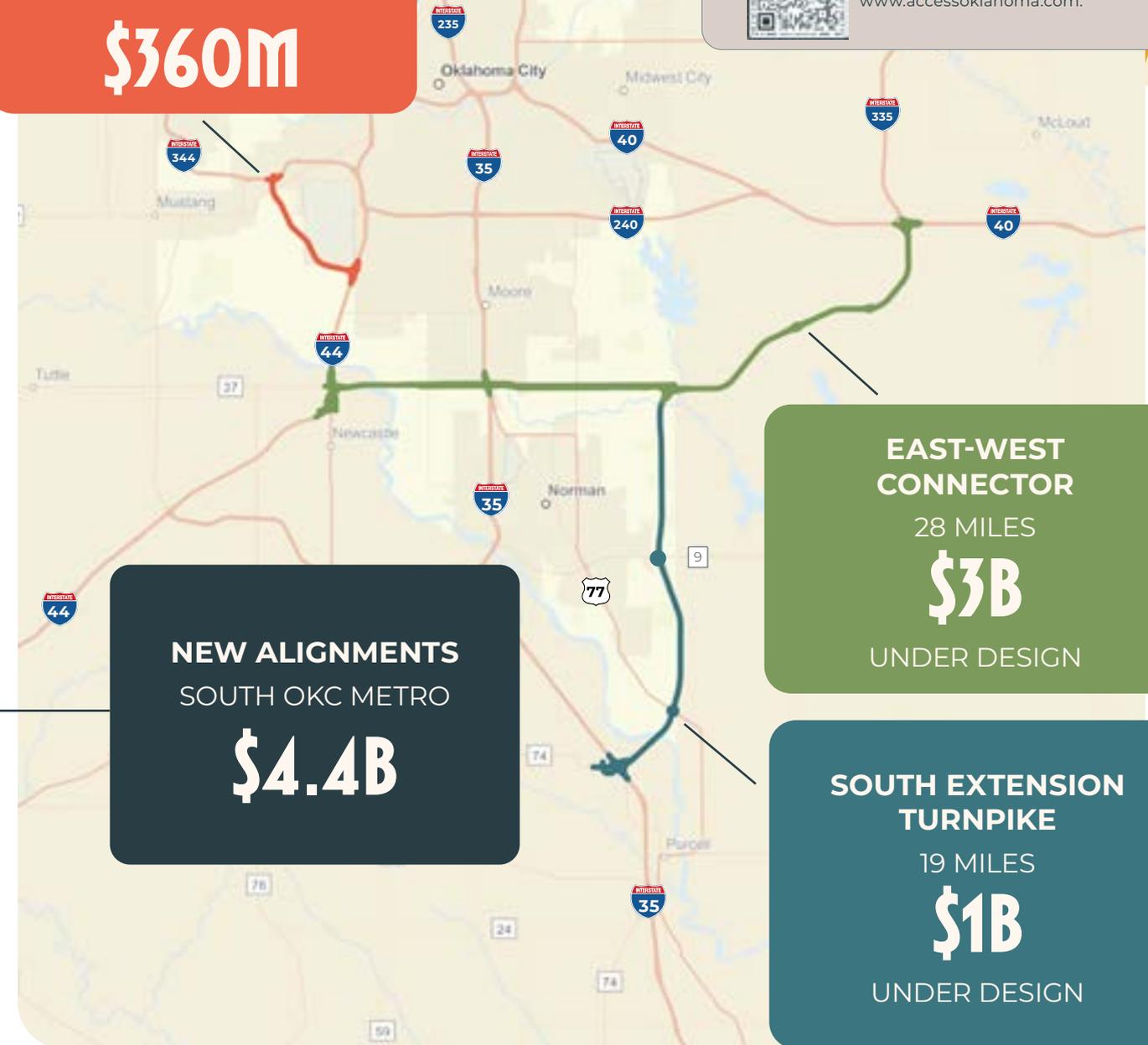
TRI-CITY CONNECTOR

8 MILES

\$360M



Scan for more details or visit
www.accessoklahoma.com.



NEW ALIGNMENTS SOUTH OKC METRO

\$4.4B

EAST-WEST CONNECTOR

28 MILES

\$3B

UNDER DESIGN

SOUTH EXTENSION TURNPIKE

19 MILES

\$1B

UNDER DESIGN

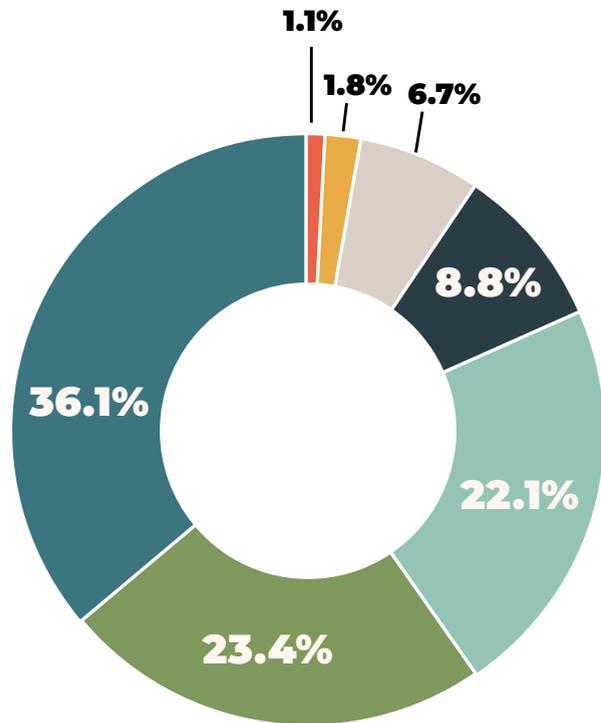
Capital Improvement Plan

OTA is committed to keeping its turnpikes safe and in good condition by planning maintenance across all routes to keep traffic moving and to extend the life of its infrastructure.

The 2026–2030 five-year Capital Plan invests \$520 million in projects — from updated highway striping to bridge and pavement rehabilitations — delivering benefits to

motorists for the next 20–30 years. These projects are funded solely through tolling revenue.

Each year, the General Consulting Engineer inspects all roadways, bridges, and facilities. Their findings guide updates to the Capital Plan, ensuring the turnpike system stays safe, reliable, and well-maintained.



\$520M

2026 - 2030

- \$187.6M** Pavement Reconstruction
- \$121.4M** Bridge Rehab
- \$115.2M** Pavement Rehab
- \$45.9M** DBR/Grind
- \$34.6M** Shoulder & Guardrail
- \$9.5M** Interchanges
- \$5.8M** Buildings

\$24.3M

2026: \$6M
2029: \$6.4M
2030: \$11.9M



Turner Turnpike

\$101M

2026: \$21.3M
2027: \$33.2M
2028: \$34.8M
2029: \$11.7M



Cimarron Turnpike

\$93.9M

2026: \$27.9M
2027: \$11.5M
2028: \$13.4M
2029: \$29.3M
2030: \$11.8M



Muskogee Turnpike

\$10.9M

2027: \$2.8M
2028: \$3.6M
2030: \$4.5M



Cherokee Turnpike

\$8.3M

2030: \$8.3M



Kickapoo Turnpike

\$3.4M

2030: \$3.4M



Chickasaw Turnpike

\$72.5M

2026: \$9.3M
2027: \$13.0M
2028: \$12.7M
2029: \$23.3M
2030: \$14.2M



Will Rogers Turnpike

\$5.9M

2026: \$2.9M
2029: \$3M



Creek Turnpike

\$65.8M

2026: \$14.3M
2027: \$1.6M
2028: \$18.1M
2029: \$6.2M
2030: \$25.6M



H.E. Bailey Turnpike

\$134M

2026: \$22.1M
2027: \$43M
2028: \$22.2M
2029: \$25.9M
2030: \$20.8M



Indian Nation Turnpike



Continue the journey and explore the full history of Oklahoma's turnpikes.

BUILDING THE SYSTEM

1947-1969

Oklahoma's turnpike system begins with a bold vision to connect communities and support a growing state. These early projects lay the foundation for safe, reliable travel across Oklahoma.

- '47 The Oklahoma Turnpike Authority is established by the 21st Oklahoma Legislature.
- '53 Turner Turnpike opens, becoming Oklahoma's first toll road.
- '57 Will Rogers Turnpike opens, connecting northeast Oklahoma.
- '64 H.E. Bailey Turnpike opens, expanding southwest travel.
- '66 Indian Nation Turnpike opens to traffic in southeast Oklahoma.
- '69 Muskogee Turnpike opens, strengthening regional access.

EXPANSION YEARS

1971-1990

As travel demands increase, the turnpike system expands to reach more regions of the state. New routes strengthen connectivity across Oklahoma.

- '71 Bonds were voted on and issued to build Cimarron Turnpike.
- '75 Cimarron Turnpike opens, creating a new northeastern corridor.
- '87 Legislature authorizes the construction of Kilpatrick, Creek, Chickasaw and Cherokee turnpikes.
- '88 Feasibility studies are completed for the OKC Outer Loop, Tulsa South Bypass, and I-35 to I-40.

DIGITAL SHIFT

1991-2013

Technology transforms the turnpike experience with the introduction of electronic tolling. Innovation improves efficiency, reduces congestion, and changes how Oklahomans travel.

- '91 PIKEPASS is introduced, launching electronic tolling.
- '91 Cherokee, Chickasaw, and Kilpatrick turnpikes open to traffic.
- '92 Creek Turnpike opens, creating a connection point between Turner and Will Rogers turnpikes.
- '93 The Oklahoma Legislature authorizes the South Extension.
- '01 Creek and Kilpatrick turnpikes are extended.
- '02 H.E. Bailey Spur opens to traffic.

MODERN MOBILITY

2014-2025

The system evolves toward a more seamless, cashless future. Advancements in tolling and infrastructure create safer, faster, and more convenient travel statewide.

- '14 Interoperability agreements expand PIKEPASS across Kansas and Texas.
- '17 PlatePay launches a cashless tolling pilot program.
- '20 The southwest extension of Kilpatrick Turnpike opens, creating connectivity to Will Rogers International Airport.
- '21 Kickapoo Turnpike opens, improving regional connectivity.
- '22 Gilcrease Expressway opens to traffic in west Tulsa.
- '23 National Interoperability expands PIKEPASS to some parts of Florida.
- '24 ACCESS construction begins. Oklahoma's turnpikes are 100% cashless with PlatePay.
- '25 ACCESS construction continues. South Extension realignment is announced.