



Tanner Naeher shared a link.

July 11 at 3:15 PM · 🌐

...

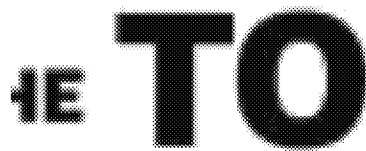
Well I decided to actually write down our story to share with others.

"She said yes, obviously. We made plans to get married the following March. Invites were sent, venue booked, dress was bought."

You can read it, and many others here!

<https://stopthetollok.com/naeher-family/>

Please if you are in the path of this turnpike, please reach out to me at stopthetollok@gmail.com or to Jessie Newell so that we can help share your stories.



STOPTHETOLLOK.COM

The Naeher Family – Stop the Toll OK

The Naeher FamilyBy Tanner Naeher My wife and I purchased our land in the spring of 2019. I know that doesn't seem that long ago, but in that short amount of time we have made a lot of memories on our acreage. ...

👍👤❤️ 50

20 Comments 20 Shares

👍 Like

💬 Comment

➦ Share

Top comments ▼

Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 7/18/2022 9:53:13 PM
To: glove@r[REDACTED]; Dana Weber [dweber@[REDACTED]]; jtitsworth7@[REDACTED]; John Jones [jjones@[REDACTED]]; toddcone@[REDACTED]; Berry, Will L [will.dcbass@[REDACTED]]; elair@[REDACTED]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]
CC: Tim Gatz - Pikepass [tgatz@pikepass.com]; Joe Echelle [jechelle@pikepass.com]
Subject: OTA weekly binder
Attachments: 7.10 to 7.16 binder.pdf

Thank you,
Jessica

Jessica Brown, M.J. | Director
Strategic Communications Division | Oklahoma Transportation Cabinet
Main: 405-521-6000
Oklahoma.gov | oklahoma.gov/odot





Oklahoma Turnpike Authority
Board Member Report
July 10 - July 16, 2022

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Media Correspondence

Date: July 10 - July 16

Documents: 6



Media Correspondence for July 10 - July 16, 2022

This week the Strategic Communications office handled:

- 7 Media calls & emails for information/documents/statements
- Closed 6 of the 7 media requests
- 1 statement was provided to media
 - What's next for the OTA in the ACCESS Oklahoma program (page 6)
- 1 Letter sent to ACCESS Oklahoma stakeholders on what's next for the plan. (page 7)
- Letter to the editor by former Transportation Sec. Gary Ridley published in Sunday's *Oklahoman* (page 9)
- *Oklahoman* story highlighting new access points being built as part of ACCESS Oklahoma (page 11)
- *Norman Transcript* story highlighting what's next for the ACCESS Oklahoma program (page 16)

Media Correspondence – July 10 - July 16, 2022

Active

- KRMG on Berryhill/Gilcrease questions - Interview set for Tuesday with Joe Echelle (Brenda Perry Clark)

Completed

- Oklahoman/Reporter Steve Lackmeyer on ACCESS Turner Turnpike/SH-18 @ Chandler (Brenda Perry Clark)
- Fox 25/Reporter David Chasanov on new turnpike process (Jessica Brown, Bryce Boyer)
- StateImpact/Reporter Beth Wallis on alleged Open Meetings Act violation/ODOT agenda items #96 (Jessica Brown)
- Bond Buyer on application to Council of Bond Oversight (Jessica Brown)
- Oklahoman/Reporter Steve Lackmeyer on Council of Bond Oversight meeting, Supreme Court timeline (Brenda Perry Clark)
- Norman Transcript/Reporter Mindy Wood on next steps w/process for ACCESS (Jessica Brown/Brenda Perry Clark)

Statement to Mindy Wood, Norman Transcript on what's next for the ACCESS plan, provided 7/15/2022

During the Oklahoma Turnpike Authority's special meeting June 9, the board unanimously approved the following:

- Resolution authorizing the termination of a \$200 million line of credit, which the Council of Bond Oversight authorized with conditions regarding pending litigation at its May 2022 meeting. The line of credit was terminated June 15.
- Resolution authorizing issuance of revenue bonds for purpose of financing ACCESS Oklahoma turnpike projects.
- Resolution authorizing an application with the Council of Bond Oversight for financing ACCESS Oklahoma turnpike projects.
- Resolution directing an application to the Oklahoma Supreme Court for validation of bonds to be issued for purpose of financing ACCESS Oklahoma turnpike projects at issue in pending litigation.
- Proposed design routes for new ACCESS Oklahoma turnpike alignments to send to the Oklahoma Transportation Commission for approval. The Commission serves as the governing body for the Oklahoma Department of Transportation.
Monday, July 11, the Oklahoma Transportation Commission approved the newly proposed routes in the ACCESS Oklahoma program inasmuch as the routes do not conflict with existing or planned state highways and that the state highways will connect with these routes if built. The OTA board has final route approval once studies are complete.

Friday, July 8, OTA delivered to the Council of Board Oversight an application to approve OTA's proposed issuance of revenue bonds. The Council of Bond Oversight could take up this matter at its next meeting scheduled for later this month. If the Council approves, OTA will petition the Oklahoma Supreme Court to validate OTA's use of bonds to finance the construction of the proposed routes in the ACCESS Oklahoma program at issue in pending litigation.

Validation allows OTA to proceed with the process of issuing bonds, the first of several during the 15-year, long range plan. The OTA is targeting its first bond issue sometime in late 2022 to early 2023.



CONTACT:

1-844-56-ACCES(S)
(1-844-562-2237)

www.accessoklahoma.com
www.pikepass.com



You are receiving this email based on your expressed desire to receive updated information about the Oklahoma Turnpike Authority's ACCESS Oklahoma program.

ACCESS Oklahoma's next steps

You are receiving this email due to your expressed interest in the ACCESS Oklahoma program, which will provide critical enhancements to our state's transportation system. The Oklahoma Turnpike Authority announced its 15-year, long-range plan Feb. 22. Since then, OTA staff developed a financial plan as engineers continue collecting information from the field. Below are highlights of recent events and upcoming meetings.

Last month, the OTA board met in a special meeting to approve the following:

- Resolution authorizing the termination of a \$200 million line of credit, which the Council of Bond Oversight authorized with conditions regarding pending litigation at its May 2022 meeting. The line of credit was terminated June 15.
- Resolution authorizing issuance of revenue bonds for purpose of financing ACCESS Oklahoma turnpike projects.
- Resolution authorizing an application with the Council of Bond Oversight for financing ACCESS Oklahoma turnpike projects.
- Resolution directing an application to the Oklahoma Supreme Court for validation of bonds to be issued for purpose of financing ACCESS Oklahoma turnpike projects at issue in pending litigation.
- Proposed design routes for new ACCESS Oklahoma turnpike alignments to send to the Oklahoma Transportation Commission for approval. The Commission serves as the governing body for the Oklahoma Department of Transportation.

Earlier this month during its regularly scheduled meeting, the Oklahoma Transportation Commission approved the location of the new routes proposed in the ACCESS Oklahoma program. This approval only verifies the proposed routes do not conflict with existing or planned Department of Transportation highways as well as ensures proper connection and function with the current highway system.

July 8, OTA delivered to the Council of Board Oversight an application to approve OTA's proposed issuance of revenue bonds. The Council could take up this matter at its next meeting scheduled for

later this month. If it approves, OTA will petition the Oklahoma Supreme Court to validate OTA's use of bonds to finance the construction of the proposed routes in the ACCESS Oklahoma program at issue in pending litigation. Such validation will allow the OTA to move forward with the process of issuing bonds, the first of several during the long-range plan. The OTA is targeting its first bond issue sometime in late 2022 to early 2023.

The OTA continues to update the ACCESS Oklahoma website to include more project-specific information for each corridor of the program. You may see the updates and learn more about ACCESS Oklahoma at www.accessoklahoma.com.

OPINION *This piece expresses the views of its author(s), separate from those of this publication.*

Letters to the editor: On I-35 traffic, abortion rights, Trump's presidency

Oklahoman

Published 7:00 a.m. CT July 17, 2022

Turnpike solution disruptive but a reasonable option

There's been a lot of discussion and debate about the need and the location for a reliever route for Interstate 35 and I-44 south of I-40. This issue should be discussed and debated because of the impact it will have on some of the neighborhoods and homes along the affected area. But what is not open for debate is the need to alleviate the congestion, that we not only experience now on I-35 and I-44 but what will take place within the next few years. The average daily traffic counts today for both of these routes south of I-40 exceeds 150,000 vehicles. It is estimated that the daily vehicle count, for those locations will approach 200,000 within the next decade. These are not just my estimates, but those of the engineering community as shown by the Oklahoma Department of Transportation's chief engineer, Brian Taylor, at the last commission meeting. He explained in great detail what the level of service or congestion will be on I-35 over the next few decades. He described the problem very well, and shown left unchecked, I-35 and I-44 south of I-40 to the South Canadian River south of Norman and just north of Newcastle respectively will be unusable certain times of the day. This congestion will, and has, caused traffic to use city streets, and as I-35 and I-44 become more unusable so will these city streets. Hence the problem. Transportation professionals are problem solvers and this problem has been scrutinized over the past few decades by myself and others. We looked at adding additional lanes in each direction, but this would require us to relocate and add additional frontage roads, rebuild every interchange and relocate all the businesses and homes along the I-35 corridor. The cost and disruption to traffic and businesses would be unbelievable and thus, this is not a viable option. With the Oklahoma City metro area being one of the fastest growing metropolitan areas in the country, it's no wonder why traffic congestion, especially south of I-40, has become such a serious problem.

It is my belief that a reasonable estimate for the impact of each leg of the I-35 and I-44 proposed reliever routes after the first 2 years of operation is between 25,000 and 35,000

vehicles per day. After 5 years it will probably increase to over 45,000. This will have a huge positive impact on the traffic congestion south of I-40. The solution that the Oklahoma Turnpike Authority has presented, although disruptive to some, is the only reasonable option.

— *Gary Ridley, Yukon, former Oklahoma transportation secretary*

NEWS

New turnpike connections expected to bring new life to small town Oklahoma



Steve Lackmeyer
Oklahoman

Published 6:00 a.m. CT July 17, 2022 | Updated 10:33 a.m. CT July 17, 2022

DAVENPORT — Traffic isn't what it once was along Route 66 as it curves into this town of 801 people, but a 1930s-era Texaco station stands as a reminder of when Davenport served as a stop for travelers during the heyday of America's Main Street.

The traffic vanished when the Turner Turnpike opened in 1953. Davenport and other towns across the state not only lost customers and commerce, they also were cut off from the modern four-lane toll roads with no ramps to access the modern four-lane toll road.

Decades later, however, the Oklahoma Turnpike Authority is planning to add new gates for Davenport and 13 other towns — communities that hope the access will bring them new businesses and residents.

The turnpike authority has been embroiled in conflict since it announced plans for Access Oklahoma, a 15-year, \$5 billion plan to expand the state's toll road network. The authority is being sued over plans to build new toll roads between Oklahoma City and Norman that opponents say will uproot more than 600 homes and businesses.

But in towns like Davenport, which once considered themselves economic victims of past turnpike expansions, the new plans are receiving much warmer responses.

A look at the turnpike plans Oklahoma turnpike expansion plan approved by transportation panel despite concerns

Davenport, other Route 66 towns, affected by limited access of Turner Turnpike

It was the winding curves and limited capacity along Route 66 and other two-lane highways that prompted Oklahoma to get a head-start on the national interstate system by funding construction of modern highways that would be supported by tolls.

The stretch of Route 66 in Davenport included a brick-paved section still in use and was described as constant gridlock in a 1947 Oklahoman article describing a cross-country highway unable to keep pace with a growing love affair with automobiles.

“Traffic is always heavy from the middle of Oklahoma City to the middle of Tulsa on U.S. 66, morning, noon and night,” reads the article from 1947. “He (a typical driver) fights it all the way, having the red brick pavement to follow a slow Model T to Chandler, managing to pass a few between there and Davenport.”

The draw to turnpike expansions: Oklahoma turnpike expansions, and subsequent land auctions, lure developers, homebuilders

Thousands of travelers shifted from this stretch of Route 66 to a modern, four-lane Turner Turnpike that opened in 1953. The impact on Davenport, with no access to the turnpike, foreshadowed the fate facing other Route 66 towns when Congress passed the Federal Highway Act of 1956 launching construction of a national interstate highway system.

Don Sporleder, a third-generation Davenport resident and the town historian, is likely to lose a part of his farm as part of the Oklahoma Turnpike Authority's plans

to add a Davenport interchange along the Turner Turnpike.

“Years ago, Davenport was supposed to get a gate in the ‘60s,” Sporleder said. “Somehow the plan got nixed. It was the same time they were going to put a gate by Daisy on the Indian Nation Turnpike. There were a lot of politics involved.”

14 new interchanges planned along turnpikes, providing access to more Oklahoma towns

The new Davenport interchange is one of 14 planned along the Turner, Indian Nation, H.E. Bailey, Kilpatrick and Cimarron turnpikes as part of Access Oklahoma.

Wes Mattheyer, Davenport’s mayor, looks forward to when travelers along the Turner Turnpike will see an exit advising them they can get gas and food in his town.

“It will be a game changer,” Mattheyer said. “It will give our small community a shot in the arm all the way from revenue coming off the turnpike and using our businesses. Instead of just getting by, we might have extra revenue to add police officers.”

Depew, another Route 66 town bypassed by the turnpike, has a largely intact Main Street waiting to be discovered by travelers who will someday have the option of exiting into the town of 442 residents.

Many of the storefronts are empty, though Mayor Diona Marker has high hopes for a recently opened café, florist and gift shop.

“It would definitely help us,” Marker said. “We don’t have a lot of small businesses in town. Any extra traffic it can bring to the businesses we have will help.”

Davenport and Depew saw their populations shrink in the years following the opening of the Turner Turnpike. Boosted by the nearby discovery of oil,

Davenport's population peaked at 1,072 but was down to 801 in 2020. Depew's population peaked at 1,126 in 1930 and now stands at 446.

Cashless tolling allows for increased interchanges along Oklahoma turnpikes

When turnpikes were built in prior years, access was limited due to the need to staff toll booths. Those booths and coin machines are going away as the Oklahoma Turnpike Authority switches to PlatePay as an alternative to its Pikepass as a way to travel without stopping to pay. Cameras at toll plazas photograph drivers' license plates, enabling the OTA to send the vehicle's registered owner an invoice.

Conversions are already complete on the Kilpatrick and Kickapoo turnpikes. Conversion is underway on the H.E. Bailey Turnpike.

Jessica Brown, OTA spokeswoman, said technology makes the new interchanges possible.

"You have to have a person in those booths and it's quite expensive to do that so we only had ramps every so often," Brown said. "That worked for a very long time."

Parts, meanwhile, are no longer available for aging coin machines, Brown said.

"Technology is making the roads safer because you get to pull out of traffic while paying and get into traffic while paying without stopping," Brown said. "We believe this will be safer and more convenient to those using the turnpikes."

A history of local toll roads Oklahoma promised to make toll roads free. After 75 years, here's where that promise stands.

Brown also predicts towns like Davenport will see improved emergency response times with turnpike connections. Sporleder, who also publishes the monthly Davenport newspaper The New Era believes the new turnpike access for his town could boost its fortunes and attract new residents.

“We already have a lot of people who commute to Oklahoma City and Tulsa to work every day,” Sporleder said. “With a turnpike gate, we should see even more.”

The farmland Sporleder risks losing has been in his family since they settled Davenport during the Land Run of 1891. He welcomes the chance to make an intersection possible.

“I will lose some acreage where I pasture my cows, but that’s alright — it’s worth it,” Sporleder said. “It will be a big economic boon to Davenport.”

What's next for OTA?

Mindy Ragan Wood | Transcript Staff Writer

It's full speed ahead for the Oklahoma Turnpike Authority as the agency prepares to push for approval from the state's highest court.

OTA unveiled its 15-year, \$5 billion ACCESS plan to improve and expand the state's turnpike system Feb. 22.

Those plans include two new toll roads in Norman — one in east Norman south from Interstate 40 to Purcell through the Lake Thunderbird Watershed, and another along Indian Hills Road.

Norman residents have protested the plan since its announcement.

In May, two opposition groups each filed a lawsuit. Pike Off OTA is contesting OTA's legal authorization to build the east Norman toll road and claimed it has not followed proper bond procedure.

The second, filed by more than 150 residents, accused the agency of violating the state's Open Meeting Act due to insufficient wording to inform the public about the project during two meetings earlier this year.

OTA hopes to have its application to the Council of Bond Oversight approve an application for \$500 million in revenue bonds later this month, said agency spokeswoman Brenda Perry. OTA sent an application to the council on July 8.

"If the Council approves, OTA will petition the Oklahoma Supreme Court to validate OTA's use of bonds to finance the construction of the proposed routes in the ACCESS Oklahoma program at issue in pending litigation," she said in an email.

The next scheduled meeting for the council is July 28, but an agenda was not yet posted Friday.

During OTA's June 9 meeting, the board terminated an application for a \$200 million line of credit to begin ACCESS projects, but gave approval to send an application to the Oklahoma Supreme Court to validate plans for \$1 billion in bonds for ACCESS projects. The court evaluates the constitutionality of the debt, not the amount, and whether the projects are authorized by state law, Perry said.

OTA officials said the state supreme court procedure was a routine requirement before bonds could be issued.

The first bond issuance could be performed later this year, said spokeswoman for OTA Brenda Perry.

"Validation allows OTA to proceed with the process of issuing bonds, the first of several during the 15-year, long range plan," she wrote in an email to The Transcript. "The OTA is targeting its first bond issue sometime in late 2022 to early 2023."

OTA officials have consistently said that the Southern Extension in east Norman is at the end of a long 15 year list of projects.

The agency's proposed routes have still not been finalized, but obtained approval Monday from the Oklahoma Department of Transportation Commission.

OTA Deputy Director Joe Echelle has said that property owners in the path of a turnpike are typically contacted when the design is 60% complete. Studies along the corridor are ongoing.

Meanwhile, legislative interim studies will probe OTA's policies, procedures and methods by which the agency determines toll road routes, among other questions. Interim studies are open to the public.

The study conducted by the House will be held Sept. 28-29 at the state Capitol, Room 206.

A study requested by lawmakers in the Senate has not yet been scheduled.

Mindy Wood covers City Hall news and notable court cases for The Transcript. Reach her at mwood@normantranscript.com or 405-416-4420.

Open Records

Date: July 10 - July 16

Documents: 1



Media - Open Record Requests

Active

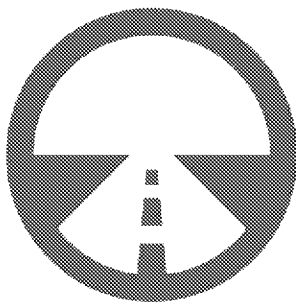
- Norman Transcript/Mindy Wood environmental studies on Kickapoo-Wes Watkins Lake, Kilpatrick-Lake Overholser, SH-74/LHP-Lake Hefner (5-2-2022 James Poling) (going through legal review)
- State Impact/Beth Wallis – ACCESS environmental – 10 requests (4/19/22 James Poling)
 - **Aquifers** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any aquifers potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.
 - **Private property** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any homes or private property potentially affected by any Oklahoma Turnpike Authority projects in Cleveland and Oklahoma Counties during the period of Jan. 14, 2019 to April 16, 2022.
 - **Water quality** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding water quality or water pollution potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.
 - **Watersheds** (requested IT search)
Emails, phone calls and recordings of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any watersheds potentially affected by any Oklahoma Turnpike Authority projects during the period Jan. 1, 2021 to April 16, 2022.
 - **Underground water wells** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any underground water wells potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.

- **Rose rocks (going through legal review)**
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any rose rocks potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.
- **CDM Smith (going through legal review)**
Contracts between the OTA and CDM Smith regarding OTA projects in Cleveland and Oklahoma counties from Jan. 1, 2016 – April 16, 2022.
- **Garver contracts (going through legal review)** Contracts between the OTA and Garver regarding OTA projects in Cleveland and Oklahoma counties from Jan. 1, 2016 – April 16, 2022.
- **Kickapoo Environment Studies (going through legal review)**
Environmental impact studies from the Kickapoo Turnpike project. Period: Jan. 1, 2013 to Jan. 1, 2021.
- **Poe contracts (going through legal review)** Contracts between the OTA and Poe and Associates regarding OTA projects in Cleveland and Oklahoma counties from Jan. 1, 2016 – April 16, 2022.
- **KOCO/Jeff Raymond on governor's office communication, presentations (4/18/22 Jessica Brown/Brenda Perry Clark) (File review underway)**

ACCESS Outreach

Date: July 10- July 16

Documents: 4

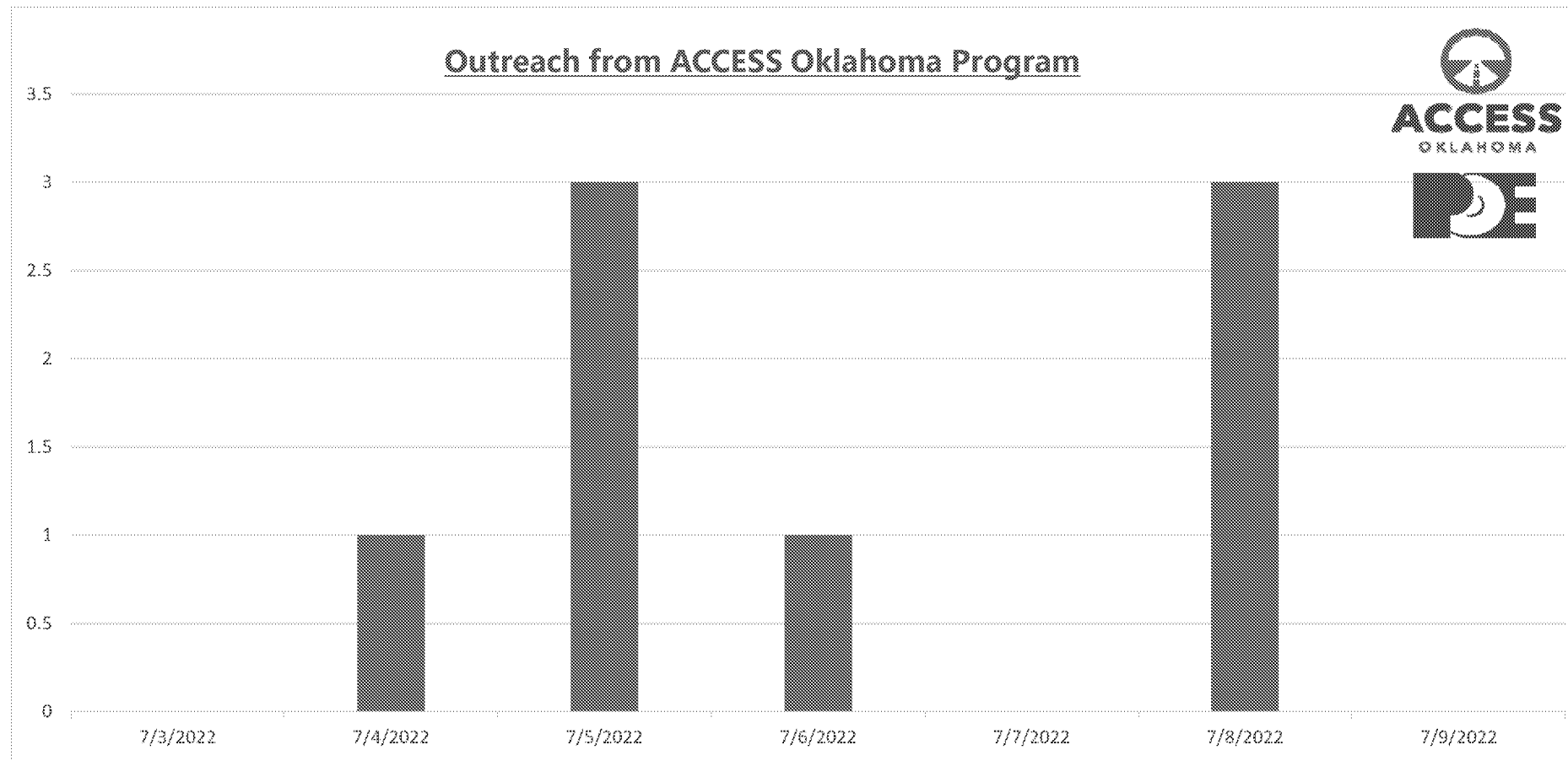


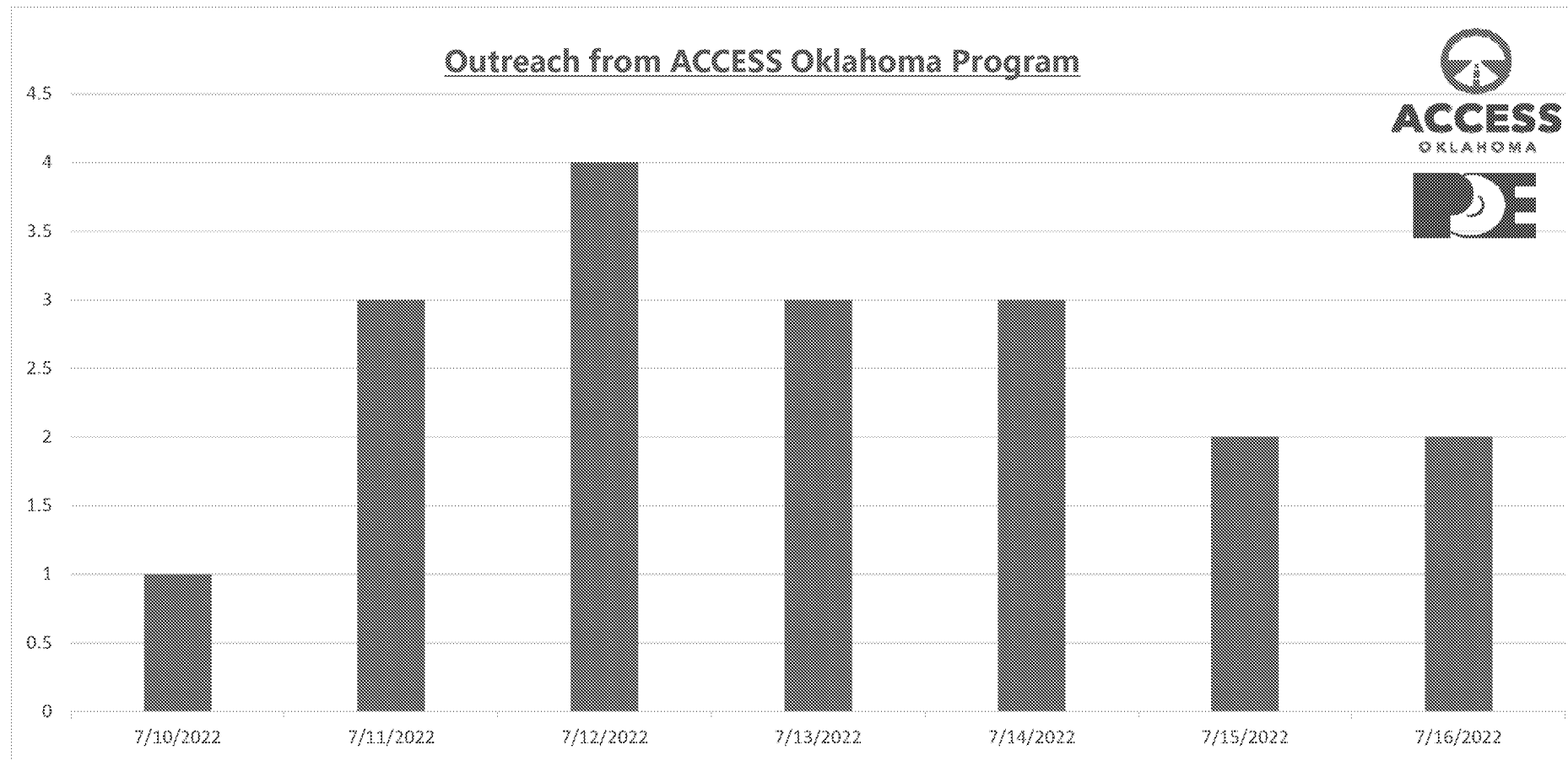
ACCESS
OKLAHOMA

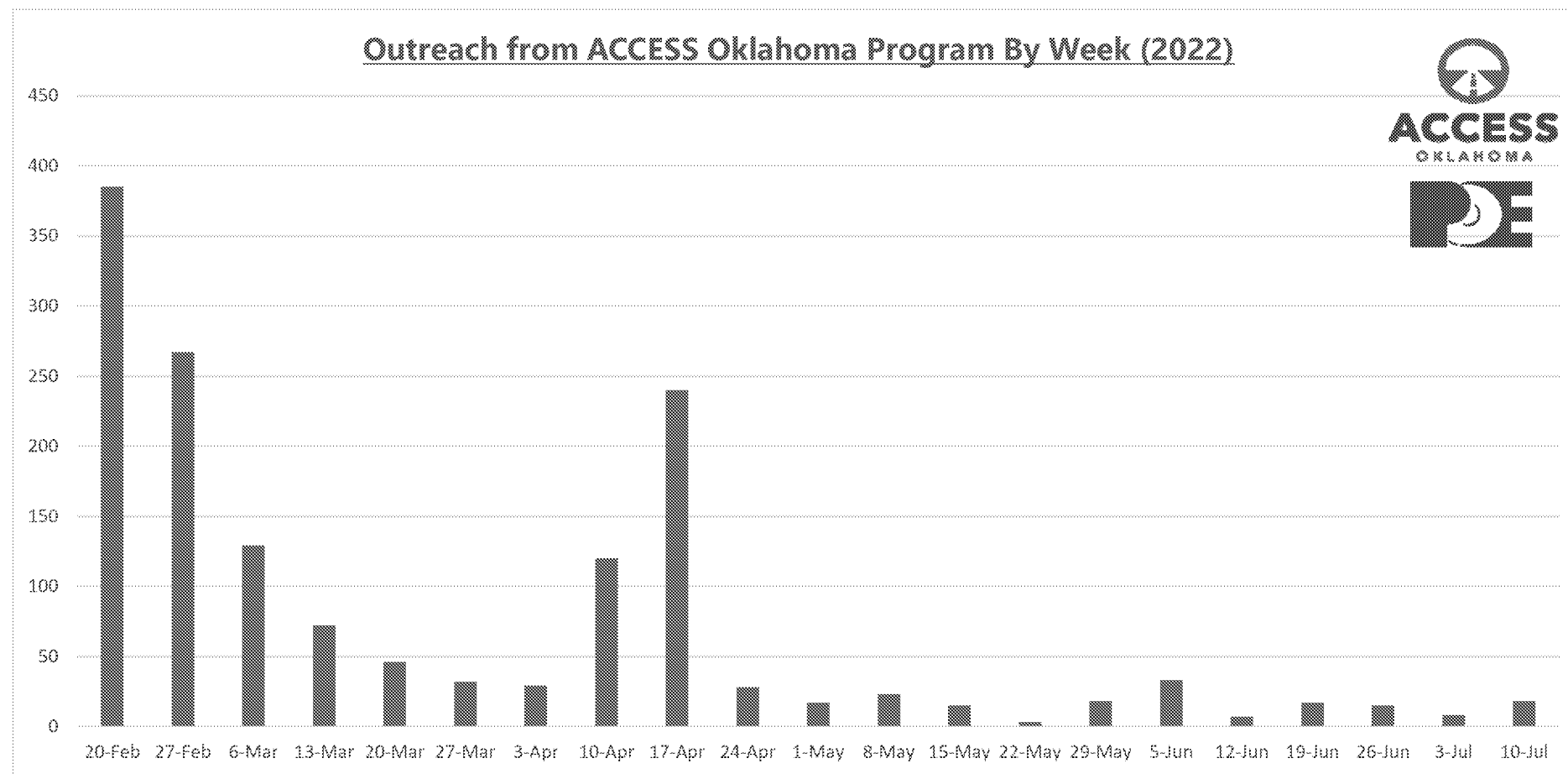
ACCESS Oklahoma Weekly Outreach

Outreach data gathered by Poe & Associates includes:

- Engagement from citizens via:
 - ACCESS Oklahoma hotline
 - Connect page on ACCESSOklahoma.com
 - Emailing info@accessoklahoma.com







Public comments collected by the Oklahoma Turnpike Authority, through the ACCESS Oklahoma hotline & email

Date	Daily Count	Team Nandi	Team Nikeeta	Team DB	Team Jennifer
Tuesday 7/5	0	No Data to Report	No Data to Report	No Data to Report	No Data to Report
Wednesday 7/6	0	No Data to Report	No Data to Report	No Data to Report	No Data to Report
Thursday 7/7	0	No Data to Report	No Data to Report	No Data to Report	No Data to Report
		1. Customer called stating home is in path of kickapoo expansion and wanted to know who to contact for buy out option.			
Friday 7/8	1		No Data to Report	No Data to Report	No Data to Report
Weekly Total	1				
		John from Gateway Land Surveyors called representing a land owner that would be effected by the new TP going in around Norman. Landowner has 200 plus acres and they were wanting land boundaries. He was directed to call the Access OK phone number			
Monday 7/11	1		No Data to Report	No Data to Report	No Data to Report
		Customer just called asking about the letter she received about widening the turnpike by her house gave her access Oklahoma number			
Tuesday 7/12	1		No Data to Report	No Data to Report	No Data to Report
		Her name was Shannon it was a call back and she said she was told that the turnpike would run though her dads cemetery. I gave her the 1 844 562-2237 number			
Wednesday 7/13	1		No Data to Report	No Data to Report	No Data to Report
Thursday 7/14	0	No Data to Report	No Data to Report	No Data to Report	No Data to Report

Upcoming Projects

Date: July 10- July 16

Documents 1



- **Video highlighting the Gilcrease Expressway**
 - Conducted interview of former Transportation Secretary Gary Ridley on the history behind the construction and how partners came together to build a highway that people thought was impossible. This week, Sec. Gatz and OTA Deputy Director Joe Echelle will be interviewed. This will conclude interviews needed for the video. Last month, Tulsa Co. Commissioner Karen Keith, Tulsa City Engineer Paul Zachary, and INCOG Exec. Director Rich Brierre were interviewed for the vide. The video is set to be completed by the opening of the Expressway.
- **Video with Ken Miller, Ph.D., former state treasurer and OCU economics professor**
 - Miller will provide a thought leadership video on how both public and private funds are necessary for the state to achieve the greatest value and benefit for Oklahomans in many public initiatives, especially for safe roads and bridges. The two sources of funding are not mutually exclusive, but must complement and supplement each other in order to address large societal concerns.
- **Video highlighting Oklahoma transportation**
 - Video with Sec. Tim Gatz, Sec. Gary Ridley & Sec. Neal McCaleb on transportation & the need for turnpikes.
- **ACCESS Oklahoma digital map update**
 - Now provides project specific information.
- **Development of a digital timeline of the turnpike system**
 - To help explain the history of turnpikes, current challenges, and future opportunities. This timeline will likely be used during upcoming legislative interim studies and later be posted to the ACCESS Oklahoma and OTA websites for public consumption.

- **ACCESS Oklahoma podcast with Jessica Prince**

- Taping an ACCESS podcast with Jessica Prince who will lead a team of environmental specialists that will review all environmental commitments made during the planning & development stages during pre-construction but after award of construction contracts. During active construction, the teams will review contractor submittals for compliance with environmental commitments, perform weekly on-site compliance inspections, and a host of other tasks. This podcast will be made available on the ACCESS Oklahoma website

Message

From: Yolanda Creswell [Yolanda.creswell@cityofweatherford.com]
Sent: 7/20/2022 3:15:31 PM
To: Yolanda Creswell [yolanda.creswell@cityofweatherford.com]
Subject: [EXTERNAL] Workforce 101 Resource
Attachments: WORKFORCE 101 FOR EMPLOYERS V5.pdf

WAEDF Members and Friends,

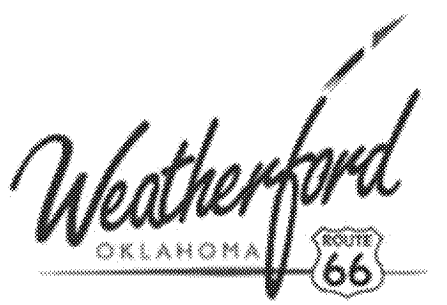
I have received a Workforce Handbook from the Department of Commerce, it is designed to help you as an employer find the workforce you are needing or lacking. If you ever have any questions or help on workforce please feel free to contact Western Oklahoma Workforce Development Board Office. The workforce office has many resources to help you as an employer in gaining the right employee for your business or company. I have put the contact information down below.

Western Oklahoma Workforce Development Board
1222 10th Street, Ste. 115
Woodward, OK 73801
(580) 256-8553

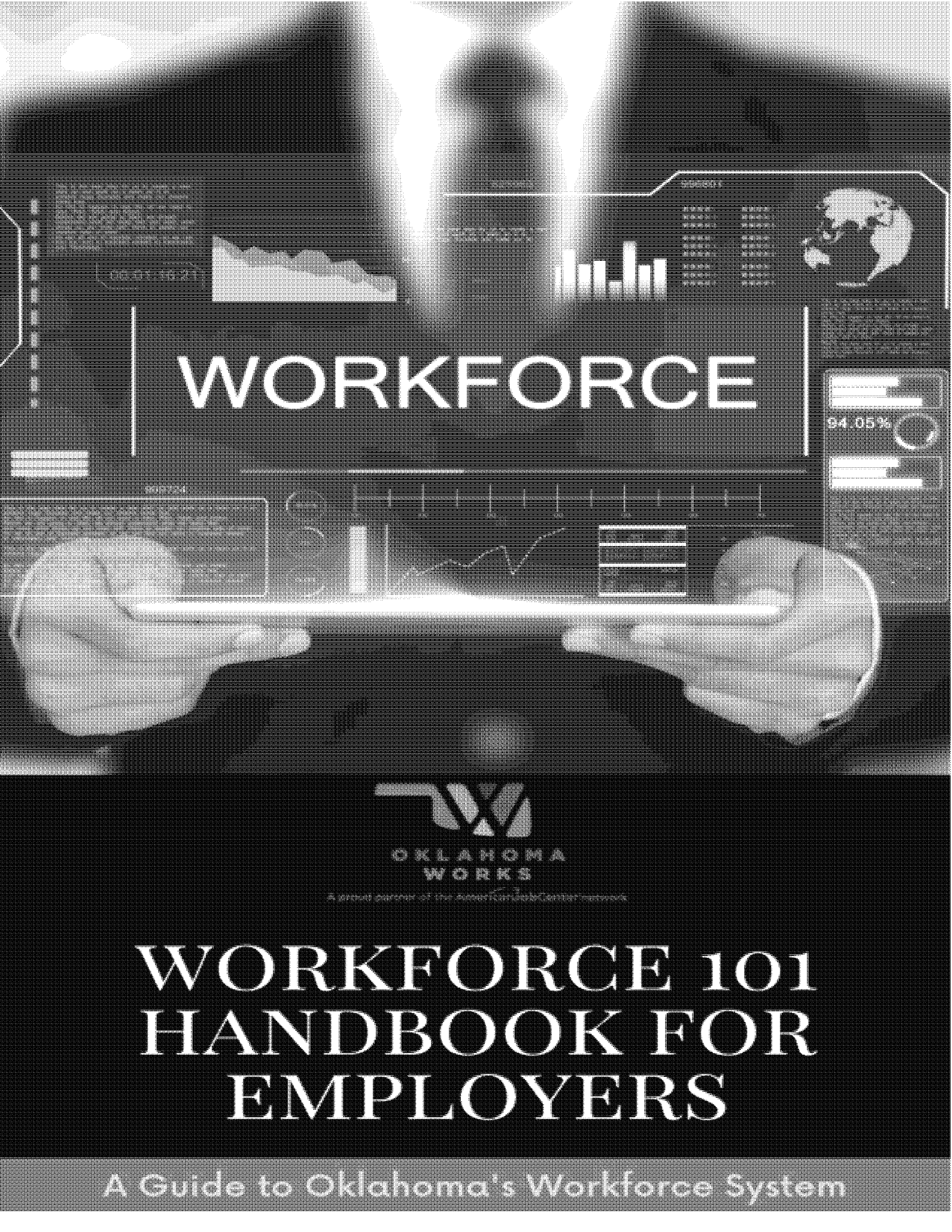
Weatherford Oklahoma Works Center
1516 Lera Drive, Suite 1
Weatherford, OK 73096
(580) 302-7380
Manager.weatherford@oesc.state.ok.us
Weatherford@wowdb.org

Thanks,

Yolanda Creswell
Economic Development Director
522 West Rainey Avenue
Weatherford, Oklahoma 73096
Office: (580) 774-4505 www.progressweatherford.com



Weatherford, Oklahoma: One of the top 10 fastest growing towns in the United States.



WORKFORCE



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WORKFORCE 101 HANDBOOK FOR EMPLOYERS

A Guide to Oklahoma's Workforce System

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Introduction

Oklahoma's public workforce development system, known as "Oklahoma Works," strives to ensure Oklahoma employers have access to the skilled talent they need to grow. At the same time we help workers get the in-demand skills they need to succeed in a high-tech world. That means working diligently to ensure our statewide, federally-sponsored employment and training system is comprehensive and responsive to the needs of employers, job seekers, and state and regional economies.

Oklahoma Works' network of comprehensive programs and services supports businesses in expanding, training, and restructuring your workforce.

How to Use the Workforce Handbook

This workforce handbook is organized in sections that guide you through services that:

Expand Your Workforce. This section explains how employers can find and hire qualified workers, even in a tight labor market. You will learn how to team with state and local service providers to recruit workers who may be getting laid off and match them to your need for skilled workers. In addition, you can access untapped populations that are looking for jobs including youth, veterans and persons with disabilities. Labor market information is also readily available at the national, state and local level.

Train Your Workforce. This section shows how various types of training such as on-the-job and apprenticeship training will upgrade your employees' skills to maintain and improve your business's productivity and save you money by training current employees rather than hiring new ones. Available training options are described so you can assist your employees in accessing the training they need.

Restructure Your Workforce. This section details several strategies and programs that are available to you if your business is experiencing downsizing, restructuring or closings. Information on preventing and managing a layoff or closing is provided including assistance available to you and your employees so you can access services immediately, become familiar with the legal requirements during a layoff situation and provide your employees assistance in making the transition to a new job.

Finance Your Workforce. This section provides you with information on using available tax credits. The Workforce Glossary also assists you in deciphering the many terms you may encounter in your search for workforce information.

Getting Started

The programs and services that are described in this handbook have all been developed in your community with the valuable input of many of your fellow employers. As a part of the Workforce Innovation and Opportunity Act, employers have a key role in guiding and monitoring the workforce system in every state and local area. Employers comprise a majority of the Local Workforce Boards that are set up in your community to oversee the local system of programs that serves you, your employees and your community.

As an employer, you are able to participate in the continuous improvement of the workforce development system and help to shape the future for the health and growth of your community through your State and Local Workforce Boards. Use www.oklahomaworks.gov to find the Local Workforce Development Board or Oklahoma Works American Job Center nearest you to speak with a local Business Services Representative about how you can get involved.

Recruiting Skilled Employees

Employers are challenged to find qualified, available workers. Oklahoma Works American Job Centers offer convenient, no-cost resources available in your local community and online.

ONE-STOP Shopping for Qualified Employees

The local Oklahoma Works American Job Center is where workers and employers connect. The center provides job search and skills training services for workers. The Business Services Representatives provide worker training and recruitment services to employers. Oklahoma Works American Job Centers can make the match between workers who need jobs and companies that need employees.

The Oklahoma Works American Job Centers will:

- Coordinate the initial communication between you and the pool of qualified workers in your area as well as outside your area
- Offer pre-screening of workers so you know you are getting skilled applicants
- Provide you access to detailed labor market information (LMI) in your state and local area as well as nationally
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Where to Go for Assistance — To find your nearest Oklahoma Works American Job Center, visit <https://oklahomaworks.gov/about/oklahoma-works-centers/>

One-Stop Service Online and Mobile App

Oklahoma utilizes an online system, known as OKJobMatch, which makes it easy for job seekers to find jobs and for employers to find candidates. Unlike most job posting services, it is free for employers to use OKJobMatch.

Through OKJobMatch, <https://okjobmatch.com/>, you can:

- Post job listings
- Search over 45,000 active resumes
- Reach hundreds of workers who access OKJobMatch daily
- Link to local Oklahoma Works American Job Centers to find qualified candidates
- OKJobMatch also has a mobile app, with the same data, that many job seekers use

OKJobMatch provides immediate one-stop access to skilled workers who are looking for jobs just like the one you are offering. It is one of the fastest ways to find workers.

Where to Go for Assistance —

- Go to <https://okjobmatch.com/> to create and access your OKJobMatch account
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center for additional information at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Oklahoma State Regents Digital Toolkit for Employers

The Oklahoma State Regents for Higher Education (OSRHE) is the state's coordinating board for public higher education. The Oklahoma state system of higher education is comprised of 25 colleges and universities, including two research universities, 10 regional universities, 12 community colleges and one public liberal arts university. The OSRHE is building a digital toolkit for employers that features business services offered by Oklahoma's public higher education institutions and a variety of resources for your workforce. The digital toolkit will help employers:

- Contact leadership at our colleges and universities to consider partnership opportunities.
- Create an employer profile on Handshake to connect with campus career services to assist in recruiting graduates in your field or industry.
- Review workforce projection data for Oklahoma's critical occupations.
- Search our online database of campus-based employer services.
- Complete our Tuition Assistance Benefit survey to be featured on the State Regents' website.
- Learn more about State Regents' programs such as UpskillOK (micro-credentials), Reach Higher (adult learners) and Show What You Know (credit for prior learning experiences).
- Access information to help your workforce prepare, plan and pay for college.

The Digital Toolkit for Employers will be available on [the Economic Development section of our website.](#)

Hiring Workers from Untapped Sources

Oklahoma Works American Job Centers help you access workers who have been trained in the skills that are in demand in your local labor market. When you use the Oklahoma Works American Job Center, you will find qualified workers, many of whom are available from sources you may not have tapped.

We link jobseekers to training and reemployment services to prepare a variety of workers to succeed in today's workplace. In addition to traditional hiring sources, Oklahoma Works American Job Centers put you in touch with prepared workers who represent:

- Veterans
- Laid-Off Workers
- Justice Involved
- Youth
- Persons with Disabilities
- Skills-Based Hiring

Veterans

American veterans are an excellent source of qualified talent. Many of them have been through rigorous military training — everything from computers and logistics to mechanics and cooking skills. You can find these skilled workers through your local Oklahoma Works American Job Centers. You can also access resources on the Hire a Veteran page at the U.S. Department of Labor.

These resources include information and access to:

- An employer toolkit for hiring veterans
- Key skills and attributes of transitioning military personnel
- Comparability of military and civilian training
- Veterans and eligible spouses are given priority over non-covered persons for the receipt of employment, training, and placement services provided under a qualified job training program

Veterans have solid training through their military experience and are receiving the skills they need to transition into civilian careers

Where to Go for Assistance —

- Go to <https://www.dol.gov/veterans/hireaveteran/> for more information on how you can find veteran workers
- Contact your local Oklahoma Works American Job Center about hiring veterans at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Laid-Off Workers

Laid-off workers, often called dislocated workers, are a pool of experienced workers, many of whom have the skills your business needs. Oklahoma Works American Job Centers serve workers who have been laid off, often due to business closures or a reduction in force, by assisting them to find new jobs or learn new skills through training to move into a different career. By connecting with your local Oklahoma Works American Job Center, you can tap into a qualified source of job applicants that are pre-screened and ready for you to interview. Many of these laid-off workers will have received:

- Skills assessments
- In-Demand Skills Training
- Resume and interview skills training
- Local labor market information

Through these services, Oklahoma Works American Job Center staff helps you reach these qualified and ready-to-work applicants for your business.

Where to Go for Assistance —

- Contact your Local Business Services Representative through your Local Workforce Board <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center for additional information at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Justice Involved

Many ex-offenders are released back into their communities every year and are seeking jobs, stability, and a chance to prove themselves. Many have received specialized work related training while they were incarcerated, but most struggle to find employment after their release. The biggest single factor leading to another incarceration is unemployment.

The Federal Bonding Program (FBP) has enabled ex-offenders and many other groups of people* to successfully transition back into the world of work. It provides an individual fidelity bond to employers for job applicants who have a barrier to employment. It protects the employer in case of any loss of money or property for which the employee is responsible. There are no out-of-pocket expenses to the employer or applicant because the bonds are obtained and provided by the Oklahoma Employment Security Commission and have no deductible.

**Other groups of people who may benefit from this program are: People with a history of substance abuse, TANF recipients or others who utilize public assistance, people with poor credit or work histories, those who have received a dishonorable discharge or anyone who cannot gain employment because of not being commercially bondable by the employer for theft, larceny, forgery or embezzlement.*

Where to Go for Assistance —

- To get help contact your Local Business Services Representative through your Local Workforce Board <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center about the Federal Bonding Program at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

- Oklahoma's Federal Bonding Unit website with contact information <https://oklahoma.gov/oesc/individuals/programs/federal-bonding.html>
- Review the Federal Bonding Program website <https://bonds4jobs.com/>

Youth

Young people are eager to apply their skills in the workplace and enthusiastic about learning new workplace skills. Oklahoma Works American Job Centers can connect you to youth (ages 14-24) looking to learn new skills and enter the workforce. Employers can hire trained youth for part-time or summer jobs or provide work-based learning opportunities, like apprenticeships, internships and On-the-Job Training, which lead to stable job paths and careers.

Oklahoma Works has several initiatives that provide academic and occupational training for youth and connections to employers with labor needs. These initiatives include:

- Youth Programs (https://www.doleta.gov/youth_services/). Oklahoma Works American Job Centers provide youth ages 14-24 opportunities for work experience and training through youth programs that include a variety of options for improving their preparation for education, skills training, and employment opportunities.
- Job Corps (<https://www.jobcorps.gov/>). Job Corps is a voluntary program that prepares young people ages 16–24 with education and hands-on career training for entry-level positions that lead to careers in today's job market. Students receive hands-on experience through work-based learning programs, internships, and job shadowing. Job Corps graduates have experience working in teams and know what it takes to be successful on the job. Through the program, they develop a strong work ethic and are eager to succeed. Job Corps can help you save time, save money, and increase productivity.
- YouthBuild (https://www.doleta.gov/youth_services/youthbuild.cfm). The YouthBuild program prepares workers for good jobs and promotes the attainment of skills and knowledge necessary for success in a knowledge-based economy. YouthBuild specifically serves at-risk youth, ages 16-24, who are current or former high school dropouts with the greatest challenges to finding good jobs. Key features of the YouthBuild model include:
 - Education (high school diploma or state-recognized equivalent)
 - Occupational skills training (industry-recognized credentials in construction or other in-demand industries)
 - Leadership development
 - Innovative alternative education programs
 - Individualized and project-based instruction

Where to Go for Assistance —

- For more information about Oklahoma Job Corps programs, go to:
 - Guthrie Job Corps: <https://guthrie.jobcorps.gov/>
 - Talking Leaves Job Corps (Tahlequah): <https://talkingleaves.jobcorps.gov/>
 - Tulsa Job Corps: <https://tulsa.jobcorps.gov/>
- For more information about Oklahoma YouthBuild, go to:
 - YouthBuild at CDSA in Enid, OK: <http://www.cdsaok.org/yb.html>.
- Contact your local Oklahoma Works American Job Center about Youth Programs in your community at <https://oklahomaworks.gov/about/oklahoma-works-centers/>.

Persons with Disabilities

Many Oklahoma employers are saving time and money by recruiting qualified employees with disabilities. Employers can reduce turnover by hiring qualified, job-ready applicants who receive pre-employment testing and job-related training to ensure skills are matched to the job requirements. On-the-job training can be customized to fit your needs and follow-up services are provided to ensure employees' success on the job.

An Oklahoma study shows more than 84 percent of individuals served through Oklahoma's Vocational Rehabilitation and Services for the Blind and Visually Impaired programs are still working after two years. If you want to save time and money, hire and retain capable, well-prepared employees and build a diverse workforce, we can help you, free of charge.

Where to Go for Assistance —

- Go to <https://oklahoma.gov/okdrs/employers/bsp.html> for more information on the benefits and assistance available when hiring a person with disabilities.
- Call OKDRS at 1-833-653-7748
- Contact your local Oklahoma Works American Job Center about hiring persons with disabilities in your community at <https://oklahomaworks.gov/about/oklahoma-works-centers/>.

Skills-Based Hiring

Employers often struggle to find the talent with the right skills to meet hiring needs and grow their organization. This means positions go unfilled for longer periods of time. We work with employers to make data-informed decisions about traditional recruiting, screening, and hiring methods that result in a limited hiring pool. Implementing skills-based practices focused on the skills needed to perform job duties expands the number of qualified applicants and results in less time to hire and increased retention.

Classes on Skillful are taught by your Local Business Services Representative.

Where to Go for Assistance —

- To learn about skills-based job posting, hiring and management, contact your local Workforce Board Business Services Representative at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Review more on skills-based practices: <https://oklahomaworks.gov/skills-based-practices/>
- Check out skills-based practices at Skillful: <https://www.skillful.com/employers>
- Create a skills-based job posting at: <https://generator.skillful.com/>

Understanding Your Local Labor Market

Current and accurate information is important to managing your business. Through Oklahoma Works you get the up-to-date labor market information you need to evaluate the talent pool from which you recruit and plan for your future workforce needs.

Oklahoma Works offers state and regional labor market information, population statistics, and economic data that provide a profile of the labor markets and local economies where you do business. You can view the current dynamics of your local labor market by visiting <https://oklahomaworks.gov/workforce-briefings/>. The following provides a list of organizations that provide economic and labor market information.

Accessing Economic and Occupational Data

Understanding the overall climate of the economy and labor market where you operate will assist you in planning for your workforce needs. Information such as industry trends, unemployment rates and occupational projections can inform workforce recruiting plans and human resources programs that will create incentives for workers to stay and grow with your company. The following organizations provide relevant labor market information useful for businesses:

The Bureau of Labor Statistics (BLS) is an independent national statistical agency that collects, processes, analyzes and disseminates essential statistical data. The Bureau of Labor Statistics provides access to data and information including, but not limited to:

- Employment and unemployment statistics
- Compensation and working conditions
- Prices and living conditions
- Productivity and employment projections

The Bureau of Economic Analysis (BEA) is another independent national statistical agency that collects, processes, analyzes and disseminates essential statistical data. The Bureau of Economic Analysis provides access to data and information including, but not limited to:

- Employment statistics
- Income and Savings
- Prices and Inflation
- Gross Domestic Product

Where to Go for Assistance —

- Go to www.bls.gov to access up-to-date labor market information and the Occupational Outlook Handbook
- Go to www.bea.gov to access up-to-date economic and labor market information
- Visit <https://okcommerce.gov/data/> to access other data and research products
- Contact your local Oklahoma Works American Job Center about labor market information at <https://oklahomaworks.gov/about/oklahoma-works-centers/>
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>

Accessing Other Labor Market Information

O*NET Online is the nation's primary source of occupational information. O*NET is a comprehensive resource of information about jobs and occupations, containing hundreds of standardized and occupation-specific descriptors on almost 1,000 occupations covering the entire U.S. economy. The database, which is available to the public at no cost, is continually updated from input by a broad range of workers in each occupation. It integrates a database with a common language for describing jobs and skills descriptions to create a tool that is useful to businesses. You and your human resources staff will be able to use this information to:

- Develop concise job descriptions.
- Refine recruitment and training goals.
- Develop better job descriptions to target more qualified workers.
- Define success factors for promotion and advancement.

Where to Go for Assistance —

- Go to <https://onetonline.org> to access up-to-date occupational information.

Oklahoma's Critical Occupations

Where to Go for Assistance — The List

- Go to <https://oklahomaworks.gov/criticaloccupations> to see the list

Critical Occupations Methodology and Parameters

The top 100 Critical Occupation List is focused on job growth in the future and acknowledging the need for extended timeframes to achieve higher levels of education. This list identifies occupations that are in high demand and are projected to have positive future growth.

The methodology for selecting occupations for inclusion in the Top 100 Critical Occupation List is designed to emphasize the state's desire to meet labor demands so that businesses can prosper and Oklahoma citizens can maintain wealth-generating occupations. Factors in the selection process demonstrate the values of job growth, wealth generation, and education, and are outlined below.

1. Data on all occupations in Oklahoma was pulled from **Lightcast** (economicmodeling.com). All available data was exported, which included years 2001-2028.
2. The statistical software program STATA was used to compute data. Steps to identify growing occupations are outlined as follows.
 - Three statistics were calculated. First, the total percent change in number of jobs was calculated for each year to the next. Then, an average percent change was calculated based on all years. Second, the past rate of change was calculated for the years 2009 to 2019. Third, the forecasted rate of change was calculated for the years 2019 to 2028.
 - After calculating the above statistics, all occupations with less than zero growth were removed.
 - Remaining occupations were checked to assure they were at least .05% of the total jobs in Oklahoma based on total jobs in 2019.
3. The list developed from Step 2 was filtered on additional factors.
 - Sustainable Wages: Jobs with a median hourly earnings below \$15 were removed.
 - Education: Jobs with no formal education with a median wage below \$20 were removed from the list.
 - Economic Growth: Jobs that do not foster long term economic growth were systematically removed.
4. Total number of projected jobs for 2025 were pulled for remaining occupations. The occupations were sorted by total number of jobs in 2025. The top 100 occupations were identified.

Improving the Skills of Your Workforce

Where is your industry moving? Do your employees or potential employees have the skills needed to help you grow and adapt? Oklahoma Works has resources available to train your current workforce, sometimes with funding provided to either you or your employees directly.

Training Your Current Workforce

Most businesses express the same need to have available skilled talent required for growth. Incumbent Worker Training (IWT) is a type of work-based training and upskilling designed to ensure employees of a company can acquire the skills necessary to retain employment and advance within the company, or to acquire the skills necessary to avert a layoff. From frontline workers to professional and management staff, the demand for training increases as industries and companies expand.

Incumbent Worker Training is an available resource to help employers train their current workforce to:

- Meet the needs of all sizes of companies
- Help avert potential layoffs of employees
- Increase the skill levels of employees so they can be promoted within the company and create backfill opportunities for the employers
- Build a better system to support employer investments in training
- Become skilled at using upgrades in processing equipment

Where to Go for Assistance —

- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Go to www.oklahomaworks.gov/businessservices/ for more information on how you may be able to access incumbent worker training

Training Through Apprenticeships and Work-Based Learning

Work-based learning, including apprenticeships and internships, offer Oklahomans the opportunity to earn a wage while learning in-demand, professional skills. Apprenticeships and internships also benefit employers by providing the opportunity to develop their ideal workforce and train for the specific skills they need.

Registered Apprenticeships (RA) are a proven solution that helps a business grow a workforce of well-qualified, highly skilled workers. Combining on-the job learning with classroom instruction, RA programs are designed by and for the employer and customized to their needs. Registered Apprenticeships are an employer-driven, earn-while-you-learn model that provides an apprentice the opportunity to be mentored by a highly skilled employee, creating knowledge transfer from one generation of workers to the next.

Registered apprenticeship programs allow employers to play a more active role in shaping the talent they need while building a culture of ongoing learning and innovation. Programs recognized by the U.S. Department of Labor can access benefits including federal resources and funding. Oklahoma Works assists organizations to meet registration standards. Nationally, and across industry, employers with RA programs see a return on investment of \$1.47 for every \$1.00 invested.

RA programs help build a qualified, educated workforce, while providing training and financial stability for workers. Working together, businesses, workers and apprenticeship programs help stabilize our labor force and boost Oklahoma's economy.

Where to Go for Assistance —

- Go to <https://oklahomaworks.gov/work-based-learning/> for more information on the different forms of work-based learning

- Go to <https://www.apprenticeshipsok.com/> for more information about how you can set up an apprenticeship or internship in your company
- Contact the Oklahoma Works apprenticeship staff at wbl@okcommerce.gov
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>

Sector Partnerships

Employers frequently struggle to find the skilled workers needed to sustain and grow their businesses. These shortages are not typically isolated to one employer, but span an entire industry sector. Industry-led, community-supported partnerships that strengthen regional economies and connect people to jobs are one solution to such challenges.

Sector Partnerships bring together businesses from the same industry and in a shared labor market region. These employers work with education, workforce development, economic development and community organizations to address the workforce and other competitiveness needs of a targeted industry. Sector partnerships can help facilitate the advancement of workers at all skill levels, including the least skilled. Sector partnerships:

- Influence training programs and expand the pool of talent with needed skills.
- Create a pipeline of future workers.
- Align and maximize resources and services to increase efficiency sustainability of strategies to close workforce skill gaps.
- Make systems more responsive to the needs of business.
- Build lasting relationships between and provide an ongoing feedback loop with education, training and workforce programs.
- Help employers fill jobs more quickly.
- Increase retention, productivity, and placements for in-demand occupations.

Businesses from any industry can form a sector partnership. All you need is an organization or company to volunteer to convene C-suite business leaders within an industry who share a common need. The agenda is defined by business leaders, addressing the specific issues that matter most to their industry in their region. Sector Partnerships focus on issues that no single company can fully tackle on its own and that require a collaborative approach.

Where to Go for Assistance —

- <https://oklahomaworks.gov/sector-partnerships/>
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>

UpskillOK: Career Focused Credentials

The Oklahoma State Regents for Higher Education (OSRHE) is developing a statewide framework for the development of micro-credentials, alternative learning pathways directly aligned with high-demand skills requested by employers. Micro-credentials help individuals adapt and succeed, equipping both students pursuing a degree and current degree-holders with specific career skillsets, competencies and knowledge that can be readily transferred to fill critical workforce needs. Through the UpskillOK initiative, employers and businesses can: become an internship or apprenticeship site; work with colleges and universities to build skills-based digital badges and micro-credentials that meet hiring needs; let colleges and universities know which industry-

recognized credentials you value most; and endorse a developed micro-credential. In addition to customized micro-credentials, colleges and universities across the state are participating in a system contract with Coursera, one of the largest online learning platforms in the world, to provide students, faculty and staff, and employers' access to Coursera's comprehensive catalog of thousands of job-relevant courses at a significantly reduced cost. For more information on micro-credentials, visit www.upskillok.org.

Reach Higher: Oklahoma's Adult Degree Completion Initiative

Over 402,000,000 Oklahomans currently have earned some college credit, but stopped out before earning a college degree. Reach Higher, the Oklahoma state system of higher education's adult degree completion initiative, provides specialized advising and support systems to help adult students return and complete degrees that lead to employment in Oklahoma's critical occupations. Through Reach Higher's FlexFinish and DirectComplete programs, 22 institutions offer flexible class options and enrollment to meet the needs of working adults pursuing a Reach Higher associate or bachelor's degree. More than 10,000 degrees have been awarded through Reach Higher since the initiative's inception in 2007. For more information on the Reach Higher initiative, visit www.reachhigherok.org.

Managing Major Changes in Your Workforce

Even in a robust economy, you may need to engage in layoffs, downsizings and restructuring in order to adjust to changing technology and industry fluctuations. Oklahoma Works provides assistance to both employers and workers to manage these changes and lessen the impact on your employees and community.

Rapid Response — Finding Help for You and Your Employees

If you are reducing the size of your workforce, changing its skill mix or anticipating a business closure, merger, or buyout, Rapid Response services can help you meet your business needs while recognizing the needs of your employees and community. Our team of seasoned Rapid Response professionals across the state are prepared to assist employers and employees during these transitions. The Rapid Response team is sensitive to your concerns such as confidentiality, maintaining productivity and transitioning your employees to new jobs, new careers or training for new skills.

The Rapid Response team will provide:

- An initial employer meeting to plan transition services for your employees
- Possible options to reduce or avoid the layoff
- Workshops focused on existing services made available to your employees before they leave your employment
- Coordination with outplacement services you may have hired
- Access to Oklahoma Works American Job Center services your employees need

Where to Go for Assistance —

- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Go to <https://oklahomaworks.gov/find-a-job/rapid-response/> to learn more, access Oklahoma's Rapid Response Tools and Resources Handbook, and view the Rapid Response Video Series

Understanding the Responsibilities and Requirements of a Large Layoff

In general, if you are a business that employs at least 100 full-time workers you may be required by the Worker Adjustment and Retraining Notification Act (WARN) to provide 60 days written notice in advance of plant closings and mass layoffs if you:

- Close a facility of 50 or more workers;
- Discontinue an operating unit of 50 or more workers;
- Lay off 50 to 499 workers, and these layoffs constitute 33% of the total work force at a single employment site; or
- Lay off 500 or more workers at a single employment site.

In such cases, you must notify each worker being laid off, the employee's union representative (if applicable), the Oklahoma Works State Rapid Response Coordinator and the chief elected official of the unit of local government where the closing is occurring. This notice is the action that often triggers Rapid Response services. Although your business may be exempt from WARN, we encourage you to give workers sufficient notice, to the extent possible.

Where to Go for Assistance —

- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Go to www.oklahomaworks.gov/find-a-job/rapid-response to learn more about Oklahoma's Rapid Response services
- Check out https://www.doleta.gov/layoff/warn/eta_default.cfm for detailed information on WARN

Financial Assistance for Your Employees

You can help your employees during a layoff to make the transition to new jobs or training by providing them information on income support assistance available to them.

- Unemployment Insurance (UI) at <https://ui.ok.gov/>. The UI program pays benefits to eligible workers who are unemployed and meet state requirements. Also known as unemployment compensation, UI can help to preserve the economic health of communities by maintaining the purchasing power of these workers
- Trade Readjustment Benefits at <https://oklahoma.gov/oesc/individuals/programs/taa.html>. Employees who have experienced reduced hours and wages due to increased imports, or lost their job due to foreign competition or because the business moved overseas, may be eligible for benefits under the Trade Adjustment Assistance Act
- Health Benefit Options. Under what is often known as COBRA (the Consolidated Omnibus Budget Reconciliation Act), your employees and their families may be able to purchase extended health coverage up to 18 months after a layoff
- Pension Benefits Options. Employees who have been laid off and were active participants in your company's pension plan may be eligible to roll over vested pension benefits to an Individual Retirement Account (IRA)
- Disaster Unemployment Assistance (DUA). Laid-off employees may be eligible for DUA if they lose their job or have a significant interruption of work during a disaster as declared by the President of the United States and are not entitled to unemployment insurance. The employees who are able to use this program must meet certain state criteria

Where to Go for Assistance —

- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Training Assistance for Your Employees

As employers are demanding a more highly skilled workforce, many workers want to improve their skills to make them more marketable and valuable to employers. These workers want to make more money, have job security and feel valued as a knowledgeable employee. However, training and higher education costs money that not all companies offer.

In addition to Incumbent Worker Training (IWT) mentioned above, Individual Training Accounts (ITAs) can be thought of as a voucher to pay for training for a high-demand career, and are available to adult workers, including those who are unemployed or who are receiving a low wage. Through Oklahoma Works American Job Centers, they can choose from a list of high-performing eligible training providers and make informed career choices using ITAs to pay for their training.

Your business will benefit from ITAs because they help to build a larger pool of skilled workers to recruit to meet workforce demand.

Where to Go for Assistance —

- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center about Individual Training Accounts and how they work at <https://oklahomaworks.gov/about/oklahoma-works-centers/>.

Understanding Trade Impacted Workforce

If you are laying off workers due to import competition or because of a shift in production overseas, individualized assistance may be available at no cost to help your employees under the Trade Adjustment Assistance (TAA) program. You may even file a TAA petition on behalf of your employees with the U.S. Department of Labor who may certify them for benefits beyond those normally available under regular Unemployment Insurance.

Trade Adjustment Assistance

The Trade Adjustment Assistance (TAA) program is a federal program that provides aid to workers who lose their jobs or whose hours of work and wages are reduced as a result of increased imports or the shift of work overseas. In order for workers to be eligible for TAA benefits, a petition must be submitted to the U.S. Department of Labor (DOL). Certification of a petition by DOL entitles affected workers to a number of benefits, including occupational skills training while receiving income support, a wage subsidy for qualified workers age 50 and older who return to fulltime employment, assistance with job search and job relocation costs, and the Health Care Tax Credit (HCTC).

Where to Go for Assistance —

- Go to <https://www.doleta.gov/tradeact/> to file a petition
- Go to <https://oklahoma.gov/oesc/individuals/programs/taa.html> to learn more about Trade Adjustment Assistance
- Contact your local Oklahoma Works American Job Center at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Utilizing Employer Tax Credits

Work Opportunity Tax Credit

The Work Opportunity Tax Credit (WOTC) is a Federal tax credit available to employers for hiring individuals from certain targeted groups who have consistently faced significant barriers to employment.

WOTC joins other workforce programs that incentivize workplace diversity and facilitate access to good jobs for American workers.

The Consolidated Appropriation Act, 2021 (Section 113 of Division EE P.L. 116-260) authorized the extension of the Work Opportunity Tax Credit (WOTC) until December 31, 2025.

Employers can claim 25% of the qualified first-year wages up to \$6,000 for employees working, at least 120 hours but less than 400. For employees working a least 400 hours or more, the credit is calculated at the rate of 40% of the qualified first-year wages up to \$6,000. This allows a maximum credit of \$2,400. The Long Term Family Assistance recipient is calculated at 40% of the qualified first-year wages up to \$10,000 and 50% of qualified second-year wages, maximum savings \$9,000. For the Summer Youth target group, the credit is calculated at a rate of 25% of the qualified first-year wages up to \$3,000. For the disabled veteran and long term unemployed Veterans, the maximum qualifying wages range from \$12,000 to \$24,000

WOTC target groups who may qualify:

- Unemployed Veterans (including disabled veterans)
- Temporary Assistance for Needy Families (TANF) Recipients
- Food Stamp (SNAP) Recipients
- Designated Community Residents (living in Empowerment Zones or Rural Renewal Counties)
- Vocational Rehabilitation Referred Individuals
- Ex-Felons
- Supplemental Security Income Recipients
- Qualified Long-Term Unemployed
- Summer Youth Employees (living in Empowerment Zones or Rural Renewal County)

Where to Go for Assistance —

- For more information on the WOTC
<https://oklahoma.gov/oesc/individuals/programs/wotc.html>
<https://www.irs.gov/businesses/small-businesses-self-employed/work-opportunity-tax-credit>
[https://www.dol.gov/sites/dolgov/files/ETA/wotc/pdfs/WOTC Quick Reference Guide for Employers.pdf](https://www.dol.gov/sites/dolgov/files/ETA/wotc/pdfs/WOTC_Quick_Reference_Guide_for_Employers.pdf)
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Tax Credits for Hiring Persons with Disabilities

Employers can save money by taking advantage of tax and reimbursement benefits for hiring workers with disabilities, such as:

- The Work Opportunity Tax Credit (WOTC) reviewed above, allows those who qualify to receive tax credits for part of wages paid to targeted workers with disabilities, including individuals referred by

the Oklahoma Department of Rehabilitation Services (DRS) divisions of Vocational Rehabilitation and Services for the Blind and Visually Impaired.

- Architectural/Transportation Barrier Removal Tax Deduction; Businesses can take this deduction for making their facilities or transportation vehicles accessible to and usable by individuals with disabilities. See Chapter 7 in IRS Publication 535 (Business Expenses). To download the form follow this link, www.irs.gov/pub/irs-pdf/p535.pdf.
- Disabled Access Tax Credit for Small Business This tax credit covers some or all of the costs an eligible small business incurs to provide access to persons with disabilities. The expenses must enable the small business to comply with the Americans with Disabilities Act (ADA). IRS Form 8826 has instructions on how to take this credit. To download this form follow this link www.irs.gov/pub/irs-pdf/f8826.pdf.
- DRS reimburses businesses for on-the-job training they provide to referred workers.

Where to Go for Assistance —

- Access <https://oklahoma.gov/okdrs/employers/bsp.html#Benefits> for more information on these benefits
- Connect with your local Business Services Representative by contacting the local Workforce Board at <https://oklahomaworks.gov/local-workforce-development-boards/>
- Contact your local Oklahoma Works American Job Center at <https://oklahomaworks.gov/about/oklahoma-works-centers/>

Your Workforce Glossary

ADA – Americans with Disabilities Act

The ADA expands equal employment opportunity and full inclusion for people with disabilities. Through its work to implement the ADA, the Department of Justice is breaking down barriers to employment for individuals with disabilities.

Adult Worker

An adult worker is age 18 and over and is eligible for employment and training services. Priority for certain services are given to recipients of public assistance and other low-income individuals.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) prohibits discrimination on the basis of disability. Employers with 15 or more employees and state and local government employment practices are covered. State and local governments are also prohibited from discriminating against individuals with disabilities when providing programs, activities or services. In addition, the ADA prohibits discrimination on the basis of disability in places privately operated and of public accommodation, including all hotels, restaurants, retail stores, places of recreation and in transportation services.

Apprenticeship Training

Apprenticeship is a combination of on-the-job training and related classroom instruction in which workers learn the practical and theoretical aspects of a highly skilled occupation. Apprenticeship programs are sponsored by individual employers, employer associations and joint labor and management partnerships.

Business Services Representative

A representative of a Local Workforce Development Board dedicated to help businesses with their workforce.

Bureau of Labor Statistics (BLS)

The Bureau of Labor Statistics measures labor market activity, working conditions, price changes, and productivity in the U.S. economy to support public and private decision making.

Davis Bacon Act

The Davis-Bacon and Related Acts apply to contractors and subcontractors performing on federally funded or assisted contracts in excess of \$2,000 for the construction, alteration, or repair (including painting and decorating) of public buildings or public works. Davis-Bacon Act and Related Act contractors and subcontractors must pay their laborers and mechanics employed under the contract no less than the locally prevailing wages and fringe benefits for corresponding work on similar projects in the area.

Dislocated Worker

A dislocated worker is an adult who has been permanently laid off or has received a notice of termination or layoff from employment due to no fault of their own.

EEOC – Equal Employment Opportunity Commission

The U.S. Equal Employment Opportunity Commission (EEOC) is responsible for enforcing federal laws that make it illegal to discriminate against a job applicant or an employee because of the person's race, color, religion, sex (including pregnancy, transgender status, and sexual orientation), national origin, age (40 or older), disability or genetic information.

Most employers with at least 15 employees are covered by EEOC laws (20 employees in age discrimination cases). Most labor unions and employment agencies are also covered.

The laws apply to all types of work situations, including hiring, firing, promotions, harassment, training, wages, and benefits.

Federal Bonding Program

A Federal bond is an insurance policy that protects employers in case of loss of money or property due to employee dishonesty. Bond coverage is provided for any person whose background usually leads employers to question their honesty such as ex-offenders, ex-addicts, poor credit records, dishonorably discharged from military service or persons from low-income families lacking sufficient work history.

Governor's Council for Workforce and Economic Development (GCWED)

The Governor's Council is the State Workforce Development Board (GCWED) in accordance with the Workforce Innovation and Opportunity Act (WIOA). It assists the Governor as an advisory body in the development, recommendation, implementation, and impact assessment of wealth-generating policies and programs within the workforce system and consistent with WIOA State Plan and the functions of the State Workforce Development Board as required by WIOA. The Council is led by a private sector business majority but consists of a diverse public/private membership that represent various regions of Oklahoma, including urban, rural, and suburban areas. The GCWED has oversight on funding, program and workforce system governance, policy and capacity building for the State-level WIOA Partners and Local Workforce Development Boards and partnerships.

IWT - Incumbent Worker Training

Incumbent Worker Training is designed to increase the competitiveness of your business by developing a highly skilled workforce that will result in increased financial viability, stability, competitiveness, and productivity.

Job Accommodation Network (JAN)

The Job Accommodation Network (JAN) is the leading source of free, expert, and confidential guidance on workplace accommodations and disability employment issues. Working toward practical solutions that benefit both employer and employee, JAN helps people with disabilities enhance their employability, and shows employers how to capitalize on the value and talent that people with disabilities add to the workplace.

Job Corps

Job Corps is the nation's largest and most comprehensive residential education and job training program for at-risk youth, ages 16 through 24. Since 1964, the program has provided disadvantaged young people with the integrated academic, vocational, and social skills training they need to gain independence and get quality, long-term jobs or further their education. Oklahoma has three regional Job Corps locations.

Key Contacts

Apprentices - <https://www.apprenticeshipsok.com/businesses>

Business Services - <https://oklahomaworks.gov/businessservices/>

Local Boards - <https://oklahomaworks.gov/local-workforce-development-boards/>

Local Offices - <https://oklahomaworks.gov/businessservices/>

Skills Based Hiring - <https://oklahomaworks.gov/skills-based-practices/>

Labor Market Information (LMI)

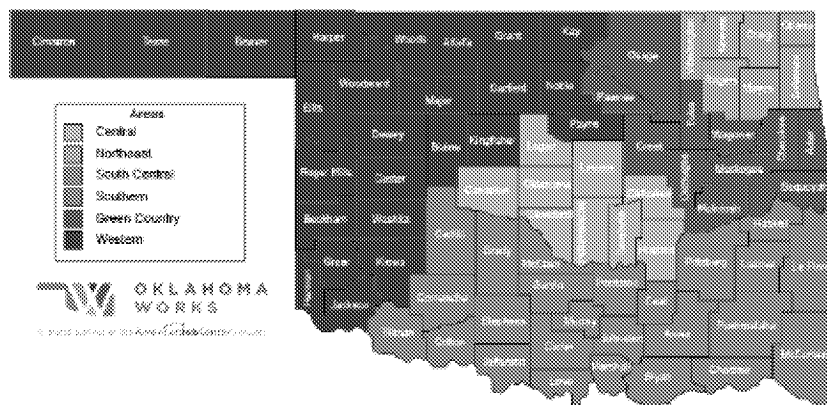
Labor market information provides statistics on occupational trends, unemployment rates and other economic statistics. Labor Market Information is available through your Local Workforce Boards' Business Services Department.

Local Workforce Development Boards

Oklahoma has six Local Workforce Development Boards that make up the state's public workforce system. These boards:

- Link Oklahomans with workforce services and resources to develop the talent of the workforce
- Operate in partnership with other providers the local Oklahoma Works American Job Centers
- Develop regional strategic plans and set funding priorities for their area
- Provide analysis of labor market information to develop strategies that focus resources for their area

Local Workforce Development Boards are business led and have a membership that is more than 50% private business. In addition, Local Workforce Development Boards are required to have representation from local community colleges, other training providers, plus elected officials.



OKDRS - Oklahoma Department of Rehabilitation Services

The Oklahoma Department of Rehabilitation Services (DRS) expands opportunities for employment, independent life and economic self-sufficiency by helping Oklahomans with disabilities bridge barriers to success in the workplace, school and at home.

OKJobMatch



An app and online program to match available job openings with skilled workers. <https://okjobmatch.com/>

Oklahoma Works American Job Center

A One-Stop Center, also called an Oklahoma Works American Job Center, provides employers and workers with access and resources to obtain employment and training services at a single neighborhood location.

Older Worker

Older workers are people that are 55 years old or over. Those who have low-incomes may receive services such as government subsidized jobs and assistance in finding job opportunities in the private sector.

One-Stop Center

A One-Stop Center, also called an Oklahoma Works American Job Center, provides employers and workers with access and resources to obtain employment and training services at a single neighborhood location.

Rapid Response

Rapid Response is the program that provides early intervention services designed to respond to plant closures, layoffs caused by disasters, and layoffs of more than 25 employees before the layoff actually occurs. Rapid Response helps to transition workers into new jobs or training opportunities. Rapid Response events are normally conducted by Local Workforce Development Boards' Business Services Department.

Sector Partnerships

Sector partnerships are partnerships of business leaders, from the same industry and in a shared labor market region, who work with education, workforce development, economic development, and community organizations to address the workforce and other competitiveness needs of their industry.

TAA - Trade Adjustment Assistance

TAA is a federal program that provides workers adversely affected by trade with opportunities to obtain the skills, credentials, resources, and support necessary to (re)build skills for future jobs. Any member of a worker group certified by the U.S. Department of Labor may be eligible to receive training, employment and case management services, job search allowances, relocation allowances, and income support in the form of Trade Readjustment Allowances (TRA).

TRA - Trade Readjustment Allowance

Trade Readjustment Allowance is an income support benefit available to those workers who were laid off or had hours reduced because their employer was adversely affected by increased imports from other countries.

Unemployment Insurance (UI)

A program providing cash benefits to eligible workers who are unemployed through no fault of their own (as determined under State law), and who meet other eligibility requirements of State law.

Upskilling

Employees receiving upgraded or additional skills to remain competitive.

U.S. Department of Labor (DOL)

The U.S. Department of Labor is charged with preparing the American workforce for new and better jobs, and ensuring the adequacy of America's workplaces. It is responsible for a wide variety of workplace activities for nearly 10 million employers and well over 100 million workers.

Veteran

Veterans have solid training through their military experience. Veterans are often directed to services that transition and enhance the skills they acquired in the military.

Wagner-Peyser Act

The Wagner-Peyser Act of 1933 established a nationwide system of public employment offices commonly known as the Employment Service. The Act was amended in 1998 to make the Employment Service part of the One-Stop service delivery system.

WARN - Worker Adjustment and Retraining Notification Act

WARN Act offers protection to workers, their families and communities by requiring employers to provide written notice 60 days in advance of covered plant closings and covered mass layoffs. This notice must be provided to either affected workers or their representatives (e.g., a labor union), to the Dislocated Worker Unit and to the appropriate unit of local government.

WIOA

The Workforce Innovation and Opportunity Act was signed into law on July 22, 2014. WIOA is designed to help job seekers access employment, education, training, and support services to succeed in the labor market and to match employers with the skilled workers they need to compete in the global economy.

Work Opportunity Tax Credit (WOTC)

The Work Opportunity Tax Credit provides federal income tax credits for new hires from among eight target groups. An employer's federal income tax liability can be reduced by as much as \$2400 per eligible hire.

Workforce Development Board (WDB)

In partnership with state and local elected officials, WDBs plan and oversee the local workforce development system. These boards must have at least 50 percent of its members as representatives of private industry and business. Oklahoma is divided into six different Workforce Development Boards.

Youth

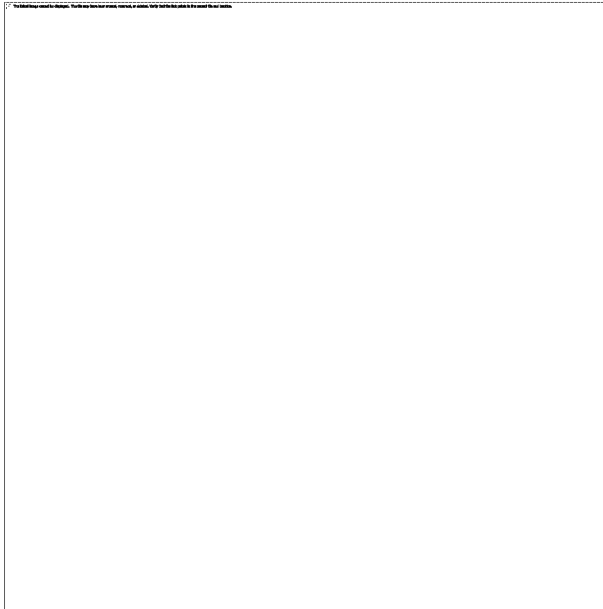
Youth who qualify for services are those who range from age 14-24, possibly in low-income families and face a variety of challenges in becoming self-sufficient and stable in their careers.

July 2022 Revision

Message

From: Pike Off OTA, Inc. [admin@pikeoffota.com]
Sent: 7/21/2022 1:26:58 AM
To: Kevin Stitt [kevin.stitt@gov.ok.gov]
Subject: [EXTERNAL] URGENT! 📍 VENUE CHANGE FOR EVENT TOMORROW!

[View this email in your browser](#)



**URGENT MESSAGE & Weekly
Update**



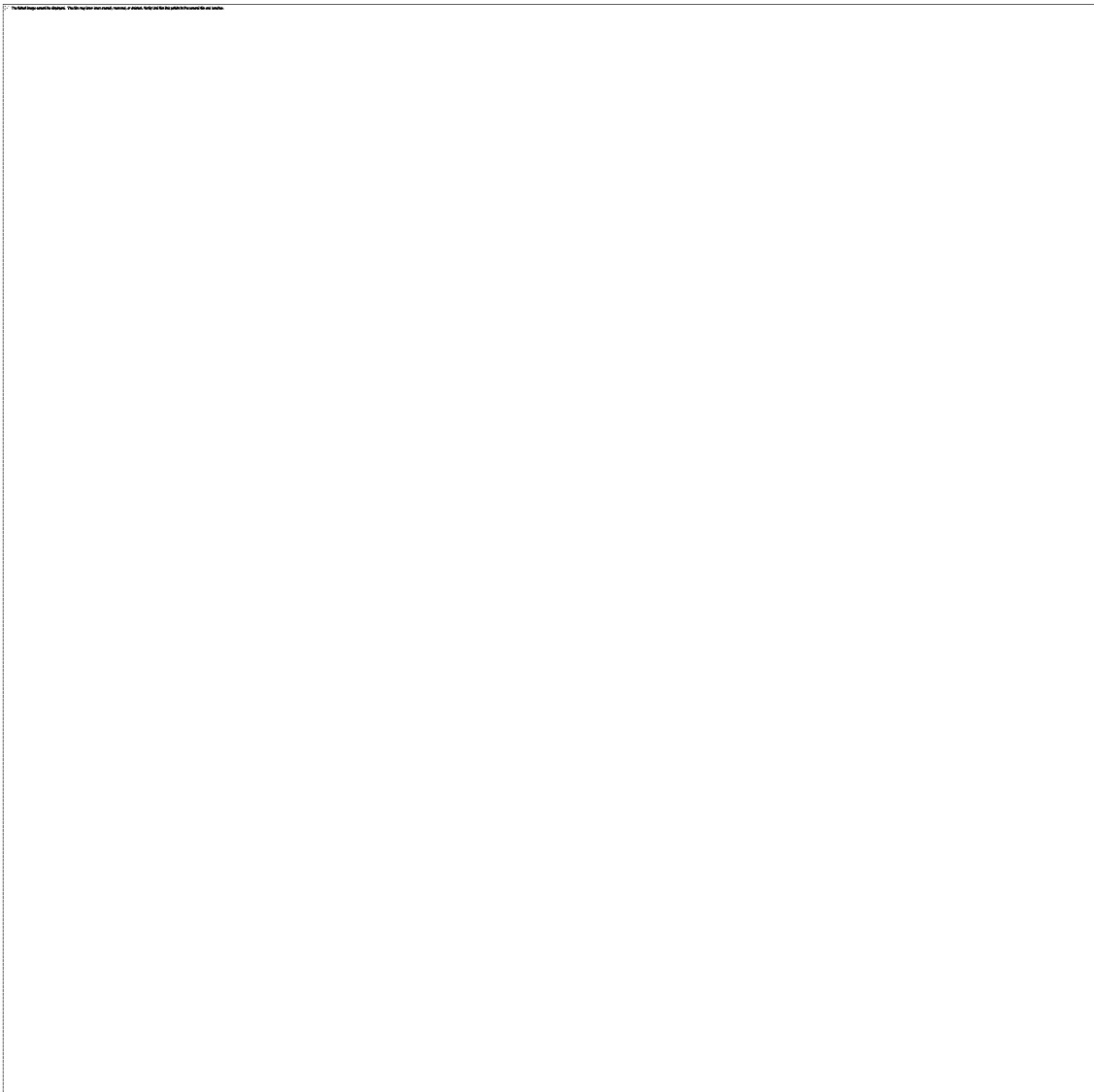
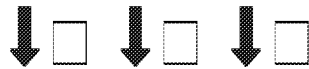
Share

 Tweet

 Forward

 Share

●●● VENUE CHANGE FOR SUMMIT TOMORROW! ●●●



CLEVELAND COUNTY TURNPIKE SUMMIT VENUE CHANGE

We apologize for the late venue change. We received the notice at 4pm via email that the National Weather Center could no longer host our event, citing rising COVID numbers and associated protocols. **We are incredibly thankful for The Mercury Event Center graciously hosting us on such short notice!** They have been incredibly accommodating.

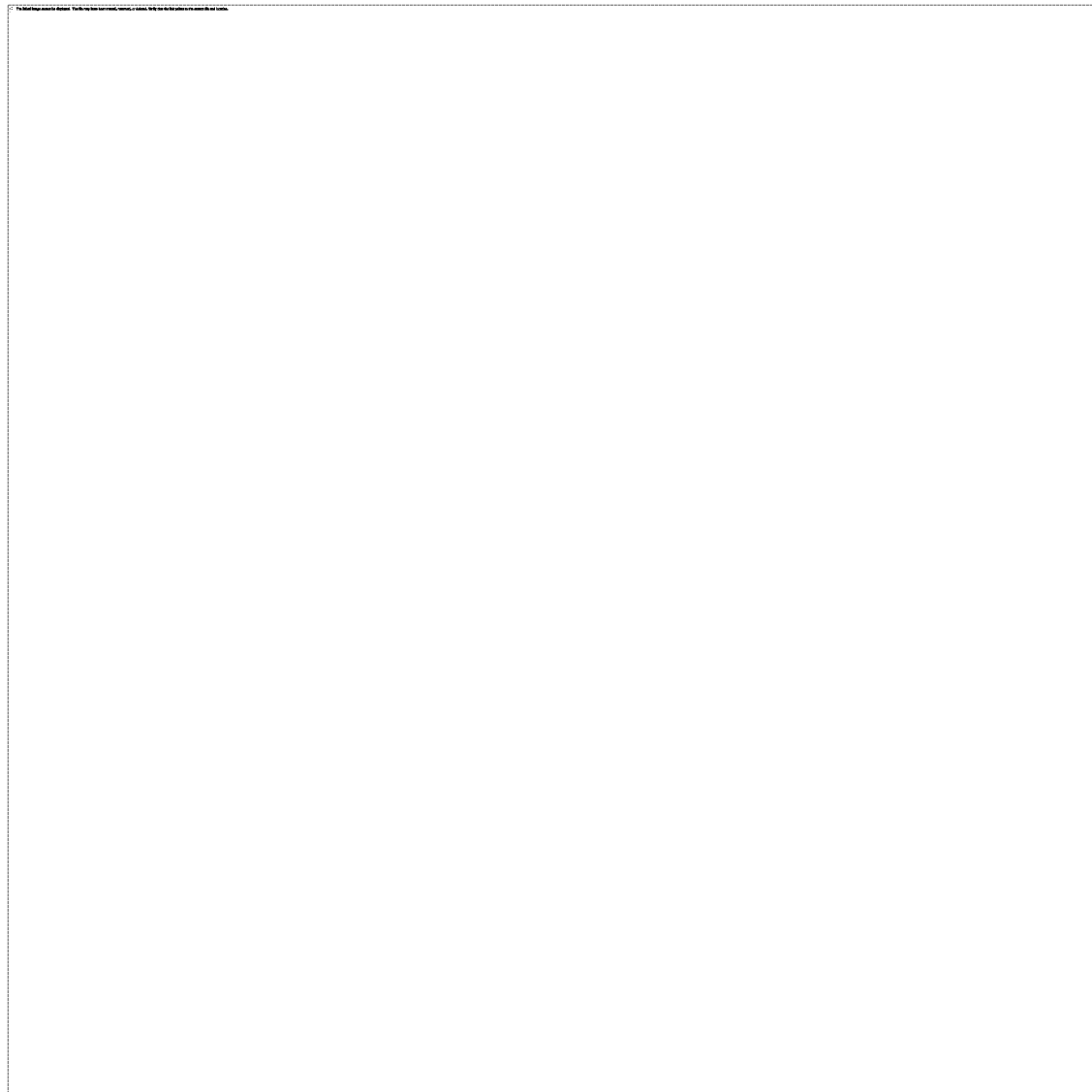
NEW LOCATION:

426 E. Main St

Norman, OK 73026

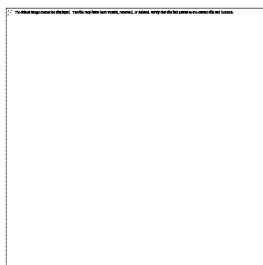
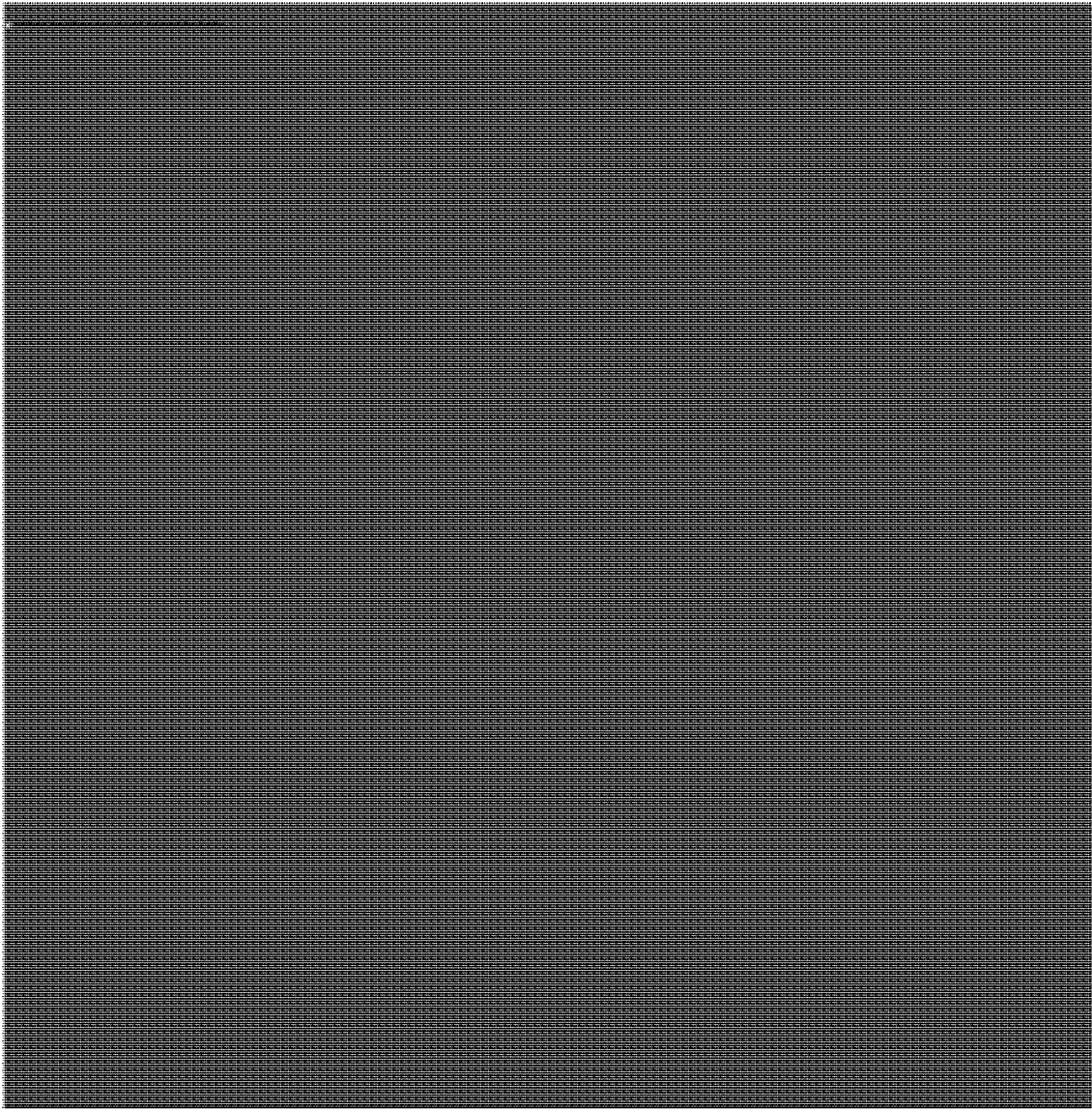
Registration at 6pm, Speakers start at 6:30pm.

Event will be live-streamed by Rarchar Tortorello, Ward 5 City Council Member and long-time Pike Off OTA, Inc. supporter. Links will be shared in No More Turnpikes facebook group, Rarchar's page, and Pike Off OTA. You will be able to view the recording on our website in the next few days.



The Mercury will have **drinks available for \$2** and Southern Willow will have **charcuterie boxes available for \$8**. Please consider supporting them and their staff as they have worked so hard to support us. :)

Randy's Monday Update - PLEASE NOTE THAT EVENT VENUE
HAS CHANGED SINCE VIDEO WAS RECORDED!



Oklahoma's 2022 legislative session ended Friday, May 27th. Our efforts will be shifting focus from the Capitol to our legal strategy and public outreach. **Please consider making a monthly contribution or a one time donation to help us STOP the OTA.** Every little bit helps. Even a small donation, if made by enough people, will make a huge impact.

I want to contribute to STOPPING OTA monthly!

I'd like to just make a one-time donation.

Article Worth Reading

US VS. THEM

Written By: Whitney Mullica

This Monday the Oklahoma Transportation Commission met despite having a vacant seat for District 3, the area of the state most concerned with whether or not a new turnpike is necessary. Members of Pike Off OTA expected the OTC would unanimously vote to approve ACCESS routes, and were surprised when District Commissioner James L. Grimsley actually stood up to the other old white males sitting on the bench. (More on Grimsley's speech will follow) Pike Off OTA is all too familiar with the rubber stamping processes of Oklahoma's transportation authorities. "They" throw around millions of dollars of "our" money with blatant indifference, during times of day that most of "us" are required to be at work.

You can look back in Oklahoma history about a hundred years and find origins of "US" vs. "Them". The first governor of the State of Oklahoma, Charles Haskell, was quick to fill his cabinet with members of the KKK, including Tulsa's own Tate Brady and some Okies from Muskogee. Haskell, who among other things, worked for the railroad, had previously laid rail tracks in Ohio, where the people were not willing to give him right-of-way. To get around "those people" Haskell hired extra Irish workers and had them work as fast as possible, and even through the night, so that the next morning "those people" awoke to tracks that had already been laid. This type of maneuvering would later be useful for Haskell when he moved the capital of Oklahoma from Guthrie, to the tent city, Oklahoma City. Haskell and his buddies built the building we now protest on 23rd street, as well as three of the largest universities in our state.

The Klan controlled Oklahoma's politics for much of the early 20th century. After being blamed for the Tulsa Race Massacre and many other atrocious acts of

violence the Klan successfully impeached Governor Walton who had passed anti-mask laws, laws against public meetings, and laws against parades. Since Oklahoma receives such a whitewashed version of history in public education it's no surprise that we are repeating it. Our legislators accept money from the state for highway construction projects and our politicians are bought and paid for by the industries that are getting rich off of our tax dollars. A hundred years ago the Klan was wise to have many of Oklahoma's legislators in their very deep pockets. In the primary election leading up to his governorship, Walton beat the Klan's favored candidate, R. H. Wilson, who was State Superintendent of Public Instruction and controlled the selection of textbooks.

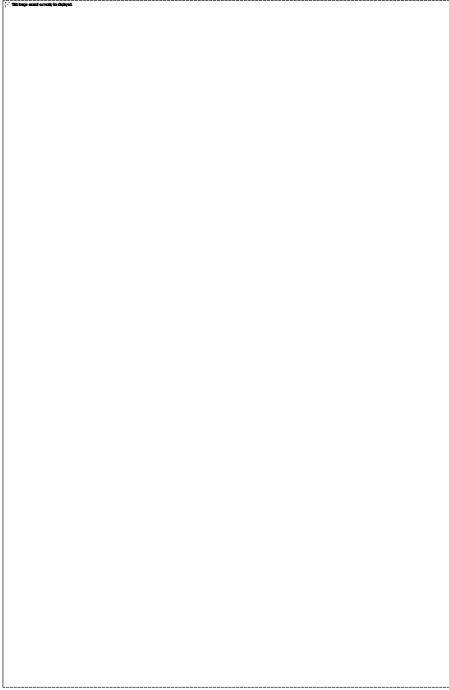
In the early 1920s the Klan went around the state of Oklahoma on a "law enforcement campaign" gaining more followers, who would pay dues to be a member, and solidifying their benevolence. Inside of the legislature William McBee, a friend of the Klan, controlled the appointments of men who would create the fewest problems for the Klan. White men were not the only members of the Klan, there was a women's branch as well, The Cherokee Women's Klan. Early members of the KKK believed that membership was a good thing, the Klan had people convinced they would be the solution to the lawlessness of the present time.

After the Tulsa Race Massacre and with the changing attitudes of fundamentalist religious folks about people in other religions, the message of the Klan could not hold the same fascination as it had in the past. Membership dues began to deteriorate and once the money was no longer pumping into their coffers, many of the profiteers addicted to graft, replaced their fascination of the Klan with the growing economy's need for good roads and highways. Like everyone else, the former Klan members wanted to share in the prosperity of Oklahoma's expanding economy.

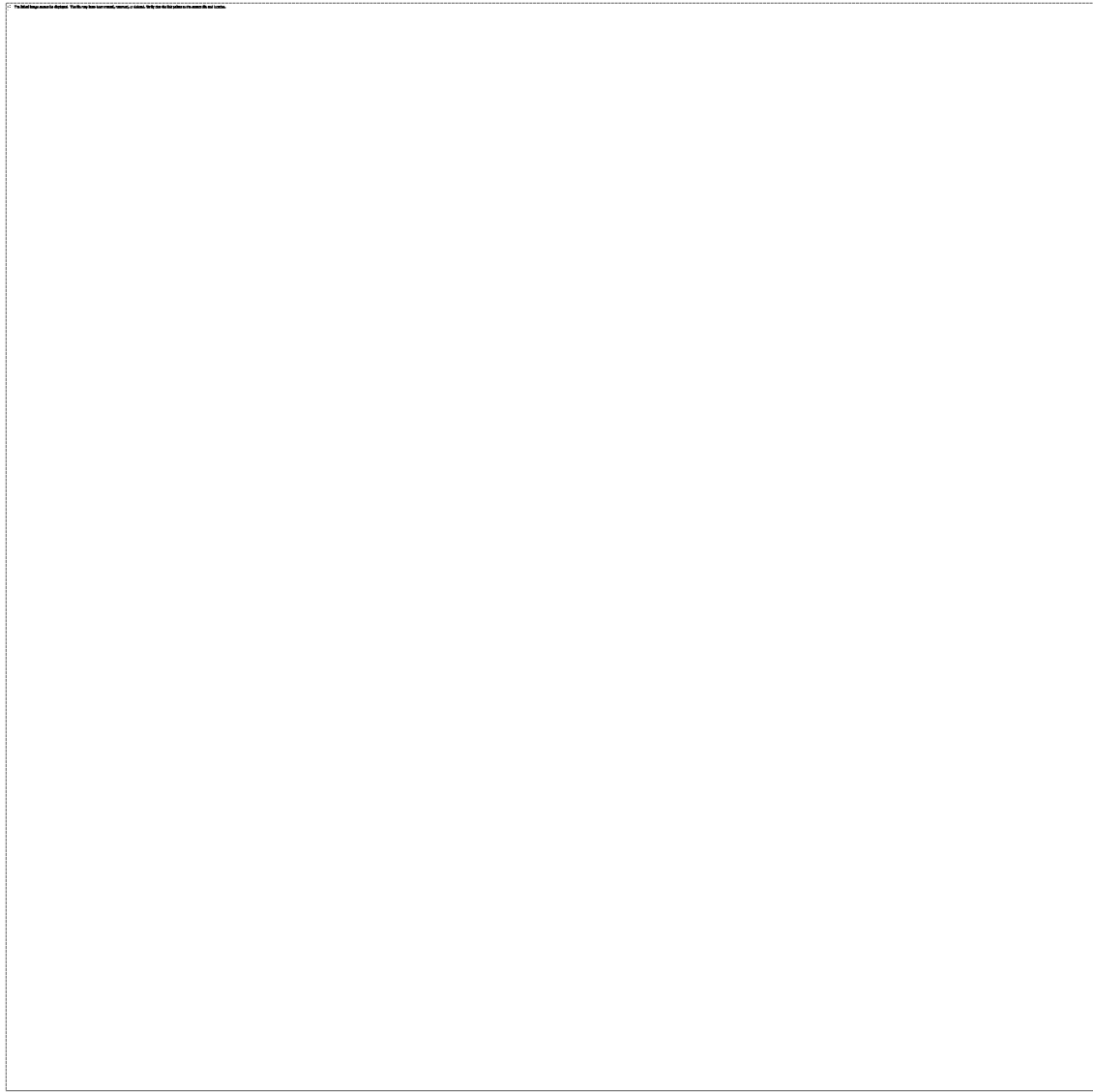
Watching the OTC meeting Monday, and the men making our state's transportation decisions, felt dehumanizing. People like Jessica Brown and Gene McKown are probably nice outside of the Department Of Transportation building, but inside the DOT walls they are Supremacists. They don't seem to see the people, the protesters, or the damage that their decisions are inflicting on our environment, our ecosystems, or our budgets. This all started, for many of US, back in February, and our relationship with the state of Oklahoma will probably never be the same. But, that doesn't mean we lose hope. Members of Pike Off OTA were surprised when one member of the OTC, James L. Grimsley, chose to be a Commission outcast, and voiced his disapproval of the wasteful ACCESS plan.

He said to the OTC board, "Dr. Cerato is a respected academic and she is also a licensed professional civil engineer so her opinions carry a lot of weight and she would be recognized in a court of law as a very credible expert witness. So a lot of what she said resonated with me. I did some of my own research. If you have ever heard me talk publicly, I'm not a big fan of building new highways. I think it destroys ecosystems and divides and destroys communities, I'm not a fan of that. I believe in Oklahoma we have historically had an aversion to traffic engineering. And that is something that Dr. Cerato and I agree on. This weekend I looked up some stats, in terms of raw numbers of miles of highway, we rank number 14 in the nation. In terms of population we rank number 28. We have a lot of highways. What we don't have is traffic engineering. I think we need to spend a whole lot more time looking at interchange problems. We had the graph last month exploring the interchanges, I think there's more than enough opportunity to fix those interchanges. And also just thinking more holistically about traffic engineering. Her opinions and comments resonate with me very much because it matches my own observations. I don't think it's a tenable future where we continue to build highways with no limitations because we're running into 50 to 60 million dollars a mile. That's not sustainable. And then we have to turn around and maintain those. But, the most important thing is, as a member of this commission we represent the public, we do not represent ODOT. We are supposed to be here to protect the interests of the public. One of the strong values I brought here with me is property rights. I believe in the sanctity of property rights. Something like eminent domain should be exceedingly difficult for the government, it's not something we should speed up, we should put a lot of restraints on that and tap on the brakes a lot. So this resonates with me. This issue has weighed more on me than any issue since I've been on this commission. I don't like the position I'm in right now but I'm not going to abandon my own personal views and the principles that are important to carry on this commission."

While the outlook for many Norman residents trying to save their community may appear grim, please do not give up hope. It's taken us nearly five months for one person to really hear us and show compassion. It will take time, persistence, resilience, and teamwork to get the rest of them to hear us. Fortunately, Oklahoma's power players are not the violent brutes they were in the past. We can't give up on them.



"Rooftop" of the Week: Tanner Naeher & Family



The Naeher Family

By Tanner Naeher

My wife and I purchased our land in the spring of 2019. I know that doesn't seem that long ago, but in that short amount of time we have made a lot of memories on our acreage.

The land has some pretty unique features, one of which is particularly of interest. In the back of the property there is a bluff that overlooks the lowest spot of the land.

A few weeks after we closed on the land, I told my wife, who was still my girlfriend at the time, that I wanted to go work on the land. We went out there all

dressed up ready to cut trails through the dense woods in order to mark the boundaries of the property.

What my wife didn't know is that earlier that morning, I had ran out to the land to hide a picture frame with a poem I had written in it on that bluff. As she read the poem overlooking our land we had bought together, I asked her to marry me.

She said yes, obviously. We made plans to get married the following March. Invites were sent, venue booked, dress was bought.

As we waited for our day, I continued to work on the land with the help of my dad. We cut a driveway to the spot where we planned to build a shop for my business and a beautiful two story house with a wrap around porch on it.

Everything was sailing smoothly along. Then suddenly the week of our wedding, the entire nation shutdown due to Covid. I don't know if you can understand how emotionally hard it is to call your entire family the week of your wedding, because some people in the government said so, but we did.

We spent what was supposed to be our wedding day installing a new stove and dishwasher to try and keep our minds off of the pain and the tears from falling.

After a few months, we began planning our special day once more, and by some miracle we were able to have our wedding in the fall of 2020. It was much smaller than the original plan, but we were able to get it done. The week after the wedding, everything went back on lockdown.

During the lockdown, I continued to work on our land and to get it prepared for our dream home. We had hopes on starting to build our house in the spring of 2021, but life continued to throw us curveballs.

This one was a blessing though. That spring we found out we were going to be parents, so we put our plans of building our home on hold for another year. In the fall of 2021, our little bundle of joy was born. We named her Emily. Our family was complete, but now more than ever we needed a bigger house. We couldn't wait to move out to the land and raise our daughter out in the country.

I began designing the shop where my office was going to be located, so I could free up the bedroom from which I run my small business. Once the shop was done I would now have space to hire an employee.

On Feb 22nd, 2022, we got a gut punch in the form of the ACCESS Oklahoma. Not only was our land targeted by the Oklahoma Turnpike Authority, but they pin pointed the exact spot I proposed to my wife.

If the turnpike goes through as currently projected, I will not be able to show our daughter the spot, where her mom said, "Yes", as the road is going right over our bluff. On top of that, the spot where our dream home was to built, will be only a couple hundred feet from the turnpike. Can't build there now, as the path may move some, and who wants to build their dream house to look right at a turnpike.

The spot where we have fruit trees and planned to make a picnic area will be gone. The low lands where I wanted to build a pond, gone. Raising our daughter on the land we fell in love with, gone.

The plans the turnpike authority has robs not only my wife and I of our current memories, but steals the future dreams we had for our daughter and ourselves.

There are hundreds of stories like these from the people of Cleveland County. I ask that you please put yourself in our shoes for a moment.

Think of something you have worked so hard for your entire life, something you put your heart and soul into to build and craft, something that means more than money to you. Maybe it's a car your dad gave before he passed away, that the two of you worked countless hours in the garage rebuilding. Maybe it's a tree fort you built for your children. Think of how rewarding it is. How it's part of who you are and how you wouldn't want to trade it for anything.

Now, picture someone taking that away from you without your consent, that thing that no amount of money can compensate you for. That kind of theft leaves you with a wound that will never heal.

I implore each and everyone possible to please help us. Please share our stories so others know the true toll and horrors the Oklahoma Turnpike Authority reaps upon Oklahomans.

See more pictures and videos of the Naeher Family [here](#) and see other families or share your story at <https://stopthetollok.com>.

****SHARE YOUR STORY! If you would like to be featured as our "Rooftop" of the Week, please email photos and a bit about your home/family to admin@pikeoffota.com.*

Urgent Needs

Pike Off OTA, Inc. is seeking volunteers to help with **coordinating fundraisers, graphic design, and social media** (specifically TikTok).

If you know of anyone with these qualifications, please have them email us at admin@pikeoffota.com!

Support Our Fight



Pike Off OTA



No More Turnpikes



Pike Off OTA Website



Contact Us

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Our mailing address is:

PO Box 2091

Noble, OK 73068

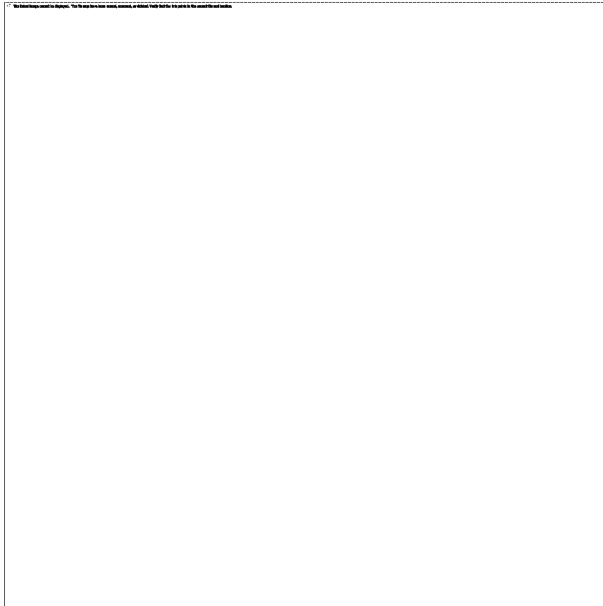
admin@pikeoffota.com

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Message

From: Pike Off OTA, Inc. [admin@pikeoffota.com]
Sent: 7/21/2022 1:26:58 AM
To: Sumer Curry [sumer.curry@gov.ok.gov]
Subject: [EXTERNAL] URGENT! 📍 VENUE CHANGE FOR EVENT TOMORROW!

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**URGENT MESSAGE & Weekly
Update**



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●●● VENUE CHANGE FOR SUMMIT TOMORROW! ●●●



CLEVELAND COUNTY TURNPIKE SUMMIT VENUE CHANGE

We apologize for the late venue change. We received the notice at 4pm via email that the National Weather Center could no longer host our event, citing rising COVID numbers and associated protocols. **We are incredibly thankful for The Mercury Event Center graciously hosting us on such short notice!** They have been incredibly accommodating.

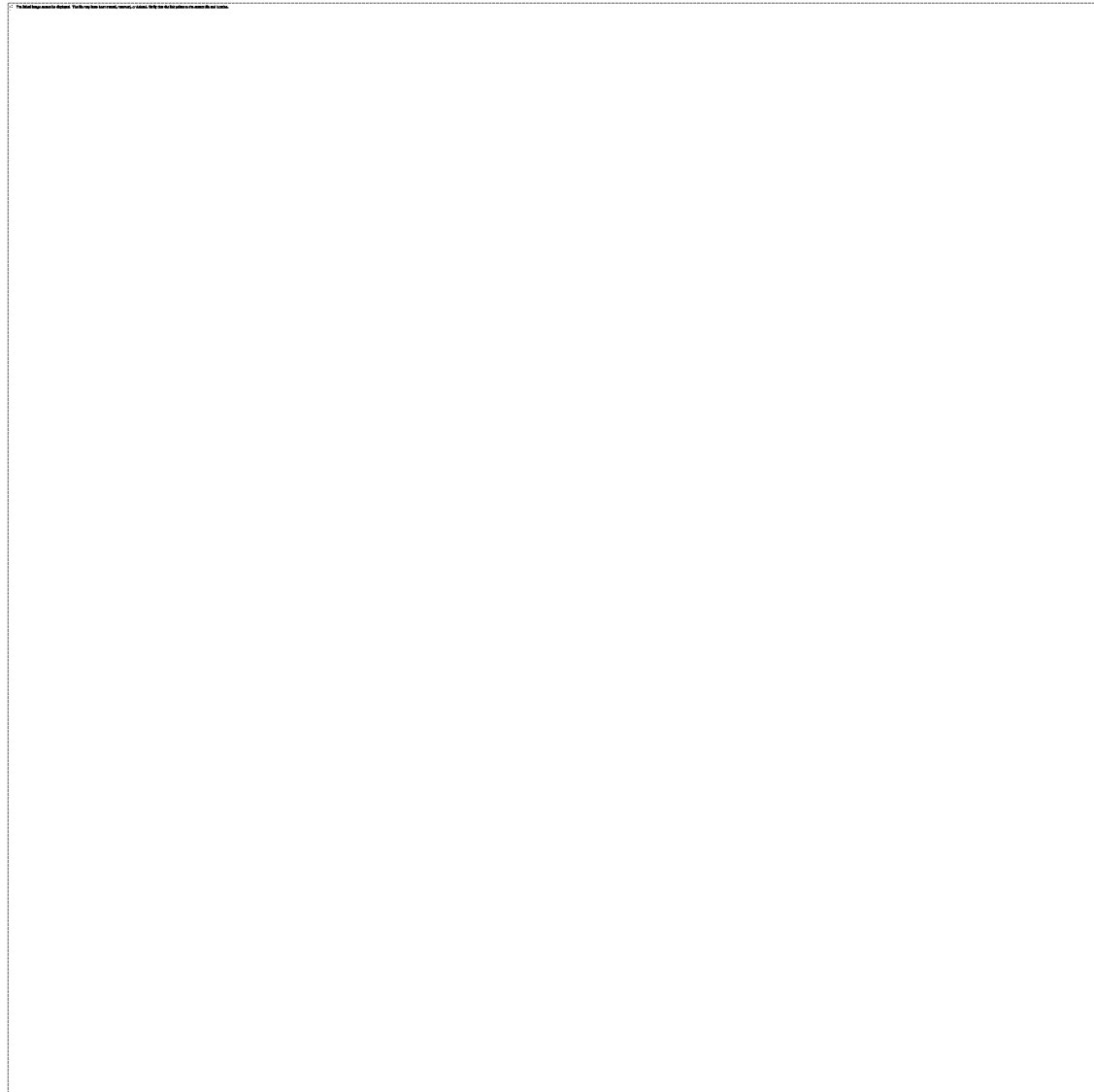
NEW LOCATION:

426 E. Main St

Norman, OK 73026

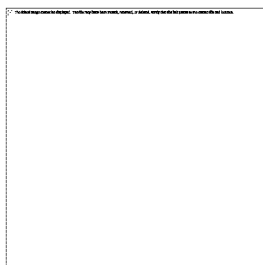
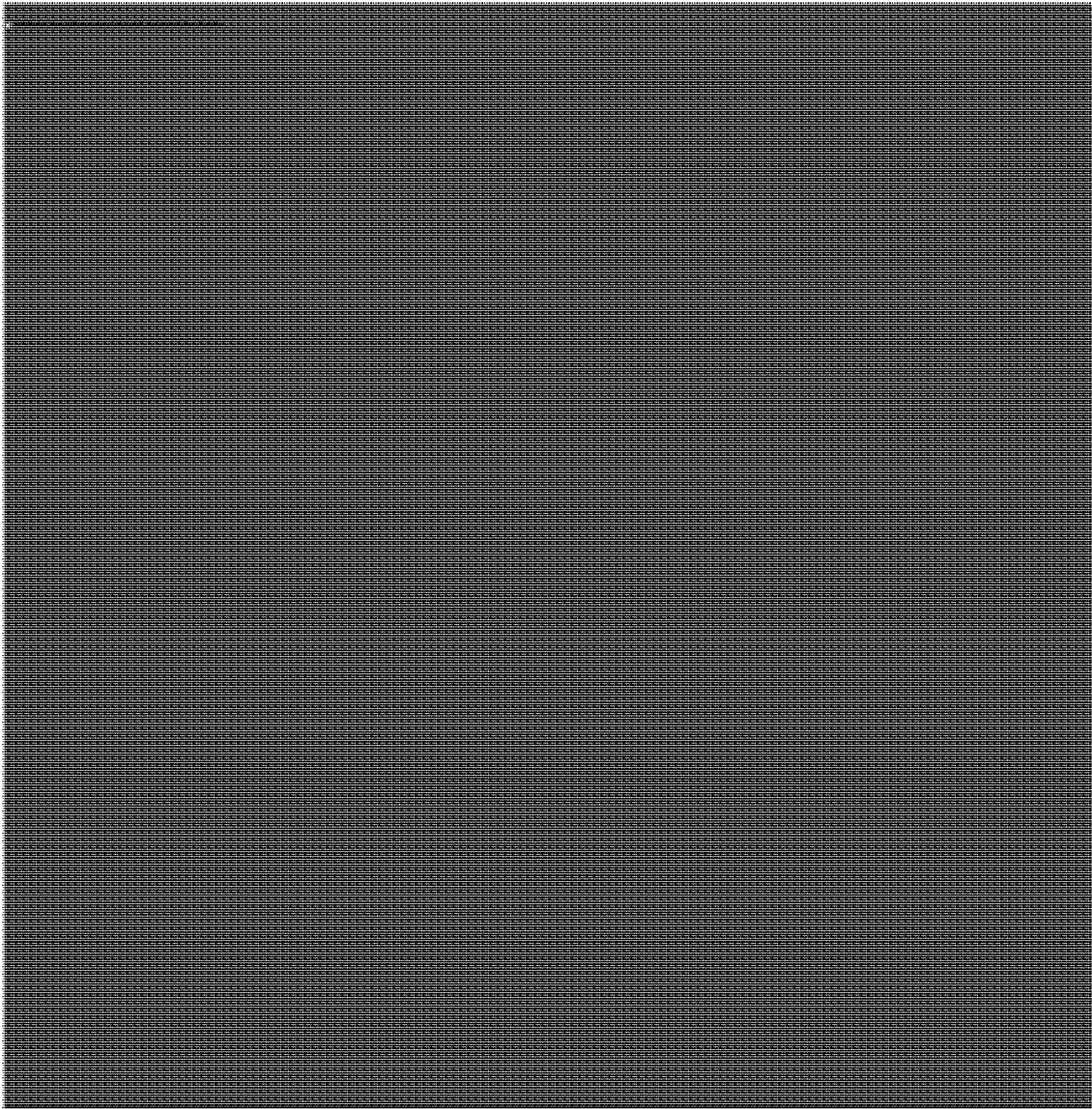
Registration at 6pm, Speakers start at 6:30pm.

Event will be live-streamed by Rarchar Tortorello, Ward 5 City Council Member and long-time Pike Off OTA, Inc. supporter. Links will be shared in No More Turnpikes facebook group, Rarchar's page, and Pike Off OTA. You will be able to view the recording on our website in the next few days.



The Mercury will have **drinks available for \$2** and Southern Willow will have **charcuterie boxes available for \$8**. Please consider supporting them and their staff as they have worked so hard to support us. :)

Randy's Monday Update - PLEASE NOTE THAT EVENT VENUE
HAS CHANGED SINCE VIDEO WAS RECORDED!



Oklahoma's 2022 legislative session ended Friday, May 27th. Our efforts will be shifting focus from the Capitol to our legal strategy and public outreach. **Please consider making a monthly contribution or a one time donation to help us STOP the OTA.** Every little bit helps. Even a small donation, if made by enough people, will make a huge impact.

I want to contribute to STOPPING OTA monthly!

I'd like to just make a one-time donation.

Article Worth Reading

US VS. THEM

Written By: Whitney Mullica

This Monday the Oklahoma Transportation Commission met despite having a vacant seat for District 3, the area of the state most concerned with whether or not a new turnpike is necessary. Members of Pike Off OTA expected the OTC would unanimously vote to approve ACCESS routes, and were surprised when District Commissioner James L. Grimsley actually stood up to the other old white males sitting on the bench. (More on Grimsley's speech will follow) Pike Off OTA is all too familiar with the rubber stamping processes of Oklahoma's transportation authorities. "They" throw around millions of dollars of "our" money with blatant indifference, during times of day that most of "us" are required to be at work.

You can look back in Oklahoma history about a hundred years and find origins of "US" vs. "Them". The first governor of the State of Oklahoma, Charles Haskell, was quick to fill his cabinet with members of the KKK, including Tulsa's own Tate Brady and some Okies from Muskogee. Haskell, who among other things, worked for the railroad, had previously laid rail tracks in Ohio, where the people were not willing to give him right-of-way. To get around "those people" Haskell hired extra Irish workers and had them work as fast as possible, and even through the night, so that the next morning "those people" awoke to tracks that had already been laid. This type of maneuvering would later be useful for Haskell when he moved the capital of Oklahoma from Guthrie, to the tent city, Oklahoma City. Haskell and his buddies built the building we now protest on 23rd street, as well as three of the largest universities in our state.

The Klan controlled Oklahoma's politics for much of the early 20th century. After being blamed for the Tulsa Race Massacre and many other atrocious acts of

violence the Klan successfully impeached Governor Walton who had passed anti-mask laws, laws against public meetings, and laws against parades. Since Oklahoma receives such a whitewashed version of history in public education it's no surprise that we are repeating it. Our legislators accept money from the state for highway construction projects and our politicians are bought and paid for by the industries that are getting rich off of our tax dollars. A hundred years ago the Klan was wise to have many of Oklahoma's legislators in their very deep pockets. In the primary election leading up to his governorship, Walton beat the Klan's favored candidate, R. H. Wilson, who was State Superintendent of Public Instruction and controlled the selection of textbooks.

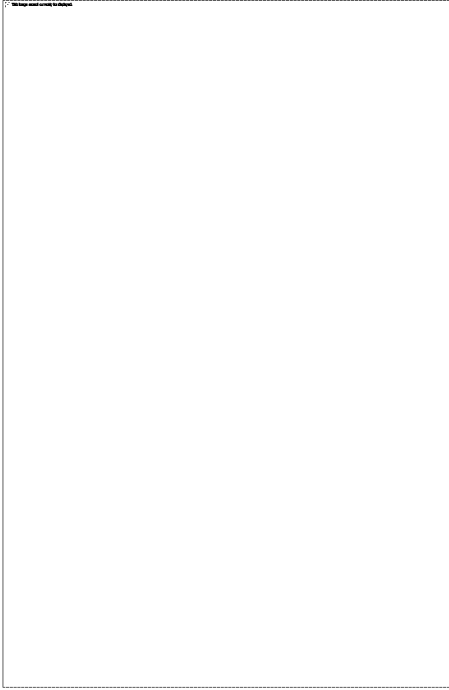
In the early 1920s the Klan went around the state of Oklahoma on a "law enforcement campaign" gaining more followers, who would pay dues to be a member, and solidifying their benevolence. Inside of the legislature William McBee, a friend of the Klan, controlled the appointments of men who would create the fewest problems for the Klan. White men were not the only members of the Klan, there was a women's branch as well, The Cherokee Women's Klan. Early members of the KKK believed that membership was a good thing, the Klan had people convinced they would be the solution to the lawlessness of the present time.

After the Tulsa Race Massacre and with the changing attitudes of fundamentalist religious folks about people in other religions, the message of the Klan could not hold the same fascination as it had in the past. Membership dues began to deteriorate and once the money was no longer pumping into their coffers, many of the profiteers addicted to graft, replaced their fascination of the Klan with the growing economy's need for good roads and highways. Like everyone else, the former Klan members wanted to share in the prosperity of Oklahoma's expanding economy.

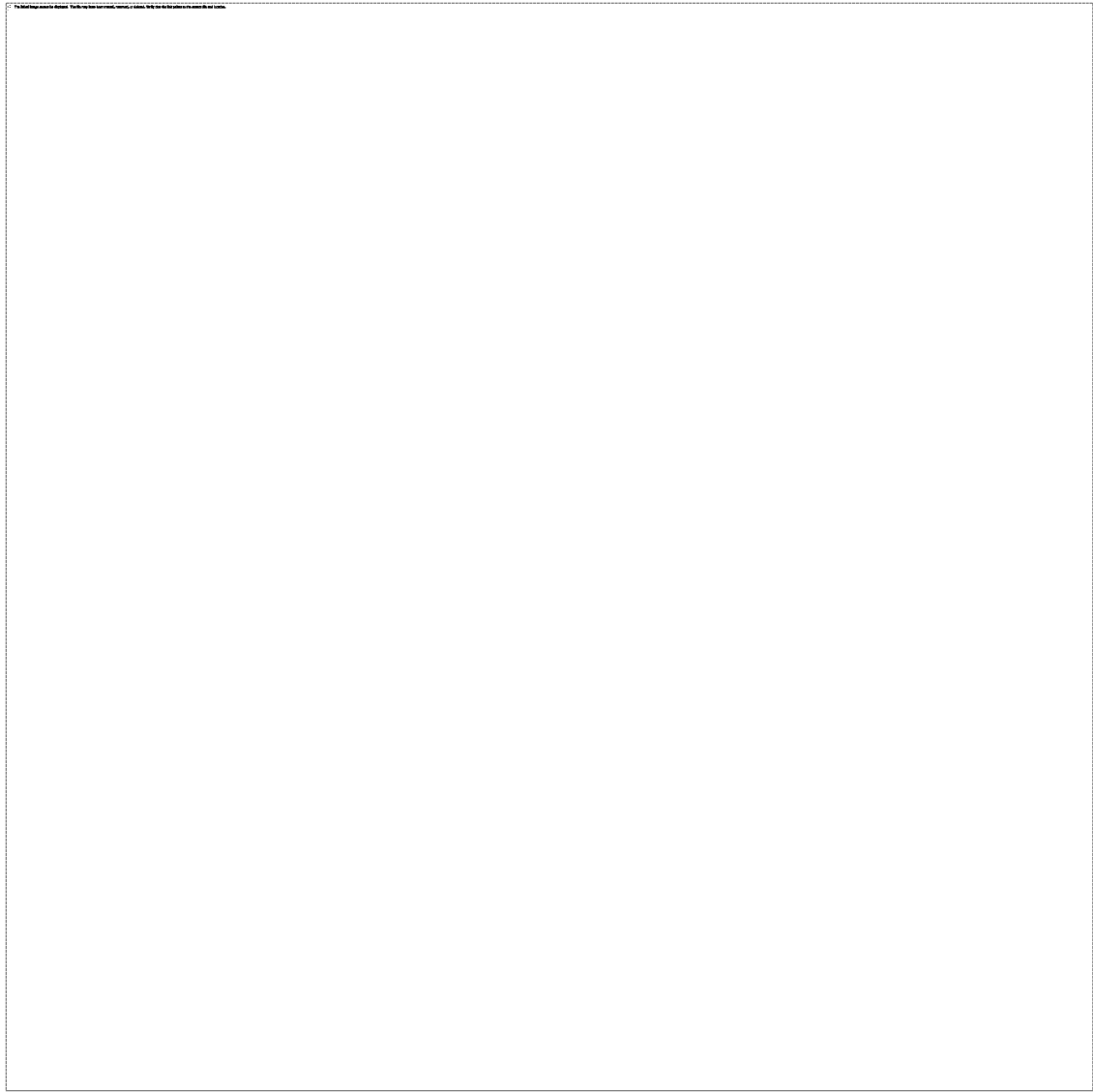
Watching the OTC meeting Monday, and the men making our state's transportation decisions, felt dehumanizing. People like Jessica Brown and Gene McKown are probably nice outside of the Department Of Transportation building, but inside the DOT walls they are Supremacists. They don't seem to see the people, the protesters, or the damage that their decisions are inflicting on our environment, our ecosystems, or our budgets. This all started, for many of US, back in February, and our relationship with the state of Oklahoma will probably never be the same. But, that doesn't mean we lose hope. Members of Pike Off OTA were surprised when one member of the OTC, James L. Grimsley, chose to be a Commission outcast, and voiced his disapproval of the wasteful ACCESS plan.

He said to the OTC board, "Dr. Cerato is a respected academic and she is also a licensed professional civil engineer so her opinions carry a lot of weight and she would be recognized in a court of law as a very credible expert witness. So a lot of what she said resonated with me. I did some of my own research. If you have ever heard me talk publicly, I'm not a big fan of building new highways. I think it destroys ecosystems and divides and destroys communities, I'm not a fan of that. I believe in Oklahoma we have historically had an aversion to traffic engineering. And that is something that Dr. Cerato and I agree on. This weekend I looked up some stats, in terms of raw numbers of miles of highway, we rank number 14 in the nation. In terms of population we rank number 28. We have a lot of highways. What we don't have is traffic engineering. I think we need to spend a whole lot more time looking at interchange problems. We had the graph last month exploring the interchanges, I think there's more than enough opportunity to fix those interchanges. And also just thinking more holistically about traffic engineering. Her opinions and comments resonate with me very much because it matches my own observations. I don't think it's a tenable future where we continue to build highways with no limitations because we're running into 50 to 60 million dollars a mile. That's not sustainable. And then we have to turn around and maintain those. But, the most important thing is, as a member of this commission we represent the public, we do not represent ODOT. We are supposed to be here to protect the interests of the public. One of the strong values I brought here with me is property rights. I believe in the sanctity of property rights. Something like eminent domain should be exceedingly difficult for the government, it's not something we should speed up, we should put a lot of restraints on that and tap on the brakes a lot. So this resonates with me. This issue has weighed more on me than any issue since I've been on this commission. I don't like the position I'm in right now but I'm not going to abandon my own personal views and the principles that are important to carry on this commission."

While the outlook for many Norman residents trying to save their community may appear grim, please do not give up hope. It's taken us nearly five months for one person to really hear us and show compassion. It will take time, persistence, resilience, and teamwork to get the rest of them to hear us. Fortunately, Oklahoma's power players are not the violent brutes they were in the past. We can't give up on them.



"Rooftop" of the Week: Tanner Naeher & Family



The Naeher Family

By Tanner Naeher

My wife and I purchased our land in the spring of 2019. I know that doesn't seem that long ago, but in that short amount of time we have made a lot of memories on our acreage.

The land has some pretty unique features, one of which is particularly of interest. In the back of the property there is a bluff that overlooks the lowest spot of the land.

A few weeks after we closed on the land, I told my wife, who was still my girlfriend at the time, that I wanted to go work on the land. We went out there all

dressed up ready to cut trails through the dense woods in order to mark the boundaries of the property.

What my wife didn't know is that earlier that morning, I had ran out to the land to hide a picture frame with a poem I had written in it on that bluff. As she read the poem overlooking our land we had bought together, I asked her to marry me.

She said yes, obviously. We made plans to get married the following March. Invites were sent, venue booked, dress was bought.

As we waited for our day, I continued to work on the land with the help of my dad. We cut a driveway to the spot where we planned to build a shop for my business and a beautiful two story house with a wrap around porch on it.

Everything was sailing smoothly along. Then suddenly the week of our wedding, the entire nation shutdown due to Covid. I don't know if you can understand how emotionally hard it is to call your entire family the week of your wedding, because some people in the government said so, but we did.

We spent what was supposed to be our wedding day installing a new stove and dishwasher to try and keep our minds off of the pain and the tears from falling.

After a few months, we began planning our special day once more, and by some miracle we were able to have our wedding in the fall of 2020. It was much smaller than the original plan, but we were able to get it done. The week after the wedding, everything went back on lockdown.

During the lockdown, I continued to work on our land and to get it prepared for our dream home. We had hopes on starting to build our house in the spring of 2021, but life continued to throw us curveballs.

This one was a blessing though. That spring we found out we were going to be parents, so we put our plans of building our home on hold for another year. In the fall of 2021, our little bundle of joy was born. We named her Emily. Our family was complete, but now more than ever we needed a bigger house. We couldn't wait to move out to the land and raise our daughter out in the country.

I began designing the shop where my office was going to be located, so I could free up the bedroom from which I run my small business. Once the shop was done I would now have space to hire an employee.

On Feb 22nd, 2022, we got a gut punch in the form of the ACCESS Oklahoma. Not only was our land targeted by the Oklahoma Turnpike Authority, but they pin pointed the exact spot I proposed to my wife.

If the turnpike goes through as currently projected, I will not be able to show our daughter the spot, where her mom said, "Yes", as the road is going right over our bluff. On top of that, the spot where our dream home was to built, will be only a couple hundred feet from the turnpike. Can't build there now, as the path may move some, and who wants to build their dream house to look right at a turnpike.

The spot where we have fruit trees and planned to make a picnic area will be gone. The low lands where I wanted to build a pond, gone. Raising our daughter on the land we fell in love with, gone.

The plans the turnpike authority has robs not only my wife and I of our current memories, but steals the future dreams we had for our daughter and ourselves.

There are hundreds of stories like these from the people of Cleveland County. I ask that you please put yourself in our shoes for a moment.

Think of something you have worked so hard for your entire life, something you put your heart and soul into to build and craft, something that means more than money to you. Maybe it's a car your dad gave before he passed away, that the two of you worked countless hours in the garage rebuilding. Maybe it's a tree fort you built for your children. Think of how rewarding it is. How it's part of who you are and how you wouldn't want to trade it for anything.

Now, picture someone taking that away from you without your consent, that thing that no amount of money can compensate you for. That kind of theft leaves you with a wound that will never heal.

I implore each and everyone possible to please help us. Please share our stories so others know the true toll and horrors the Oklahoma Turnpike Authority reaps upon Oklahomans.

See more pictures and videos of the Naeher Family [here](#) and see other families or share your story at <https://stopthetollok.com>.

****SHARE YOUR STORY! If you would like to be featured as our "Rooftop" of the Week, please email photos and a bit about your home/family to admin@pikeoffota.com.*

Urgent Needs

Pike Off OTA, Inc. is seeking volunteers to help with **coordinating fundraisers, graphic design, and social media** (specifically TikTok).

If you know of anyone with these qualifications, please have them email us at admin@pikeoffota.com!

Support Our Fight



Pike Off OTA



No More Turnpikes



Pike Off OTA Website



Contact Us

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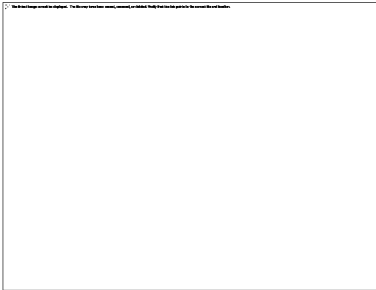
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Sent: 7/25/2022 4:39:30 PM
To: Carly Atchison [carly.atchison@gov.ok.gov]
Subject: [EXTERNAL] MEDIA ADVISORY: Oklahoma Turnpike Authority board meeting scheduled for Tuesday, July 26



Strategic Communications
Monday, July 25, 2022

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Media Advisory

Oklahoma Turnpike Authority board meeting scheduled for Tuesday, July 26

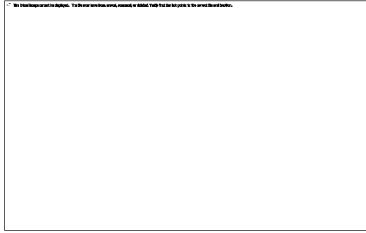
The Oklahoma Turnpike Authority's monthly board meeting is scheduled for 10:30 a.m. Tuesday, July 26, in the R.A. Ward Transportation Building, 200 N.E. 21st St., Oklahoma City. Items to be addressed at the meeting:

- The board will consider approving up to \$10.5 million to purchase hardware to assist in the conversion to PlatePay (cashless tolling) statewide.
- Board members will consider action on 11 amended consultant and engineering contracts totaling more than \$74 million for design, research and studies related to 46 of the ACCESS Oklahoma program projects.

The full agenda may be viewed [here](#).

The public may watch the board meeting video livestream at <https://video.ibm.com/channel/jsW2fC3uurE>. The meeting will be recorded, captioned and available to the public online later.

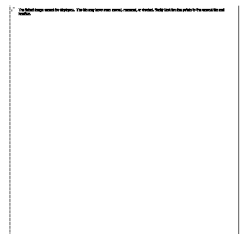
The board, a six-member panel appointed by the governor to an eight-year term, oversees turnpike development and awards project contracts for road and bridge construction on a monthly basis.



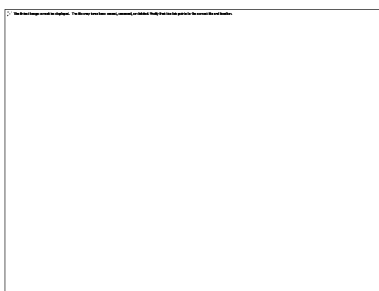
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From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
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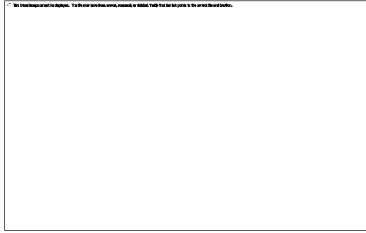
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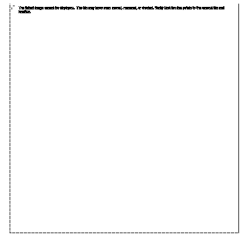
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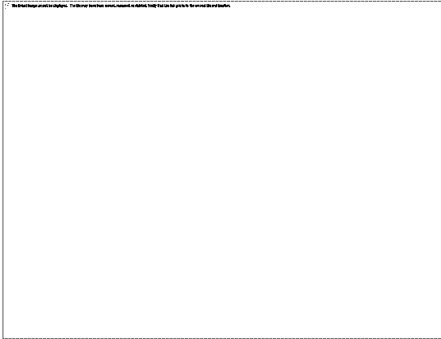
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To: Carly Atchison [carly.atchison@gov.ok.gov]
Subject: [EXTERNAL] July OTA Board Meeting Wrap-Up: Board approves funds for PlatePay; preliminary ACCESS Oklahoma design work



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FOR IMMEDIATE RELEASE

July 26, 2022
Press Release # 017-22

July OTA Board Meeting Wrap-Up

Board approves funds for PlatePay conversion; \$74 million for preliminary ACCESS Oklahoma design work

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"The transition to cashless tolling is a major area of emphasis for the safety of the traveling public," Secretary of Transportation and OTA Executive Director Tim Gatz said. "We've seen some significant near misses and hits on toll booths with our employees inside, reminding us it was time to take advantage of new technology."

PlatePay helps create a free-flow of traffic by using cameras to take a photo of a vehicle's license plate and enabling the OTA to send the registered owner an invoice. Drivers without PIKEPASS will receive a bill in the mail. PIKEPASS customers will not see any changes.

The Oklahoma Turnpike Authority plans to have all turnpikes in the state converted to PlatePay by the end of 2024.

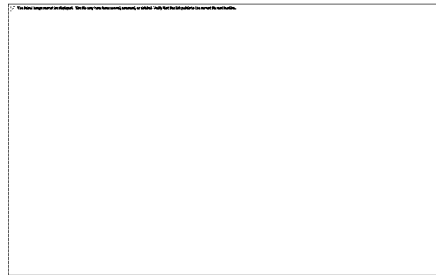
Board members also approved 11 modified consultant and engineering contracts totaling more than \$74 million. These routine modifications will fund requested on-demand services such as preliminary design, research and studies related to 46 ACCESS Oklahoma program projects.

During his report to the board, Gatz mentioned that ACCESS Oklahoma, OTA's 15-year long-range plan, focuses on completing reconstruction of I-44/Turner Turnpike, including adding more access points.

"We get example after example of the safety issues that are presented on the Turner Turnpike right now with the lack of access points," Gatz said. "The need exists to continue to re-invest back into the existing turnpike network."

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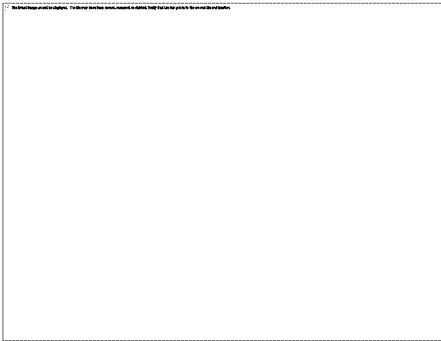
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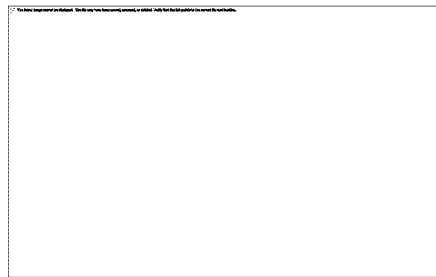
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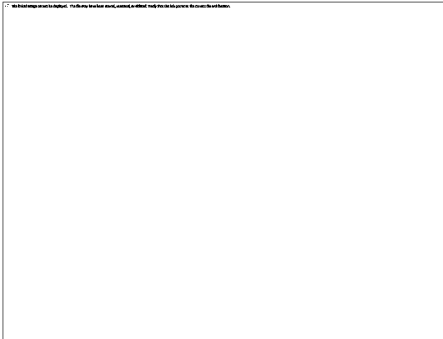
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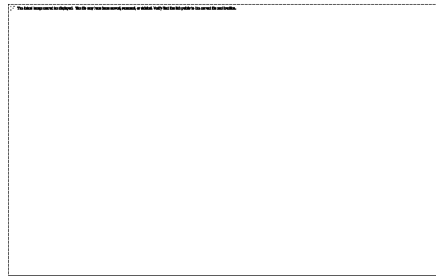
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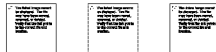
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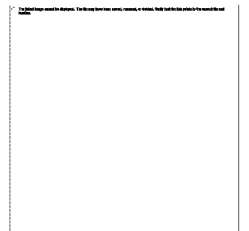
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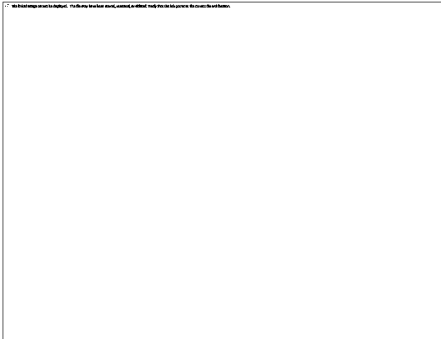


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This email was sent to bayles.williams@gov.ok.gov using GovDelivery Communications Cloud on behalf of: Oklahoma Department of Transportation · 200 NE 21st Street · Oklahoma City, OK 73105



From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 7/26/2022 8:40:21 PM
To: Charlie Hannema [charlie.hannema@gov.ok.gov]
Subject: [EXTERNAL] July OTA Board Meeting Wrap-Up: Board approves funds for PlatePay; preliminary ACCESS Oklahoma design work



**Strategic Communications
Tuesday, July 26, 2022**

405-521-6000
www.pikepass.com
[Twitter](#) and [Facebook](#) @OKTurnpike

FOR IMMEDIATE RELEASE

July 26, 2022
Press Release # 017-22

July OTA Board Meeting Wrap-Up

Board approves funds for PlatePay conversion; \$74 million for preliminary ACCESS Oklahoma design work

The Oklahoma Turnpike Authority board approved an agenda item at its Tuesday, July 26, meeting aimed at aiding in the conversion to PlatePay (cashless tolling). The routine vote gives the OTA access of up to \$10.5 million in general funds toward the purchasing of hardware and miscellaneous tasks needed to continue converting Oklahoma's remaining turnpikes to cashless tolling.

"The transition to cashless tolling is a major area of emphasis for the safety of the traveling public," Secretary of Transportation and OTA Executive Director Tim Gatz said. "We've seen some significant near misses and hits on toll booths with our employees inside, reminding us it was time to take advantage of new technology."

PlatePay helps create a free-flow of traffic by using cameras to take a photo of a vehicle's license plate and enabling the OTA to send the registered owner an invoice. Drivers without PIKEPASS will receive a bill in the mail. PIKEPASS customers will not see any changes.

The Oklahoma Turnpike Authority plans to have all turnpikes in the state converted to PlatePay by the end of 2024.

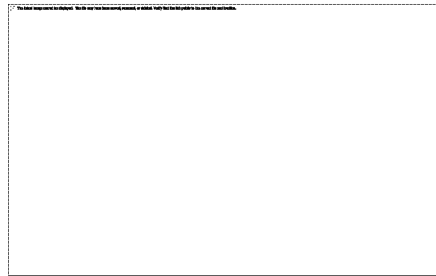
Board members also approved 11 modified consultant and engineering contracts totaling more than \$74 million. These routine modifications will fund requested on-demand services such as preliminary design, research and studies related to 46 ACCESS Oklahoma program projects.

During his report to the board, Gatz mentioned that ACCESS Oklahoma, OTA's 15-year long-range plan, focuses on completing reconstruction of I-44/Turner Turnpike, including adding more access points.

"We get example after example of the safety issues that are presented on the Turner Turnpike right now with the lack of access points," Gatz said. "The need exists to continue to re-invest back into the existing turnpike network."

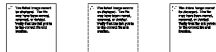
The board, a six-member panel appointed by the governor to an eight-year term to oversee turnpike development, awards project contracts for road and bridge construction on a monthly basis.

The next Oklahoma Turnpike Authority board meeting is scheduled for 10:30 a.m. Tuesday, Aug. 23, at the Oklahoma Department of Transportation Commission Room, 200 N.E. 21st St., Oklahoma City. The meeting also will be available to view live online.



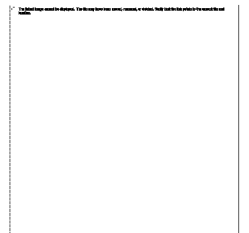
Please click everyone's seat belt each and every time you drive.
Check www.oktraffic.org for real-time traffic information
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This email was sent to charlie.hannema@gov.ok.gov using GovDelivery Communications Cloud on behalf of, Oklahoma Department of Transportation · 200 NE 21st Street · Oklahoma City, OK 73105



Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 7/26/2022 9:37:07 PM
To: Gene Love [glove@██████████.h]; Dana Weber [dweber@██████████.m]; Titsworth, John [jtitsworth7@██████████.h]; Jones, John D. [jjones@██████████.h]; Cone, Todd [toddccone@██████████.h]; Berry, Will L [will.dcbass@██████████.h]; Lair, Eric [elair@██████████.h]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]
CC: Gatz, Tim [tgatz@pikepass.com]; Echelle, Joe [jechelle@pikepass.com]
Subject: 7/23-7/26 Earned Media & Social Listening report
Attachments: Casey Hirschfeld - OTA Agenda findings.png; Randy live.png; Surveyors on Indian Hills.png; Surveyors on Indian Hills 2.0.png; Dave Moore - OTA studies .png; Jane Boren - OU Daily article.png; List of stakeholders.png; Lawsuit update.png

Social Listening

Note: Screenshots of all posts are attached to this email

Today's Meeting

- Casey Hirschfeld read through the OTA agenda for today's meeting and shared her findings with the opposition.
- Randy was live yesterday and encouraged the opposition to attend the meeting today and the bond oversight meeting on Thursday.

Misc.

- The opposition noticed surveyors out on Indian Hills and notified the others.
- Dave Moore shared a video explaining how the OTA engineering studies are "garbage." The video features clips from Mr. Bowman at the Moore public meeting.
- The opposition is disappointed in the new Norman Mayor.
 - Jane Boren shared an OU Daily article. Jane mentions Mayor Heikkila not using fighting words regarding the turnpike.
- Shannon Ozment Martin asked if anyone has a list of the shareholders in the OTA. She wants to know how many state lawmakers are making money.
- Caroline Shacklett asked for an update on the OTA/PikeOff lawsuits.

Earned Media

7/24 Fox 25 Online, Here is what you can expect from the Oklahoma Turnpike Authority's July meeting. <https://bit.ly/3S1xWvq>

7/23 OU Daily, Norman City Council outlines goals for upcoming year during 2-day retreat. <https://bit.ly/3z16Dsg>

7/26 KQCW News on 6 at 8:10 a.m., OTA board to meet today. [Link](#)
Viewership: 15,482
Ad Value: \$495.19

7/26 KQCW News on 6 at 7:06 a.m., OTA board to meet today. [Link](#)
Viewership: 15,482
Ad Value: \$495.19

7/26 KOKH Good Day Oklahoma at 7:16 a.m., OTA holding monthly board meeting. [Link](#)
Viewership: 8,265
Ad Value: \$426.96

7/26 KAUT Rise and Shine at 7:07 a.m., Expanding cashless tolling. [Link](#)
Viewership: 6,479
Ad Value: \$529.20

7/26 KOKH Good Day Oklahoma at 7:04 a.m., OTA holding monthly board meeting. [Link](#)
Viewership: 8,265
Ad Value: \$1,280.88

7/26 KFOR News 4 at 6:56 a.m., Expanding cashless tolling. [Link](#)
Viewership: 12,698
Ad Value: \$1,759.32

7/26 KWTW News 9 at 6:45 a.m., OTA meeting today. [Link](#)
Viewership: 36,728
Local Publicity Value: \$4,101.84

7/26 KQCW News on 6 at 6:15 a.m., OTA board to meet today. [Link](#)
Viewership: 26,449
Ad Value: \$1,076.86

7/26 KFOR News 4 at 6:04 a.m., OTA voting to expand "cashless tolling" across Oklahoma. [Link](#)
Viewership: 12,698
Ad Value: \$1,759.32

7/26 KTUL News 8 at 6:05 a.m., OTA monthly board meeting. [Link](#)
Viewership: 5,140
Ad Value: \$174.57

7/26 KOKH Good Day Oklahoma at 6:03 a.m., Turnpike authority meeting. [Link](#)
Viewership: 6,693
Ad Value: \$954.72

7/26 KFOR News 4 at 5:42 a.m., OTA voting to expand "cashless tolling" across Oklahoma. [Link](#)
Viewership: 18,408
Ad Value: \$2,192.40

7/26 KWTW News 9 at 5:36 a.m., OTA meeting today. [Link](#)
Viewership: 33,134
Ad Value: \$3,691.44

7/26 KFOR News 4 at 5:33 a.m., Turnpike Authority to consider contracts for access Oklahoma projects. [Link](#)
Viewership: 18,408
Ad Value: \$730.80

7/26 KOTV News on 6 at 5:05 a.m., OTA board meeting today. [Link](#)

Viewership: 10,857
Ad Value: \$328.21

7/26 KWTW News 9 at 4:37 a.m., OTA meeting today. [Link](#)
Viewership: 10,184
Ad Value: \$444.60

7/26 KFOR News 4 at 4:36 a.m., Turnpike Authority to consider contracts for access Oklahoma projects. [Link](#)
Viewership: 1,604
Ad Value: \$147.60

7/26 KOTV News on 6 at 4:34 a.m., OTA board meeting today. [Link](#)
Viewership: 8,247
Local Publicity Value: \$350.75

7/25 KFOR News 4 at 9:07 p.m., Turnpike Authority to consider contracts for access Oklahoma projects. [Link](#)
Viewership: 2,625
Ad Value: \$666.90

7/25 KFOR News 4 at 6:34 p.m., Turnpike Authority to consider contracts for access Oklahoma projects. [Link](#)
Viewership: 22,044
Ad Value: \$2,559.48

7/25 KFOR News 4 at 5:05 p.m., Turnpike Authority to consider contracts for access Oklahoma projects. [Link](#)
Viewership: 21,226
Ad Value: \$2,322.60

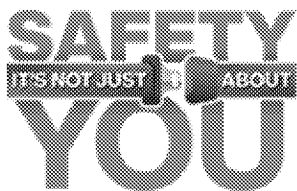
Thank you,
Jessica

Jessica Brown, M.J. | Director

Strategic Communications Division | Oklahoma Transportation Cabinet

Main: 405-521-6000

Oklahoma.gov | oklahoma.gov/odot





Corson Hirschfeld Legacy

15h · 🌐

...

I did a quick read through of the OTA agenda for tomorrow's meeting, which includes a mid year financial report. Found some interesting nuggets.

Nugget #1: They have already spent over \$150,000 on public relations this year (and everyone still hates them). Think of the cost savings if they just tried not being jerks.

Nugget #2: They are increasing tolls on the Chickasaw like they did on the Bailey, again without actually saying so. There is a chart with "plate pay" rates that just happen to be higher than the previous rates.

Nugget #3: This one gives me some joy. They had to pay \$40000 in legal fees and \$35000 in bank fees to Wells Fargo for terminating the Line of Credit last month. Too bad, so sad.

EXHIBIT A

73,496.60 OTA ACCESS-OTHER PROF SVCS; INVR2022-05
73,496.60

Law Turnpike
Pay Rates

5,265.12 PUBLIC RELTN SVCS-MARCH '22 ; 2022-03-31

1,543.50 PUBLIC RELTN SVCS-MARCH '22 ; 2022-03-31

2,333.50 PUBLIC RELTN SVCS-MARCH '22 ; 2022-03-31

2,621.50 PUBLIC RELTN SVCS-MARCH '22 ; 2022-03-31

269.50 PUBLIC RELTN SVCS-APRIL '22 ; 2022-04-15

47,528.42 PUBLIC RELTN SVCS-APRIL '22 ; 2022-04-15

11,629.04 PUBLIC RELTN SVCS-APRIL '22 ; 2022-04-15

11,598.50 PUBLIC RELTN SVCS-MARCH '22 ; 2022-03-31

9,134.88 PUBLIC RELTN SVCS-APRIL '22 ; 2022-04-15

6,526.20 PUBLIC RELTN SVCS-MARCH '22 ; 2022-03-31

4,157.73 PUBLIC RELTN SVCS-APRIL '22 ; 2022-04-15

172,405.39

6,524.37 PUBLIC RELATIONS SERVICES FOR FEB 2022

6,524.37

152,426.96

Proposed PlatePay Rates					
	2-axis	3-axis	4-axis	5-axis	
ie Plaza	\$ 1.50	\$ 1.70	\$ 3.35	\$ 5.45	

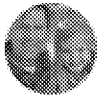
WELLS FARGO LINE OF CREDIT

CHICKASAW TURNPIKE

19

5 axle	5 axle	2
POS	CASH	POS

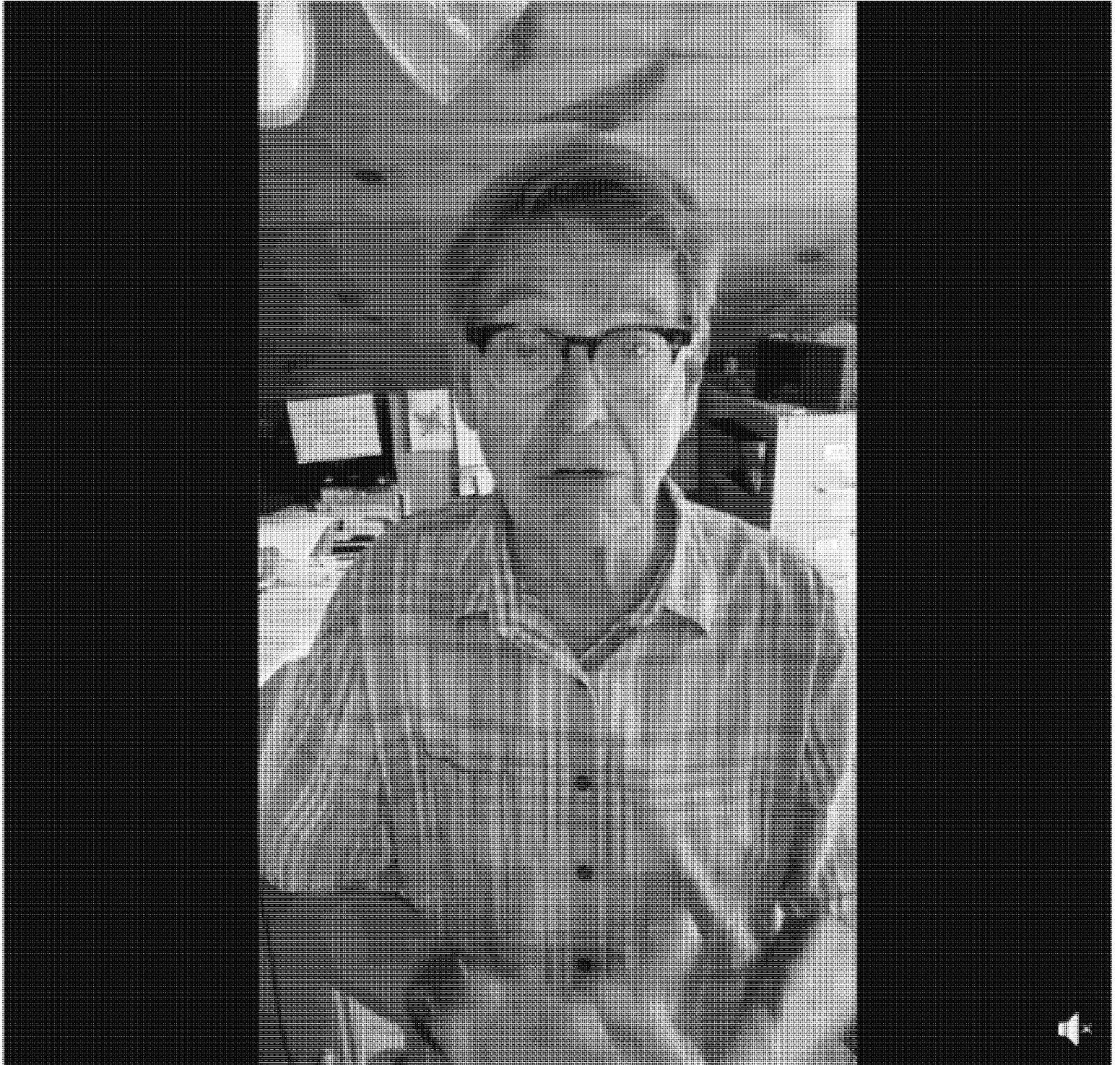
BANK UGL FEES-WELLS



Randy A Carter was live.

19h · 🌐

...



👍 16

1 Comment 2 Shares

👍 Like

💬 Comment

➦ Share

Most relevant ▼



Write a public comment...





Shannon Ozment Martin

Yesterday at 9:32 AM · 🌐

...

Surveyors out on Indian hills between 60th and 72nd this morning....

👍❤️ 22

14 Comments 2 Shares

👍 Like

💬 Comment

➦ Share

Top comments ▼



Write a public comment...

😊 📷 📺 🗣️



Caroll Soto

Yes I seen them front of my house

Like Reply Share 1d



Shannon Ozment Martin Author

I was driving when I saw them but I let them know how I felt 😊

Like Reply Share 22h



Joshua Leach

Shannon Ozment Martin Did it make you feel any better?

Like Reply Share 1h



Shannon Ozment Martin Author

Joshua Leach yes, yes it did 😊

Like Reply Share 1h



Rarchar S. Tortorello

Shannon Ozment Martin Good for you! How did they respond?

Like Reply Share 44m



Shannon Ozment Martin Author

Rarchar S. Tortorello well...I just gave them a hand gesture and yes, they both saw it...stopped what they were doing and watched me drive by with my hand in the air... the look on their face... well, they looked mad.. that's all I say

Like Reply Share 40m





Heather Dunwreathe

49m · 🌐



Surveyors on Indian Hills Rd.
East of Eastern/Norman side of the road...



1



Like



Comment



Share



Write a public comment...





Dave Moore

12h · 🌐

...

THE OKLAHOMA TURNPIKE AUTHORITY'S STUDIES ARE GARBAGE

How does the OTA plan \$5 billion, 6-lane highways? According to John Bowman: GOOGLE EARTH.

On April 21, 2022, at the City of Moore Town Hall meeting, I had the onerous task of interviewing John Bowman, Senior Vice President and Chief Operating Officer of Poe & Associates, lead engineers for The Oklahoma Turnpike Authority's "ACCESS Oklahoma" toll road plans.

I was looking for the answer to one simple question: Why did the OTA choose the 45-mile long, 1,200 foot wide path shown on the map found on the ACCESS Oklahoma website as the BEST location for a 6-lane toll road?

What studies were done that led them to believe those routes were the best routes for the project?



👍👎🗨️ 27

7 Comments 25 Shares

👍 Like

💬 Comment

➦ Share

Top comments ▼



Write an answer...



JaNelle Rutledge

I am so encouraged by everything being done by those much more knowledgeable than I am. Thank you

Like Reply Share 2h



Donna Mccrory

Based on greed and a perpetual \$\$\$\$\$\$ source on toll riads that will neverbe paid for.



Jane Boren shared a link.

12h · 🌐



"The Oklahoma Turnpike Authority has proposed a turnpike, part of the ACCESS Oklahoma project, to run along Lake Thunderbird in east Norman. Heikkila said that although he doesn't like it and wishes he could stop it, he expects the turnpike to be built. "

Doesn't sound much like fighting words!



OULDAILY.COM

Norman City Council outlines goals for upcoming year during 2-day retreat

Members of the Norman City Council met to set the upcoming year's goals and priorities, d...



7 Comments 1 Share

👍 Like

💬 Comment

➦ Share

Top comments ▼



Shannon Ozment Martin

2h · 🌐

...

Has anyone been able to get a list of the shareholders in the OTA? We have to find out how many state lawmakers are making money!



5



Like



Comment



Share



Write an answer...





Caroline Shacklett

1d · 🌐

...

Is there a prospective timeline on the lawsuits being heard delaying the ongoing decisions for the upcoming projects?

👍👤 9

7 Comments 3 Shares

👍 Like

💬 Comment

➦ Share

Top comments ▼



Write an answer...

😊 📷 GIF 🤖



A Jaye Watson Crayton

Updated: Lawyers gave update Thursday meeting and doesn't sound like it's going to be anytime soon. Cases have been sent to Ardmore for judge assignment but will still be heard in Cleveland county. Then other issue, the OTA party has filed a motion to dismissed. Lawyers said Thursday they are prepping a response to keep discovery going because apparently, when OTA filed motion to dismiss, discovery stopped until the motion is heard. **An emergency motion was filed by Stan Ward last week in the open meeting violation matter. ** Lawyers said could take a long time if not years. Being heard within the same year is rare.

Like Reply Share 1d Edited

👍👤 7



Susan Whitehorse Johnson

A Jaye Watson Crayton It's a stall tactic. Do not let up with getting the word out to other Oklahoman's. It is not over. It might be time to plan for a tent at the OU football games. Think of how many will be driving on the roads. Time to delete OTA and just go with ODOT.

Like Reply Share 23h

👍👤 13



Teresa Elam

A Jaye Watson Crayton the cases were sent to Ardmore for Judge assignment, however the cases will still be heard in Cleveland county. An emergency motion was filed by Stan last week in the open meeting violation matter.

Like Reply Share 21h

👍👤 6



A Jaye Watson Crayton
Teresa Elam ok good.

Like Reply Share 20h



A Jaye Watson Crayton

👍 🗨️ 📷 🤖 ...

Message

From: Jessica Brown [jessicabrown1967@yahoo.com]
Sent: 7/27/2022 6:27:34 PM
To: Kate Vesper [kate.vesper@gov.ok.gov]
Subject: [EXTERNAL] Fwd: info
Attachments: OTA - Legislative Statutes with details - Oklahoma Turnpike routes authorized in state statute.docx

For background info on turnpikes.

Sent from my iPhone

Begin forwarded message:

From: Jessica Brown <JLBrown@odot.org>
Date: July 27, 2022 at 1:25:46 PM CDT
To: jessicabrown1967@yahoo.com
Subject: info

Jessica Brown, M.J. | Director
Strategic Communications Division | Oklahoma Transportation Cabinet
Main: 405-521-6000
Oklahoma.gov | oklahoma.gov/odot



Yellow = Turnpike or exit fully/partially built
Blue = Turnpike not built/equivalent ODOT route

Oklahoma Turnpike routes authorized in state statute Title 69-1705

(Statute “e”) To construct, maintain, repair and operate turnpike projects and highways, with their access and connecting roads, at such locations and on such routes as it shall determine to be feasible and economically sound; provided, that until specifically authorized by the Legislature, the Authority shall be authorized to construct and operate toll turnpikes only at the following locations:

- (1) The Turner Turnpike between Oklahoma City and Tulsa. **Turner Turnpike/I-44**
- (2) The Southwestern (H.E. Bailey) Turnpike between Oklahoma City and Wichita Falls, Texas. **H.E. Bailey Turnpike/I-44**
- (3) The Northeastern (Will Rogers) Turnpike between Tulsa and Joplin, Missouri. **Will Rogers Turnpike/I-44**
- (4) The Eastern (Indian Nation) Turnpike between Tulsa and Paris, Texas, including all or any part thereof between McAlester and the Red River south of Hugo. **Indian Nation Turnpike/SH-375**
- (5) The Cimarron Turnpike between Tulsa and Interstate Highway 35 north of Perry, including a connection to Stillwater. **Cimarron Turnpike/US-412, including Stillwater Spur/SH-312**
- (6) The Muskogee Turnpike between Broken Arrow and Interstate Highway 40 west of Webbers Falls. **Muskogee Turnpike/SH-351**
- (7) All or any part of an extension of the Muskogee Turnpike, beginning at a point on Interstate Highway 40 near the present south terminus of the Muskogee Turnpike, and extending in a southeasterly direction on an alignment near Stigler, Poteau and Heavener to the vicinity of the Arkansas State Line to furnish access to Hot Springs, Texarkana, Shreveport and New Orleans. **Unbuilt – US-59 parallels most of corridor (section is not feasible)**
- (8) A tollgate on the Turner Turnpike in the vicinity of Luther, Oklahoma (**Hogback Road Exit, mm 146**), and in the vicinity of the intersection of State Highway 33 and Turner Turnpike in Creek County (**remodel of the Kellyville Exit**), Oklahoma, or in the vicinity of the intersection of State Highway 33 and Turner Turnpike or U.S. Highway 66

in Creek County (**New interchange where 66 crosses the Turner Turnpike between Bristow and Kellyville exits**), Oklahoma, from any monies available to the Authority.

(9) Add on the Will Rogers Turnpike a northbound automatic tollgate onto State Highway 28 and a southbound on-ramp from State Highway 28. **Will Rogers Turnpike/I-44 mm 269 (Adair interchange)**

(10) A turnpike or any part or parts thereof beginning in the vicinity of Duncan extending east to the vicinity of the City of Davis, and extending in a northeasterly direction, by way of the vicinity of the City of Ada, to a connection in the vicinity of Henryetta or in the vicinity of the intersection of State Highway 48 and Interstate 40; and a turnpike or any part or parts thereof from the vicinity of Snyder extending north to the vicinity of Woodward. **Chickasaw Turnpike/SH-7/US-377; US-183**

(11) A turnpike or any part or parts thereof beginning at a point in the vicinity of Ponca City, or at a point on the Kansas-Oklahoma state boundary line east of the Arkansas River and west of the point where Oklahoma State Highway No. 18 intersects said state boundary line, and extending in a southeasterly direction to a connection with the Tulsa Urban Expressway System in the general area of the Port of Catoosa. **Unbuilt (ODOT already has a low volume highway in this area)** Not a Feasible Turnpike.

(12) All or any part of an Oklahoma City toll expressway system connecting the residential, industrial and State Capitol Complex in the north part of Oklahoma City with the residential, industrial and Will Rogers World Airport Complex in the south and southwest parts of Oklahoma City. **I-235/I-40/I-44** Not a feasible turnpike.

(13) A turnpike (The Industrial Parkway) or any part or parts thereof beginning at a point on the Oklahoma-Kansas state boundary line between the point where U.S. Highway 66 intersects the boundary line and the northeast corner of Oklahoma and ending by means of a connection or connections with Shreveport, Louisiana, and Houston, Texas, in southeastern Oklahoma and at no point to exceed thirty (30) miles west of the Missouri or Arkansas border. **US-59/US-259** Not a feasible Turnpike

(14) A turnpike or any part or parts thereof beginning in the vicinity of Velma or County Line to a point intersecting with Interstate 35 in the area south of Davis. **SH-7** Not a feasible Turnpike

(15) A turnpike or any part or parts thereof beginning in the vicinity of Watonga and extending south and/or east to the vicinity of north and/or west Oklahoma City. **SH-3/US-81 OR US-270/I-40** Not a feasible Turnpike

(16) A tollgate on the Will Rogers Turnpike near the intersection of State Highway 137 and the Will Rogers Turnpike, located south of Quapaw. **Unbuilt interchange, which would be onto county road**

(17) A tollgate on the Muskogee Turnpike in the vicinity of Porter (**Porter Interchange, mm 19**), Oklahoma, a tollgate on the Will Rogers Turnpike in the vicinity of Adair (**Adair interchange, mm 269**), Oklahoma, a tollgate on the Turner Turnpike in the vicinity of Luther, Oklahoma (**Hogback Road Interchange, mm 146**), and a tollgate on the H.E. Bailey Turnpike at Elgin, Oklahoma (**Elgin Interchange, mm 53**), from any monies available to the Authority. **Muskogee Turnpike/SH-351 mm 19; Will Rogers Turnpike/I-44 mm 269; Turner Turnpike/I-44 mm 146; H.E. Bailey Turnpike/I-44 mm 53**

(18) A tollgate on the Turner Turnpike in the vicinity of Wellston, Oklahoma, from any monies available to the Authority. **Turner Turnpike/I-44 mm 158 (Wellston Interchange)**

(19) A tollgate on the Muskogee Turnpike in the vicinity of Brushy Mountain, Oklahoma, and in the vicinity of Elm Grove, Oklahoma, from any monies available to the Authority. **Unbuilt Not a feasible at this time.**

(20) All or any part of an Oklahoma City Outer Loop expressway system beginning in the vicinity of I-35 and the Turner Turnpike and extending west into Canadian County and then south to I-40 (**John Kilpatrick Turnpike, built in 1992 and 2001**); and then south and east to I-35 in the vicinity of Moore and Norman (**John Kilpatrick Turnpike, extended to SH-152/Airport Rd.**); and then extending east and north to I-40 east of Tinker Field; and then extending north to the Turner Turnpike (**Kickapoo Turnpike**) to complete the Outer Loop. **(southeastern section of loop unbuilt)**

(21) All or any part of the Tulsa south bypass expressway system beginning in the vicinity of the Turner Turnpike near Sapulpa and extending south and east to U.S. 75 in the vicinity of 96th Street to 121st Street; and then east across the Arkansas River to a connection with the Mingo Valley Expressway; and then south and/or east to a point on the Tulsa-Wagoner County Line near 131st street south in the city of Broken Arrow. **Creek Turnpike**

(22) A new turnpike or any part thereof from near the west gate of the Will Rogers Turnpike south to the west end of south Tulsa Turnpike at the Tulsa-Wagoner County Line. **Creek Turnpike**

(23) A new turnpike or any parts thereof from the vicinity of the connection between State Highway 33 and U.S. 69 easterly to the Arkansas State Line. **Cherokee Turnpike/US-412**

(24) A four-lane extension of the Muskogee Turnpike from Interstate Highway 40 west of Webbers Falls to the Poteau vicinity. **US-59 Not a feasible Turnpike**

(25) A new turnpike or any part or parts thereof beginning at a point in the vicinity of northwest Tulsa, and extending in a northwesterly direction, by means of a connection or connections with the cities of Pawhuska and Newkirk, to a point intersecting in the

vicinity of US Highway No. 77 and the Kansas State Line. **Unbuilt (ODOT has some highways that serve this area)** Not a feasible Turnpike

(26) A full access interchange on the Indian Nation Turnpike south of Interstate 40, in the vicinity of Henryetta, Oklahoma, and in the vicinity of the proposed theme park, museum or an industrial facility which qualifies for the Oklahoma Quality Jobs Program Act, from any monies available to the Authority. **Unbuilt interchange** Not a feasible interchange

(27) A new turnpike beginning at a point directly west of the Arkansas line and four-laning Highway 70 from that point to the farthest western reach of Highway 70 creating a southern route through Oklahoma. **US-70** Not a feasible Turnpike

(28) A new turnpike and bridge or any parts thereof from a point in the vicinity of the city of Mustang southerly across the South Canadian River to the H.E. Bailey Turnpike in the vicinity of the city of Tuttle; and then easterly across the South Canadian River to a point in the vicinity of the city of Norman. **HE Bailey Spur/SH-9 and SH-4**

(29) A new turnpike or any parts thereof beginning at a point in the vicinity of the city of Altus and extending in a northwesterly direction to a point in the vicinity of the city of Sayre. **US-283** Not a feasible Turnpike

(30) A new turnpike or any parts thereof beginning at a point in the vicinity of the city of Enid and extending in a westerly direction to a point in the vicinity of the city of Woodward. **US-412**

(31) An on- and off-ramp or any parts thereof at Fletcher, Oklahoma, in the vicinity of the Interstate 44 and State Highway 277 intersection. Any existing on- or off-ramp or any parts thereof in the vicinity of Fletcher, Oklahoma, shall not be removed and shall be maintained pursuant to Section 1701 et seq. of this title. **Unbuilt interchange**

(32) A new bridge crossing the Arkansas River between South Delaware Avenue and Memorial Drive in Tulsa County. This project shall commence upon a determination by the Oklahoma Transportation Authority that such bridge shall be self-sufficient at some point over a thirty-year time period from the toll charges associated with the bridge project. **Unbuilt bridge** Not a feasible Turnpike bridge

(33) An exit ramp or any parts thereof from the eastbound lane of the Turner Turnpike at 96th Street in Tulsa. **(Partial Interchange at West 96th Street South, West Hilton Road, and Ridgeview Street)**

(34) An on- and off-ramp or any parts thereof on the Cimarron Turnpike in the vicinity of the northside of the Glencoe, Oklahoma, municipal limits. **Unbuilt interchange**

(35) A new turnpike or any parts thereof beginning at Interstate 44 at or near its intersection with 49th West Avenue, past State Highway 64/**412 (Gilcrease**

Expressway, currently under construction), turning northeasterly, crossing 41st West Avenue, and continuing eastward to the L.L. Tisdale Expressway in Tulsa, Oklahoma.

All access roads, interchanges, or lead roads connecting such turnpikes with existing highways must be built by funds furnished by the Authority. Any new interchanges Refer to section 'e'.

Reference: [HYPERLINK "https://protect-us.mimecast.com/s/U0EDC0RB1zH9YLO3iDvtVV?domain=urldefense.proofpoint.com"]

Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 7/27/2022 8:58:17 PM
To: cforman@oklahoman.com
CC: Kate Vesper [kate.vesper@gov.ok.gov]
Subject: RE: Quick follow up question

Hey Carmen,

I checked with legal to make sure I was providing the most accurate information. Here's the information:

The East West Connector is part of the Outer Loop. The Legislative authorization for the Outer Loop was added to OTA's list of authorized projects in 1987 per HB1259 and codified at 1705(e)(20). The authorization for the "South Extension" was added by the Legislature in 1993 per HB1556 and codified at 1705(e)(28).

I hope this helps.

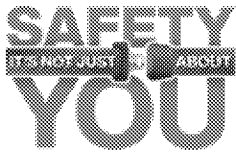
Take care,
Jessica

Jessica Brown, M.J. | Director

Strategic Communications Division | Oklahoma Transportation Cabinet

Main: 405-521-6000

Oklahoma.gov | oklahoma.gov/odot



From: Forman, Carmen <cforman@oklahoman.com>
Sent: Wednesday, July 27, 2022 3:23 PM
To: Jessica Brown <JLBrown@odot.org>
Subject: [EXTERNAL] Quick follow up question

Hey Jessica,

I got what you sent to the governor's communications staffers about the turnpike authorization from 1987. Thank you. That was helpful. I just wanted to send you a quick follow up question.

Does the OTA believe House Bill 1259 signed into law by Gov. Bellmon gives the Turnpike Authority the authorization to build both the East-West Connector and the South Extension? I just want to make sure that authorization applies to both.

Thanks in advance,

Carmen Forman
Capitol reporter - [The Oklahoman](#)
c: 405-921-9084

@CarmenMForman

Message

From: Forman, Carmen [cforman@oklahoman.com]
Sent: 7/27/2022 8:59:24 PM
To: Jessica Brown [jlbrown@odot.org]
CC: Kate Vesper [kate.vesper@gov.ok.gov]
Subject: [EXTERNAL] Re: Quick follow up question

Got it. Thanks so much, Jessica. I appreciate your speedy response.

Best,
-Carmen

From: Jessica Brown <JLBrown@odot.org>
Sent: Wednesday, July 27, 2022 3:58 PM
To: Forman, Carmen <cforman@oklahoman.com>
Cc: Kate Vesper <Kate.Vesper@gov.ok.gov>
Subject: RE: Quick follow up question

CAUTION: This email originated from outside the organization. The sender was Jessica Brown "jlbrown@odot.org". Do not interact with the email unless you know the content is safe. If you are unsure, please forward to byteback@gannett.com

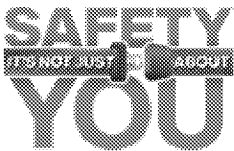
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Take care,
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Oklahoma.gov | oklahoma.gov/odot



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Carmen Forman
Capitol reporter - [The Oklahoman](#)
c: 405-921-9084
[@CarmenMForman](#)

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From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 8/2/2022 12:19:40 PM
To: Gene Love [glove@[REDACTED]]; Dana Weber [dweber@[REDACTED]]; Cone, Todd [toddcone@[REDACTED]]; Titsworth, John [jtitsworth7@[REDACTED]]; Jones, John D. [jjones@[REDACTED]]; Berry, Will L [will.dcbass@[REDACTED]]; Lair, Eric [elair@[REDACTED]]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]
CC: Gatz, Tim [tgatz@pikepass.com]; Echelle, Joe [jechelle@pikepass.com]
Subject: 7/28-7/29 Earned Media & Social Listening reports
Attachments: KFOR Randy A Carter.png; OTA history!.png; KFOR Article.png; Oil Site!.png; Dave Moore Post.png; 729 Attorneys accuse OTA of avoiding disclosure - The Norman Transcript.pdf

Social Listening

Note: Screenshots of all posts are attached to this email

Pike Off OTA on KFOR Flash Point this Sunday

- The opposition is sharing Randy A Carter's post about him and Amy Cerato being on Flash Point this Sunday to talk about their position on the turnpike. Post is also gaining traction on other Facebook groups.

Misc.

- Valerie Newton shared the KFOR article about OTA looking at properties in the proposed path.
 - Commenters want to know how many houses will be affected.
- Opposition is suspicious of construction by Indian Hills Road and 48th Ave N E and are worried that it is the start of the turnpike.
- Casey Hirschfeld shared some OTA financial history.
 - Dave Moore commented with an article about Albert Kelly and said that the previous Chairman was "banned from banking for life for shady dealings."
- Dave Moore shared the article from the Norman Transcript discussing OTA attorneys.

Earned Media

7/28 Good Day Oklahoma at 8:32 a.m., Cashless Tolling <https://bit.ly/3ScjQYj>

Viewership: 11,081

Ad Value: \$573.84

7/28 KOCO 5 News at 9:07 a.m., PlatePay conversions <https://bit.ly/3cIWvwV>

Viewership: 8,402

Ad Value: \$450.73

7/28 KFOR News 4 at 12:07 p.m., OTA starting property surveys & cashless tolling <https://bit.ly/3zFZX4B>

Viewership: 2,105

Ad Value: \$78.83

7/28 KOCO 5 News at 6:09 p.m., PlatePay conversions <https://bit.ly/3oWlkZn>

Viewership: 40,607

Ad Value: \$1,798.44

7/28 KFOR News Youtube, OTA wants to look at properties in path of planned turnpike <https://bit.ly/3zDVEqr>

7/28 Public Radio Tulsa, Cashless tolling planned for all Oklahoma turnpikes by 2024 <https://bit.ly/3PleWAs>

7/28 The Bond Buyer, Oklahoma Turnpike extension opponents lay out case against bonds <https://bit.ly/3blrVcl>

7/29 The Norman Transcript Online, Attorneys accuse OTA of dodging discovery in lawsuits <https://bit.ly/3PYij5W>

7/29 The Norman Transcript Print, Attorneys accuse OTA of dodging discovery in lawsuits.

Thank you,
Jessica

Jessica Brown, M.J. | Director

Strategic Communications Division | Oklahoma Transportation Cabinet

Main: 405-521-6000

Oklahoma.gov | oklahoma.gov/odot





Randy A Carter

17h · 🌐

...

Amy & me with KFOR's stellar news anchor, Kevin Ogle just after the taping of Amy's appearance on Flashpoint. Tune into KFOR this Sunday (7-31-22) @ 9:30 am to catch her knock it out if the park.



👍❤️ 312

76 Comments 66 Shares



Well here is a fun little story from the archives. In 1986 the OTA was quite happy to award an \$11.9 million contract to a company under indictment for 5 counts of mail fraud and one count of conspiracy. Also some bid-rigging.

"No problem at all!" They said.

Translation: "we're the OTA and we love ourselves some good partners in crime!"

TURNPIKE AUTHORITY AWARDS \$11.9 MILLION IN CONTRACTS

Driskill, Matt. Journal Record. Oklahoma City, Okla. [Oklahoma City, Okla.] 25 Mar 1986.

[#ProQuest document link](#)

ABSTRACT (ABSTRACT)

As part of that award, the authority awarded a \$3.9 million contract to an Enid company currently under a federal indictment for five counts of mail fraud and one count of conspiracy to violate the Sherman Anti-Trust Act, according to John Smolly, administrative director of the authority.

Cummins Construction Co., headed by Vernon P. Shockley, is currently under the indictment for "bid rigging," which was confirmed by Arlo Maxey, Cummins vice president of operations, and the U.S. District Court Clerk's office in Oklahoma City.

The remaining projects range from major resurfacing jobs to bridge redecking and "represent the authority's commitment to maintaining the turnpike system in the best possible manner," [Piersall] said.

FULL TEXT

The Oklahoma Turnpike Authority has awarded \$11.9 million worth of contracts to begin rehabilitative work during this year's construction season on the Oklahoma turnpike system.

As part of that award, the authority awarded a \$3.9 million contract to an Enid company currently under a federal indictment for five counts of mail fraud and one count of conspiracy to violate the Sherman Anti-Trust Act, according to John Smolly, administrative director of the authority.

Cummins Construction Co., headed by Vernon P. Shockley, is currently under the indictment for "bid rigging," which was confirmed by Arlo Maxey, Cummins vice president of operations, and the U.S. District Court Clerk's office in Oklahoma City.

Maxey declined to comment further, referring all questions to Shockley who was reported to be out of town for the week.

Smolly said he knew few details of the indictment, saying his office had checked with the Oklahoma Attorney General's office which indicated that "we should go ahead with the contract because they're innocent until proven guilty."

The indictment, filed Feb. 20, presents no worries for the authority though, according to Chief Engineer and Manager E.D. Piersall.

→ "It should be no problem at all," Piersall said when asked how the indictment would affect the company's performance on the project.

The remaining projects range from major resurfacing jobs to bridge redecking and "represent the authority's



Valerie Newton shared a link.

14h · 🌐



SO MUCH FOR THE TURNPIKE GOING AWAY!



KFOR.COM

Oklahoma Turnpike Authority wants to look at properties in path of planned turnpike



7

5 Comments 2 Shares



Like



Comment



Share

Top comments ▼



Write a public comment...



Trudy Conners

Maybe they can finally answer the question, How many properties will be in the proposed path, since each property had to receive a letter?

Like Reply Share 13h



Glenn Payette

Watch y'all's backs don't let them have your land

Like Reply Share 14h



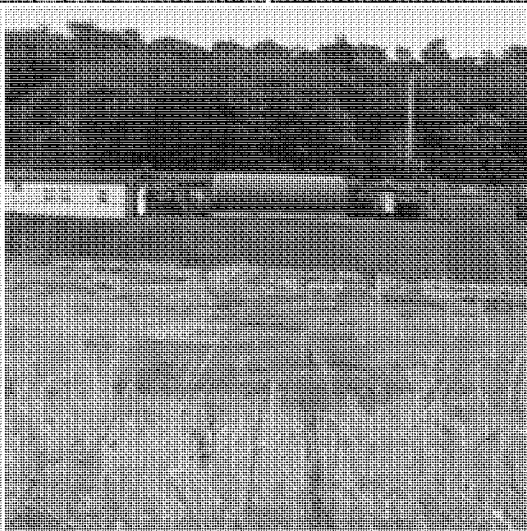
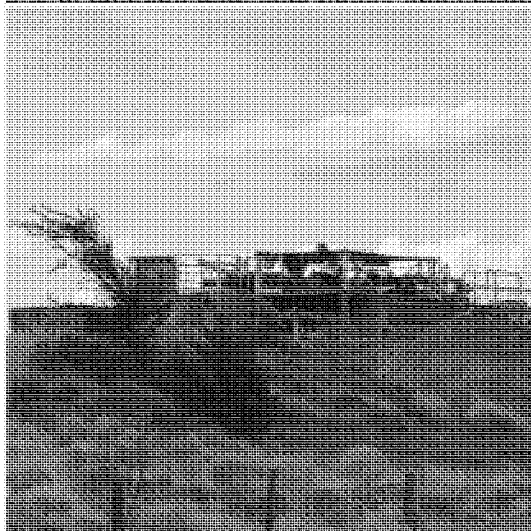
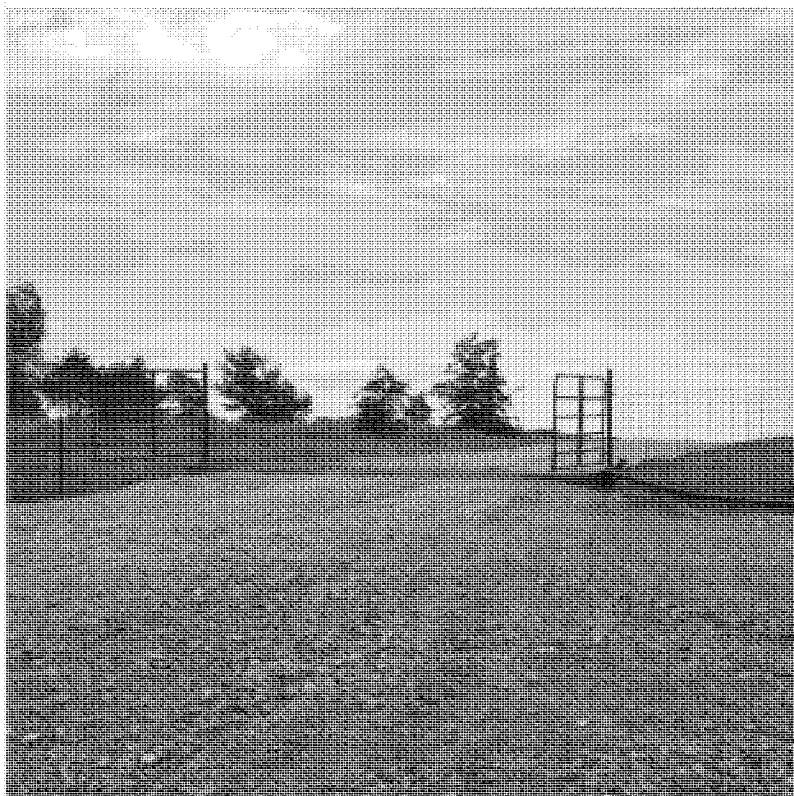


LaShawna Harbeston

21h · 🌐

••

The drive has been improved. Large chunky gravel. The platform is going in. Three trailer houses have been moved on this property. Is it really just for an oil rig? Isn't this where OTA wants to put an on/off ramp? Suspicious of all activity out here right now. Indian Hills Road and 48th Ave N E .



👍👎👏 30

65 Comments 6 Shar

📷 📷 📷

📷 📷 📷



Dave Moore shared a link.

Group expert in Historians · 30m ·



https://www.normantranscript.com/.../article_06984cd6...

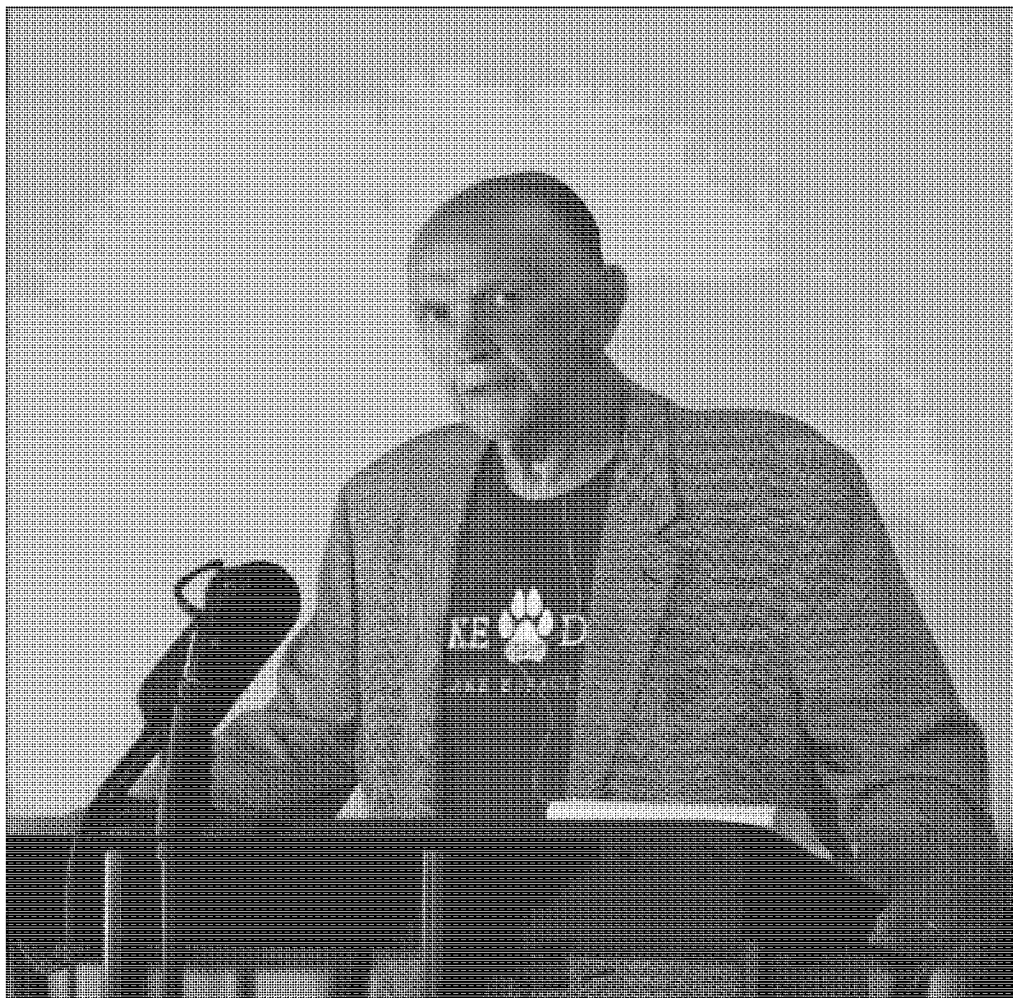


NORMANTRANSCRIPT.COM

Attorneys accuse OTA of dodging discovery in lawsuits

Two attorneys who have each filed a lawsuit against the Oklahoma Turnpike Authority have ...

Dodging discovery?



Kyle Phillips / The Transcript

Attorney Stan Ward speaks July 21 during a Pike Off OTA meeting at The Mercury.

Attorneys accuse OTA of avoiding disclosure

By Mindy Ragan Wood
Transcript Staff Writer

Two attorneys who have each filed a lawsuit against the Oklahoma Turnpike Authority have accused the agency of trying to avoid the discovery process in court.

OTA unveiled a map of several projects Feb. 22, which included a toll road in east Norman in the Lake Thunderbird watershed and another along Indian Hills Road. The 15-year, \$5 billion ACCESS plan will also connect State Highway 152 south to Interstate 44 and from Newcastle east to Interstate 35.

Rob Norman, attorney for opposition organization Pike

Off OTA, filed a lawsuit that accused the OTA of acting outside statutory authority to build a turnpike in east Norman because it is not mentioned in a 1987 bill authorizing other projects. It also alleged OTA has failed to follow proper bond procedure because the agency should have issued bonds for two other projects authorized in 1987 in the 1989 bond package.

Attorney Stan Ward filed a second lawsuit on behalf of more than 100 residents, who accused the OTA and its board of trustees of violating the Open Meeting Act after its meeting agendas failed to sufficiently inform the pub-

lic, in particular the residents who would be impacted by the proposed route. Ward argued in the lawsuit petition that this violation occurred during the Jan. 25 and Feb. 22 meetings.

A judge has not yet been assigned to the case, but court records indicate it has been referred to a judiciary outside Cleveland County. No hearings have been set.

Wrong venue

Both Ward and Norman accused OTA of citing old Oklahoma venue laws that were found to be unconstitutional decades ago as a ruse to avoid

See **OTA** Page A2

OTA:

From **Page A1**

the discovery process. In its motion to dismiss, OTA claimed that the state supreme court, not district court, is the proper venue according to state law.

OTA argued that the state supreme court has total jurisdiction "on the question of the OTA's authority under applicable law to issue bonds and construct turnpike projects," its motion to dismiss reads.

Ward has said that his lawsuit would uncover "who knew what when" as the discovery process begins through the courts via records that will have to be disclosed.

"With their unfounded motion, today [OTA] asks this court to slam the courthouse doors shut on Plaintiffs, thereby denying them their most fundamental Constitutional right," Ward wrote in his response. "[OTA] files their Motion to Dismiss as a strategic maneuver, before Plaintiffs have been afforded any opportunity to engage in any discovery, a right which is recognized as the cornerstone of the foundation of notice pleading."

Norman agreed with

Ward in his own response to the court.

"Plaintiffs submit that the OTA does not ever want to answer the Plaintiff's Discovery Requests, or to fully and fairly have the facts and issues developed in this case," Norman alleged.

Norman noted that OTA's request for dismissal was unwarranted because the district court has "unlimited original jurisdiction" according to the current state constitution.

In his response to the court, Norman noted the difference between citing the state's constitution versus laws passed by the legislature.

"The case upon which the OTA principally relies was a case decided in 1950, seventeen years prior to the Constitutional overhaul of the Oklahoma Judiciary," Norman stated.

The Turnpike Enabling Act of 1947 granted the high court exclusive original jurisdiction "to hear an OTA application for approval of turnpike bonds," Norman wrote. "In the late 1960s however, the people of Oklahoma amended the Oklahoma Constitution to significantly overhaul the Oklahoma Judiciary."

Those amendments meant that the constitution "completely removed the

power of the legislature to chip away at the original jurisdiction of Oklahoma district courts."

Norman also argued that the constitution does not allow for legislation alone "to take away original jurisdiction of district courts, and to give exclusive original jurisdiction to the Oklahoma Supreme Court," he wrote.

"Here the OTA is asking for special dispensation and a short cut version of justice," Norman stated in his response.

His argument to the court also pointed out that not even an emergency to be heard by the high court could apply to OTA.

"There is no judicially grounded deadline of any kind for the OTA to seek and get approval of any bonds for the three Cleveland County turnpikes," he wrote. "OTA has repeatedly emphasized that ACCESS Oklahoma is a long term, fifteen-year project."

A lawsuit full of unanswered questions and claims must be heard in district court, Norman alleged.

"There are a multitude of unanswered questions and undeveloped facts that warrant full and fair litigation and discovery," Norman noted.

The issues include potential consequences of the OTA issuing and selling bonds to investors before completing environmental due diligence "and impact studies," the feasibility of the proposed routes, and if the OTA will destroy an unprecedented number of homes.

Ward stated in his response that the high court could not hear claims under the state's Open Meeting Act because the case does not involve bond procedure or authorization of the project according to state law.

"Plaintiffs in this case are not challenging the validity of bonds in any way, shape, or form," he wrote. "Plaintiffs' claims for relief under the OMA cannot be fully and fairly resolved in a Supreme Court bond approval proceeding."

OTA has said that it stands by the validity of its motion to dismiss.

"Our intentions to seek validation are not to avoid discovery, but an attempt to answer the issues raised about our legal authorization to undertake these projects," said OTA spokeswoman Brenda Perry.

Mindy Wood covers City Hall news and notable court cases for The Transcript. Reach her at mwood@normantranscript.com or 405-416-4420.

Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 8/2/2022 12:48:23 PM
To: Gene Love [glove@[REDACTED]]; Dana Weber [dweber@[REDACTED]]; Jones, John D. [jjones@[REDACTED]]; Titsworth, John [jtitsworth7@[REDACTED]]; Cone, Todd [toddcone@[REDACTED]]; Berry, Will L [will.dcbass@[REDACTED]]; Lair, Eric [elair@[REDACTED]]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]
CC: Gatz, Tim [tgatz@pikepass.com]; Echelle, Joe [jechelle@pikepass.com]
Subject: OTA Weekly Binder
Attachments: 7.25 to 7.30 binder.pdf

Thank you,
Jessica

Jessica Brown, M.J. | Director
Strategic Communications Division | Oklahoma Transportation Cabinet
Main: 405-521-6000
Oklahoma.gov | oklahoma.gov/odot





Oklahoma Turnpike Authority
Board Member Report
July 25-30, 2022

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Media Correspondence

Date: July 25-30

Documents: 2



Media Correspondence for July 25-30, 2022

This week the Strategic Communications office handled:

- 14 Media calls & emails for information/documents/statements
- Closed all 14 media requests
- Jessica Brown's ACCESS Oklahoma update following Sec. Gatz' appearance on Flash Point (page 6)

Active

N/A

Completed

- Oklahoman/Reporter Steve Lackmeyer interview with Joe on RFPs and supplemental contracts approved Tuesday by the board (Brenda Perry Clark)
- KFOR/Reporter Ashley Moss on D3 commissioner follow-up (Jessica Brown)
- Public Radio Tulsa/Reporter Cassidy Mudd asking for meeting video link (Bryce Boyer)
- KFOR/Natalie Hughes on PIKEPASS customer service phone line wait times (Brenda Perry Clark/Bryce Boyer)
- KFOR/Reporter Bria Berry on OTA studies follow-up (Jessica Brown)
- News Radio Oklahoma Network/Reporter Ken Johnson confirming dollar amount on engineering supplemental contracts approved Monday (Bryce Boyer)
- Southwest Ledger/Reporter Mike Ray on H.E. Bailey Platepay opening (Bryce Boyer)
- Southwest Ledger/Reporter Mike Ray on H.E. Bailey dowel bar retrofit project (Bryce Boyer)
- Oklahoman/Reporter Carmen Forman asking for clarification on state statute on routes (Jessica Brown)
- KFOR/Reporter Ashley Moss on OTA environmental studies (Jessica Brown)
- Southwest Ledger/Reporter Mike Ray on H.E. Bailey speed limits (Bryce Boyer)
- Norman Transcript/Mindy Woods asked for comment on motion to dismiss lawsuit (Brenda Perry Clark)
- Tulsa World/Reporter Curtis Killman asking for Gilcrease tour (Jessica Brown/TJ Gerlach)
- Norman Transcript/Mindy Woods questions on storm water runoff from proposed turnpikes. (Brenda Perry Clark)



CONTACT:

1-844-56-ACCES(S)
(1-844-562-2237)

www.accessoklahoma.com
www.pikepass.com



You are receiving this email based on your expressed desire to receive updated information about the Oklahoma Turnpike Authority's ACCESS Oklahoma program.

ACCESS Oklahoma: In Case You Missed It

Sunday, the Flash Point team with KFOR-TV spoke with Secretary of Transportation Tim Gatz about the ACCESS Oklahoma program. In case you missed it, a link to the show is below. You can advance seven minutes in to the video for that segment. <https://kfor.com/news/flashpoint/flashpoint-team-talks-turnpike-expansion-federal-funds/>

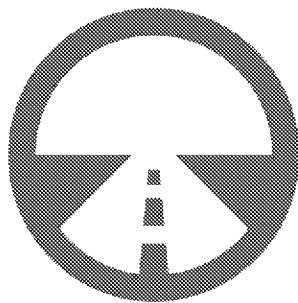
Also new, more than 400 letters were mailed earlier this month to property owners near the proposed East-West Connector, from I-44 east to I-40 at the Kickapoo Turnpike. The survey letter informs property owners the design phase for the project is getting underway. The letter further states that in the near future employees or authorized agents of OTA may require entry to their property to survey the land and environment to determine the effects of the project to that area. The letter also cautions those who receive the letter should not assume OTA will need to acquire their property for turnpike construction.

Starting this week, surveyors are examining properties surrounding the proposed turnpike route or in close proximity to understand the nature and characteristics of the properties in the area. It's worth noting OTA is only five months into the 15-year-long ACCESS Oklahoma program. These field surveys are one of the first steps of design work. The surveys are in no way related to property appraisals.

Open Records

Date: July 25-30

Documents: 1



ACCESS
OKLAHOMA

Media - Open Record Requests

Active

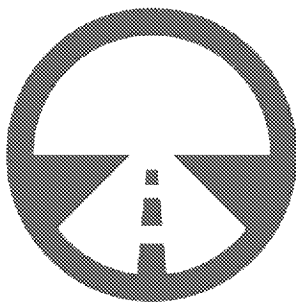
- Norman Transcript/Mindy Wood environmental studies on Kickapoo-Wes Watkins Lake, Kilpatrick-Lake Overholser, SH-74/LHP-Lake Hefner (5-2-2022 James Poling) (going through legal review)
- State Impact/Beth Wallis – ACCESS environmental – 10 requests (4/19/22 James Poling)
 - **Aquifers** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any aquifers potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.
 - **Private property** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any homes or private property potentially affected by any Oklahoma Turnpike Authority projects in Cleveland and Oklahoma Counties during the period of Jan. 14, 2019 to April 16, 2022.
 - **Water quality** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding water quality or water pollution potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.
 - **Watersheds** (requested IT search)
Emails, phone calls and recordings of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any watersheds potentially affected by any Oklahoma Turnpike Authority projects during the period Jan. 1, 2021 to April 16, 2022.
 - **Underground water wells** (requested IT search)
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any underground water wells potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.

- **Rose rocks (going through legal review)**
Emails, phone calls and recording of electronic meetings initiated from or received by the OTA's board members or executive staff regarding any rose rocks potentially affected by any Oklahoma Turnpike Authority projects during the period of Jan. 1, 2021 to April 16, 2022.
- **CDM Smith (going through legal review)**
Contracts between the OTA and CDM Smith regarding OTA projects in Cleveland and Oklahoma counties from Jan. 1, 2016 – April 16, 2022.
- **Garver contracts (going through legal review)** Contracts between the OTA and Garver regarding OTA projects in Cleveland and Oklahoma counties from Jan. 1, 2016 – April 16, 2022.
- **Kickapoo Environment Studies (going through legal review)**
Environmental impact studies from the Kickapoo Turnpike project. Period: Jan. 1, 2013 to Jan. 1, 2021.
- **Poe contracts (going through legal review)** Contracts between the OTA and Poe and Associates regarding OTA projects in Cleveland and Oklahoma counties from Jan. 1, 2016 – April 16, 2022.
- **KOCO/Jeff Raymond on governor's office communication, presentations (4/18/22 Jessica Brown/Brenda Perry Clark) (File review underway)**
- **Norman Transcript/Mindy Wood – 2000 US-69 Feasibility Study (7/14/22 Brenda Perry Clark/Jessica Brown) (Final review)**

ACCESS Outreach

Date: July 25 - 30

Documents 4

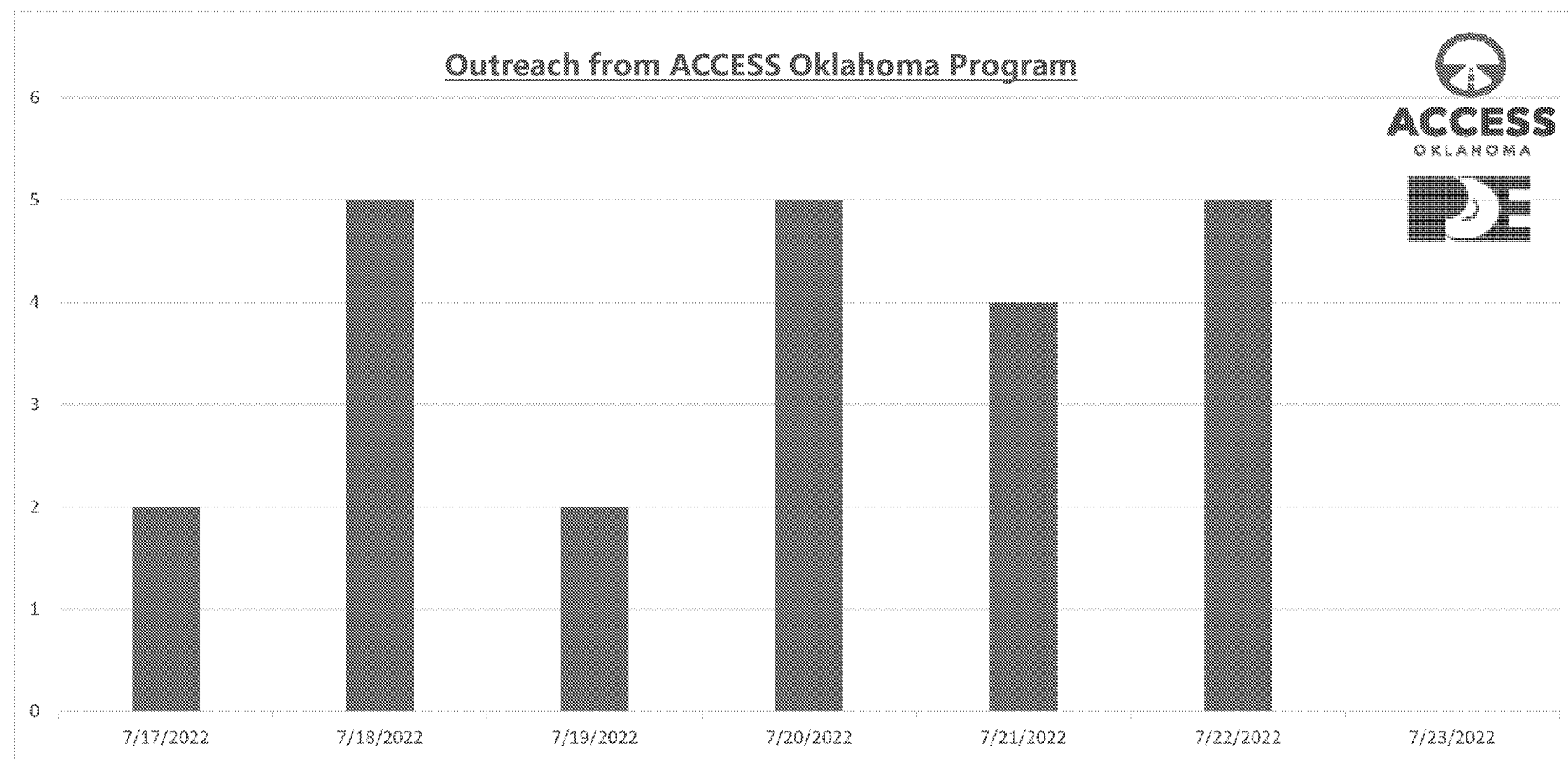


ACCESS
OKLAHOMA

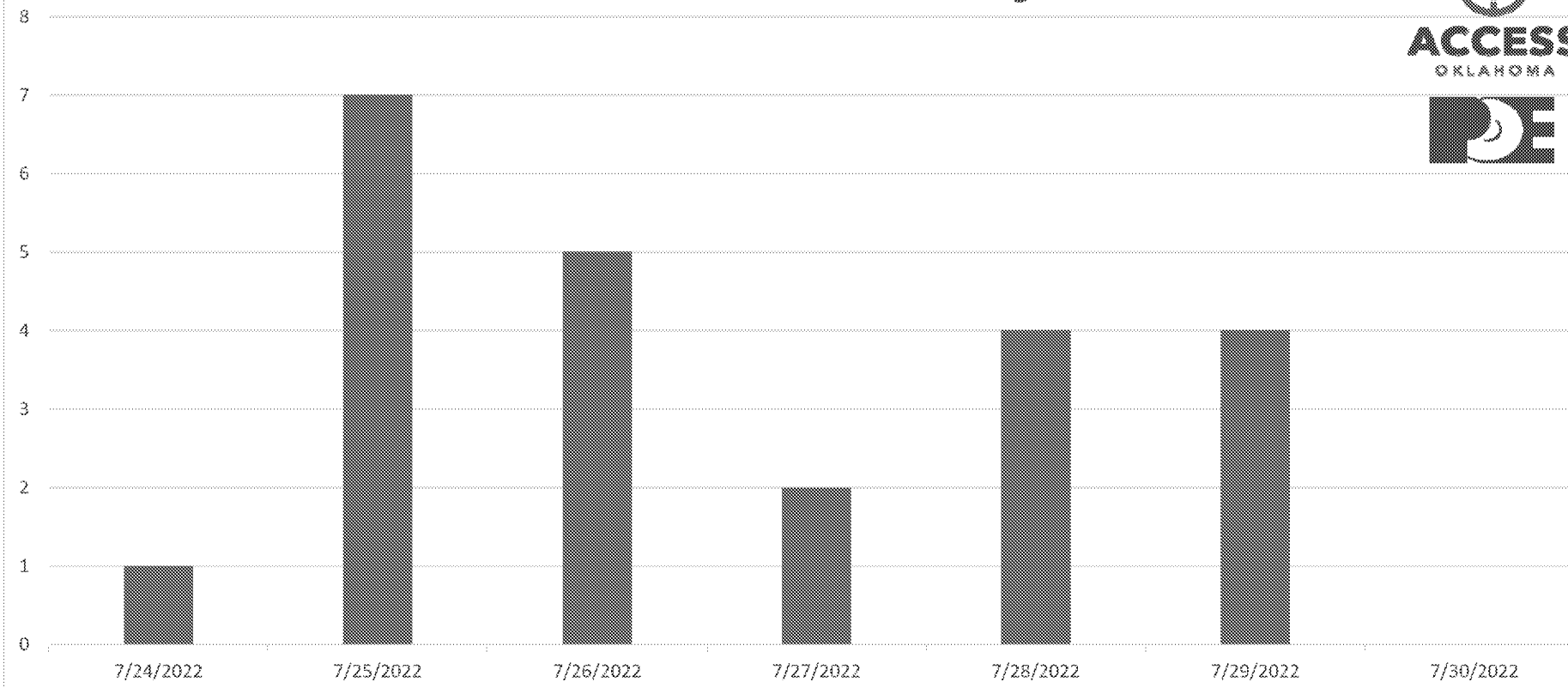
ACCESS Oklahoma Weekly Outreach

Outreach data gathered by Poe & Associates includes:

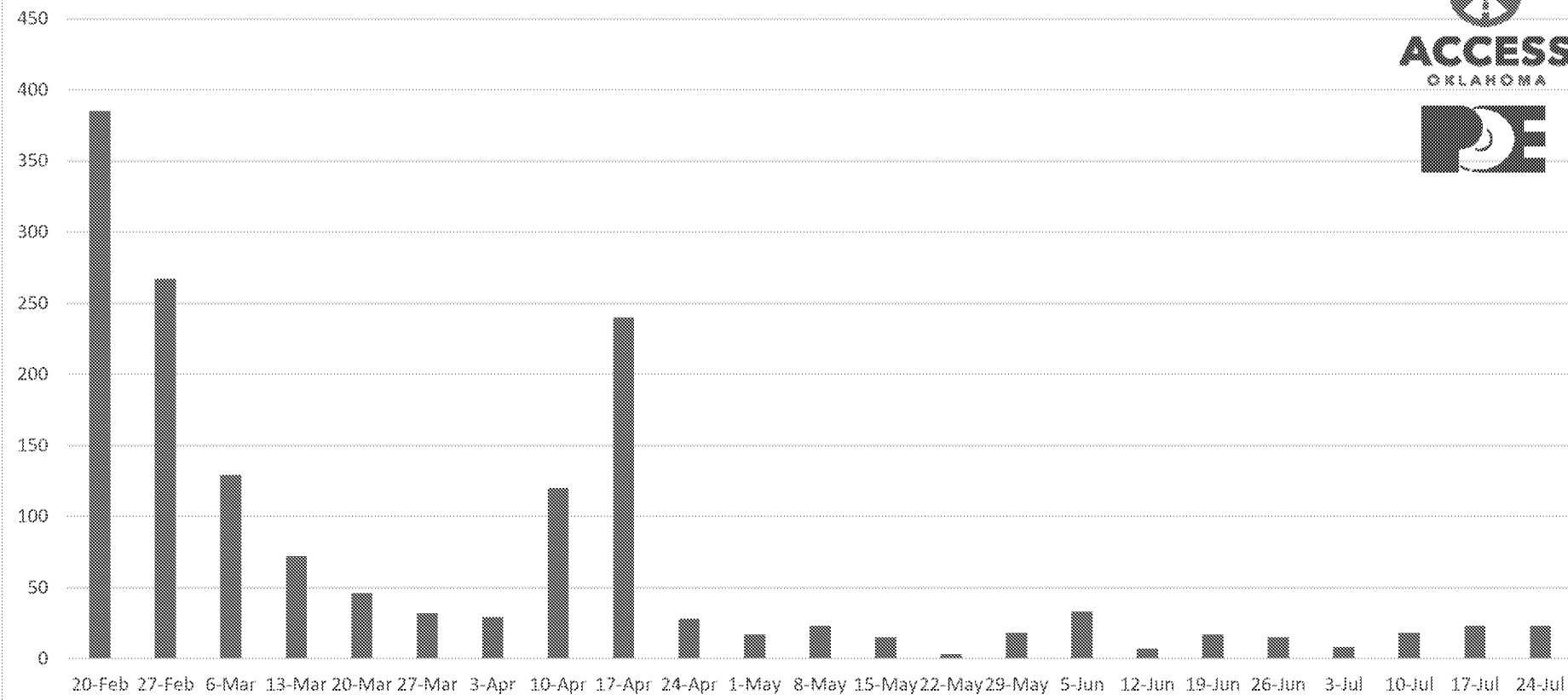
- Engagement from citizens via:
 - ACCESS Oklahoma hotline
 - Connect page on ACCESSOklahoma.com
 - Emailing info@accessoklahoma.com



Outreach from ACCESS Oklahoma Program



Outreach from ACCESS Oklahoma Program By Week (2022)



Upcoming Projects

Date: July 25-30
Documents 1



- **Video highlighting the Gilcrease Expressway**
 - Conducted interview of former Transportation Secretary Gary Ridley on the history behind the construction and how partners came together to build a highway that people thought was impossible. This week, Sec. Gatz and OTA Deputy Director Joe Echelle will be interviewed. This will conclude interviews needed for the video. Last month, Tulsa Co. Commissioner Karen Keith, Tulsa City Engineer Paul Zachary, and INCOG Exec. Director Rich Brierre were interviewed for the vide. The video is set to be completed by the opening of the Expressway.
- **Video with Ken Miller, Ph.D., former state treasurer and OCU economics professor**
 - Miller will provide a thought leadership video on how both public and private funds are necessary for the state to achieve the greatest value and benefit for Oklahomans in many public initiatives, especially for safe roads and bridges. The two sources of funding are not mutually exclusive, but must complement and supplement each other in order to address large societal concerns.
- **Video highlighting Oklahoma transportation**
 - Video with Sec. Tim Gatz, Sec. Gary Ridley & Sec. Neal McCaleb on transportation & the need for turnpikes.
- **ACCESS Oklahoma digital map update**
 - Now provides project specific information.
- **Development of a digital timeline of the turnpike system**
 - To help explain the history of turnpikes, current challenges, and future opportunities. This timeline will likely be used during upcoming legislative interim studies and later be posted to the ACCESS Oklahoma and OTA websites for public consumption.

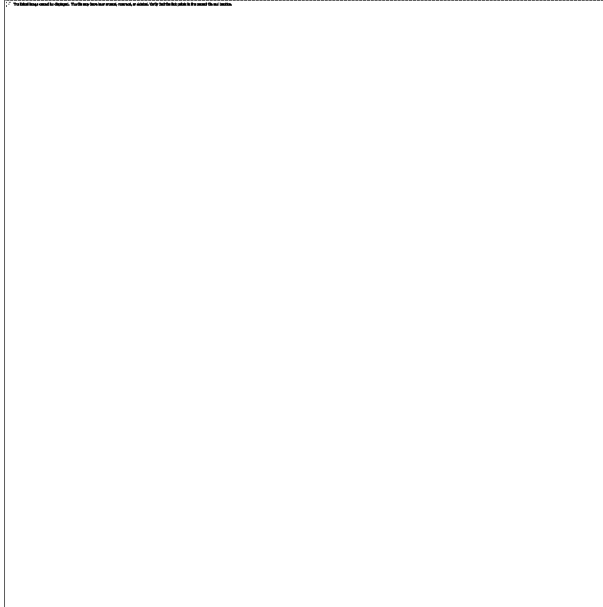
- **ACCESS Oklahoma podcast with Jessica Prince**

- Taping an ACCESS podcast with Jessica Prince who will lead a team of environmental specialists that will review all environmental commitments made during the planning & development stages during pre-construction but after award of construction contracts. During active construction, the teams will review contractor submittals for compliance with environmental commitments, perform weekly on-site compliance inspections, and a host of other tasks. This podcast will be made available on the ACCESS Oklahoma website

Message

From: Pike Off OTA, Inc. [admin@pikeoffota.com]
Sent: 8/4/2022 11:46:14 PM
To: Kevin Stitt [kevin.stitt@gov.ok.gov]
Subject: [EXTERNAL] Pike Off OTA Update - August 4, 2022

[View this email in your browser](#)




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<https://law.justia.com/codes/oklahoma/2021/title-51/section-51-24a-3/>

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Unfortunately, PIKE OFF OTA has been waiting 75 days for our request from this office.

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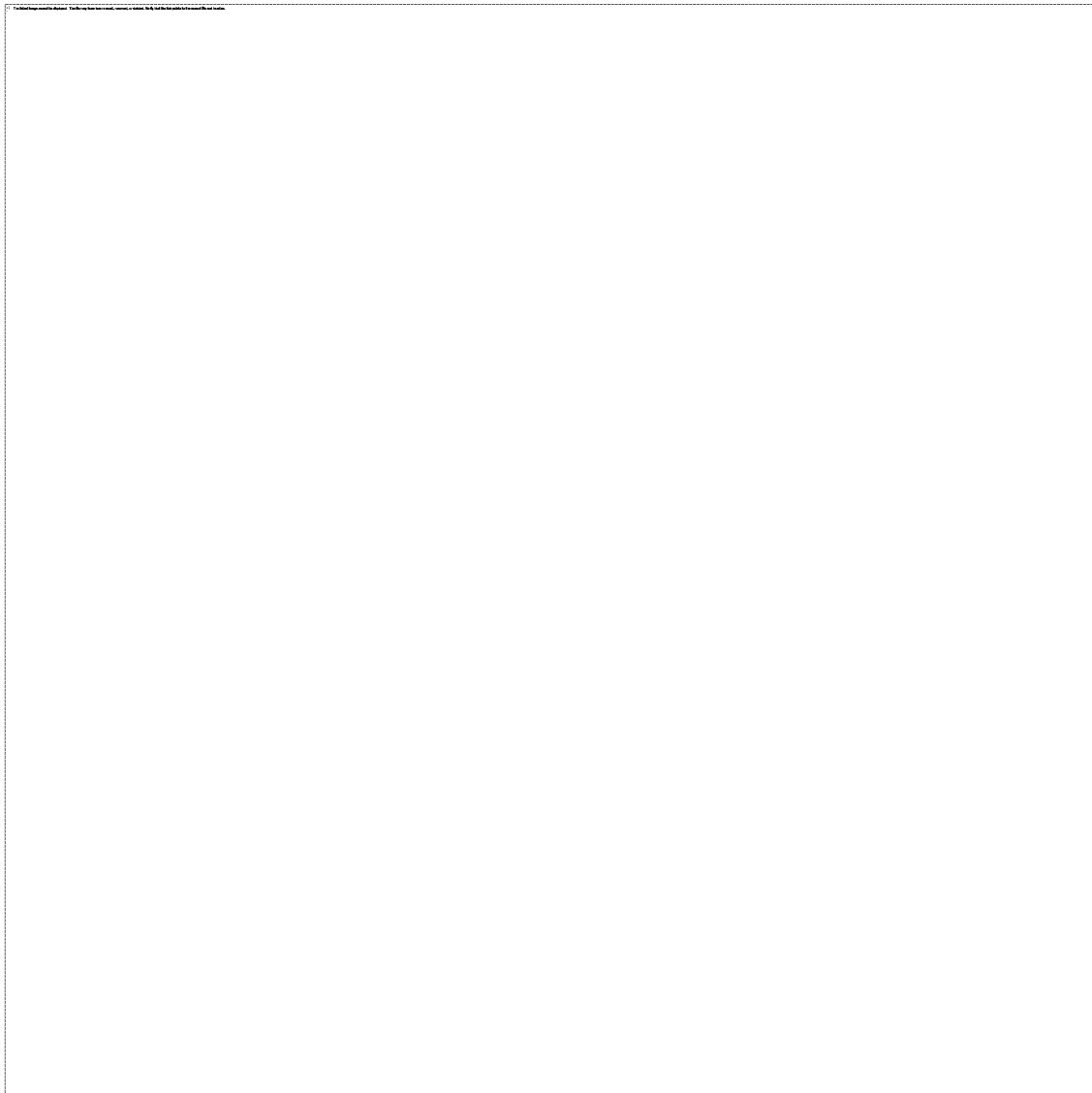


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See more photos, other families, or share your story at <https://stopthetollock.com>.

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Support Our Fight



Pike Off OTA



No More Turnpikes



Pike Off OTA Website



Contact Us

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Our mailing address is:

PO Box 2091

Noble, OK 73068

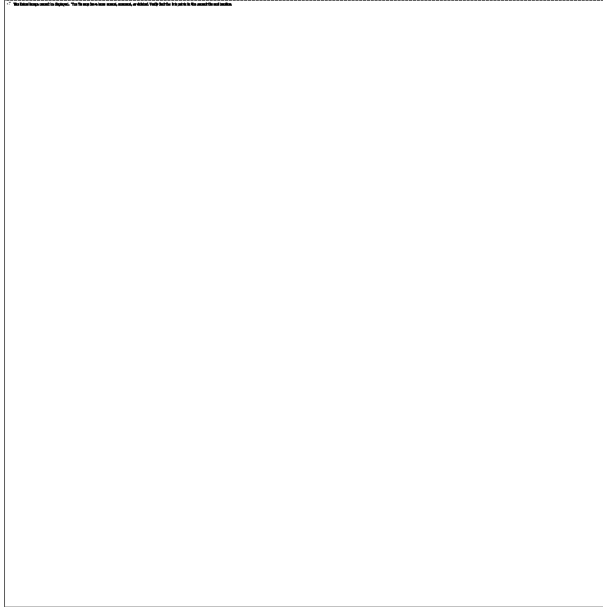
admin@pikeoffota.com

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From: Pike Off OTA, Inc. [admin@pikeoffota.com]
Sent: 8/4/2022 11:46:14 PM
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Subject: [EXTERNAL] Pike Off OTA Update - August 4, 2022

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
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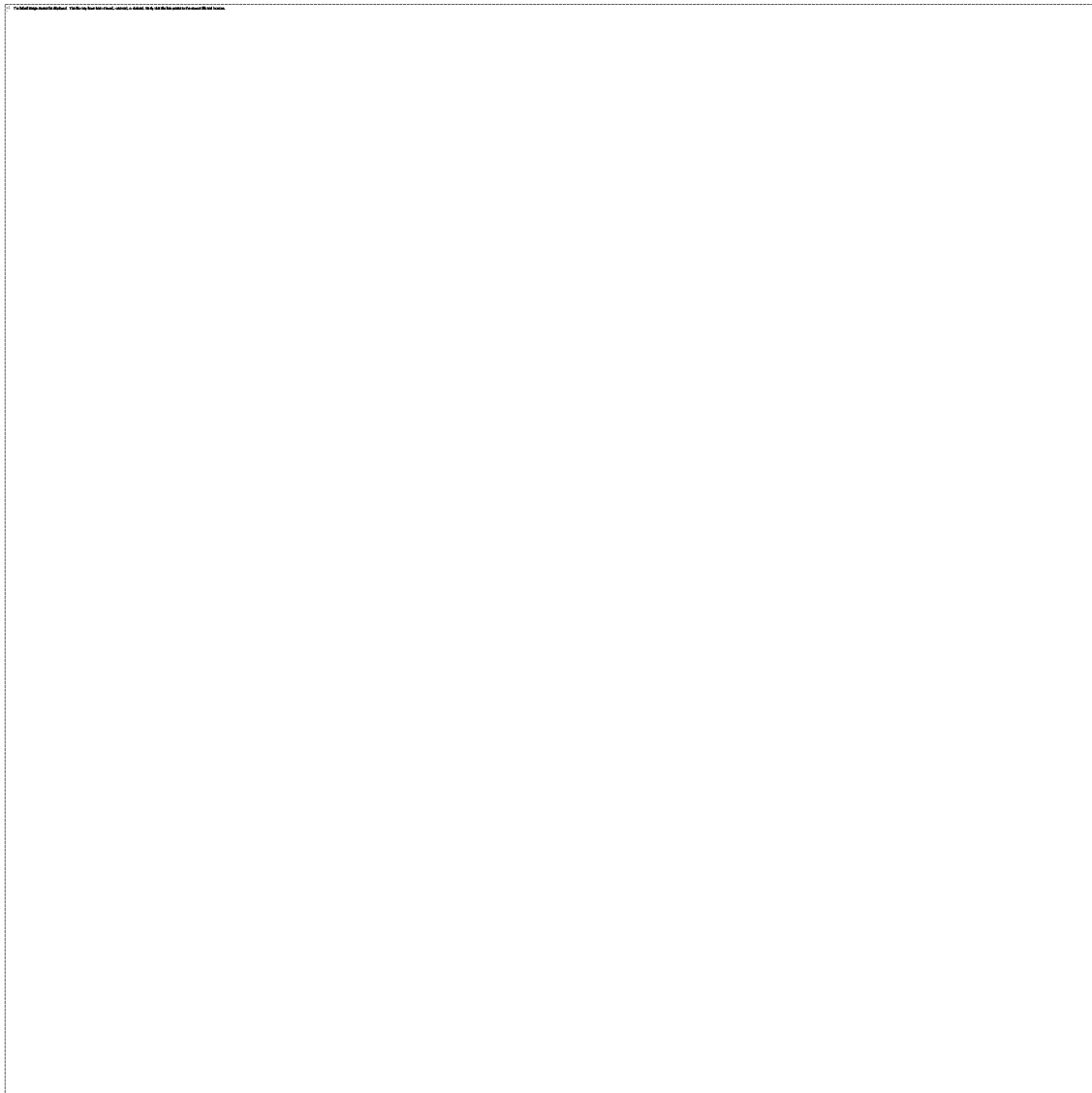


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Pike Off OTA



No More Turnpikes



Pike Off OTA Website



Contact Us

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Our mailing address is:

PO Box 2091

Noble, OK 73068

admin@pikeoffota.com

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 8/8/2022 4:58:15 PM
To: Gene Love [glove@██████████.n]; Dana Weber [dweber@██████████.m]; Titsworth, John [jtitsworth7@██████████.n]; Jones, John D. [jjones@██████████.n]; Cone, Todd [toddccone@██████████.m]; Berry, Will L [will.dcbass@██████████.n]; Lair, Eric [elair@██████████.n]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]
CC: Tim Gatz [tgatz@odot.org]; Echelle, Joe [jechelle@pikepass.com]
Subject: 8/6-8/7 Earned Media & Social Listening report
Attachments: ReceivingLetters.png; Landowners Rights Info Mtg.png; KRMG Article.png; GeneralComplaint.png; Florida article.png; Plan Norman post.png; Plan Norman comments 1 .png; Plan Norman comments 2.png; Plan Norman comments 3.png; Lake Thunderbird article.png; Surveyors visiting houses.png; 8_7 Norman Transcript The future of Lake Thunderbird 1_2.png; 8_7 Norman Transcript The future of Lake Thunderbird 2_2.png

Social Listening

Note: Screenshots of all posts are attached to this email

Landowner Rights and Info Meeting

- The opposition shared an invite to the ACCESS Oklahoma Landowner Rights and Info Meeting.

Shared Media

- The opposition shared the KRMG article over the new Tulsa turnpike.

Misc.

- The opposition posted a general complaint, which is getting traction with the comments.
- The opposition is continuing to receive their letters.

Earned Media

No earned media today.

Social Listening

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- Casey Hirschfeld posted an article about Florida stopping a turnpike extension while encouraging the opposition not to give up.
- Dave Moore posted a picture of "Plan Norman." The opposition is worried their farmland and rural areas will be eventually destroyed.
- Dave Moore reshared The Norman Transcript's article about the future of Lake Thunderbird.
- The opposition is wondering when surveyors will be visiting their houses.

Earned Media

8/7 The Norman Transcript, The future of Lake Thunderbird. <https://bit.ly/3p0u7cx>

8/7 Norman Transcript Print, The future of Lake Thunderbird. (attached)

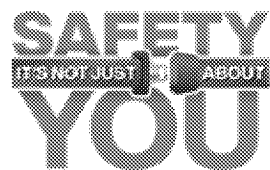
Thank you,
Jessica

Jessica Brown, M.J. | Director

Strategic Communications Division | Oklahoma Transportation Cabinet

Main: 405-521-6000

Oklahoma.gov | oklahoma.gov/odot





Heather Dunwreathe

19h · 🌐

...

I got the dreaded letter today!
Postman said he has delivered over 30 today... 🙄

🙄🙄🙄 47

16 Comments 3 Shares

👍 Like

💬 Comment

➦ Share

Top comments ▼



Write a public comment...

😊 📷 GIF 🗨️



Seth Burdge

Don't stop fighting for your homes these tyrants must be stopped.

Like Reply Share 11h



Scott Bill Fleschute

I am not close the turnpike but if I was, they might not get along with the two llamas. They are extremely territorial and anyone with the OTA could use a big ole face full of spit.

Like Reply Share 13m



Ronnie Leigh

What letter is that

Like Reply Share 19h

↳ 🙄 Heather Dunwreathe replied · 6 Replies



Robin Strader

I would tell them access denied until all litigation is done.

Like Reply Share 19h



↳ 🙄 A Jaye Watson Crayton replied · 1 Reply

View 3 more comments



Lisa Key Meyer shared a post.

19h · 🌐

...

Well, this is very interesting!



FIRM EVENT

ACCESS Oklahoma Landowner Rights & Info Meeting

Hosted By

Rarchar
Tortorello

&

**RITCHIE
ROCK &
ATWOOD**
ATTORNEYS AT LAW

August 11, 2022
at 7:00 p.m.

Courtyard Marriott
770 Copperfield Dr
Norman, OK 73072

Submit your questions
as a post comment

No Affiliation with the
Oklahoma Turnpike Authority

Ritchie Rock & Atwood Attorneys at Law

22h · 🌐

Landowners affected by ACCESS Oklahoma are invited to join attorneys Kim Ritchie and Nick Atwood for an in-depth discussion about your property rights and the acquisition/eminent domain process, and the various types of compensation you as a landowner are entitled to. The Ritchie Rock & Atwood Law Firm has more than 40 years of combined experience in representing landowners in eminent domain cases and we look forward to answering your questions. The meeting will be opened by Rarchar Tortorello, and held on August 11, 2022 at 7:00 p.m. at the Courtyard by Marriott Norman. Please submit your questions in the comments section of this post so we can better address your concerns during the meeting.

#oklahomaturpikeauthority #accessoklahoma #normanoklahoma

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5 Shares

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Rick Allen shared a post.

16h · 🌐

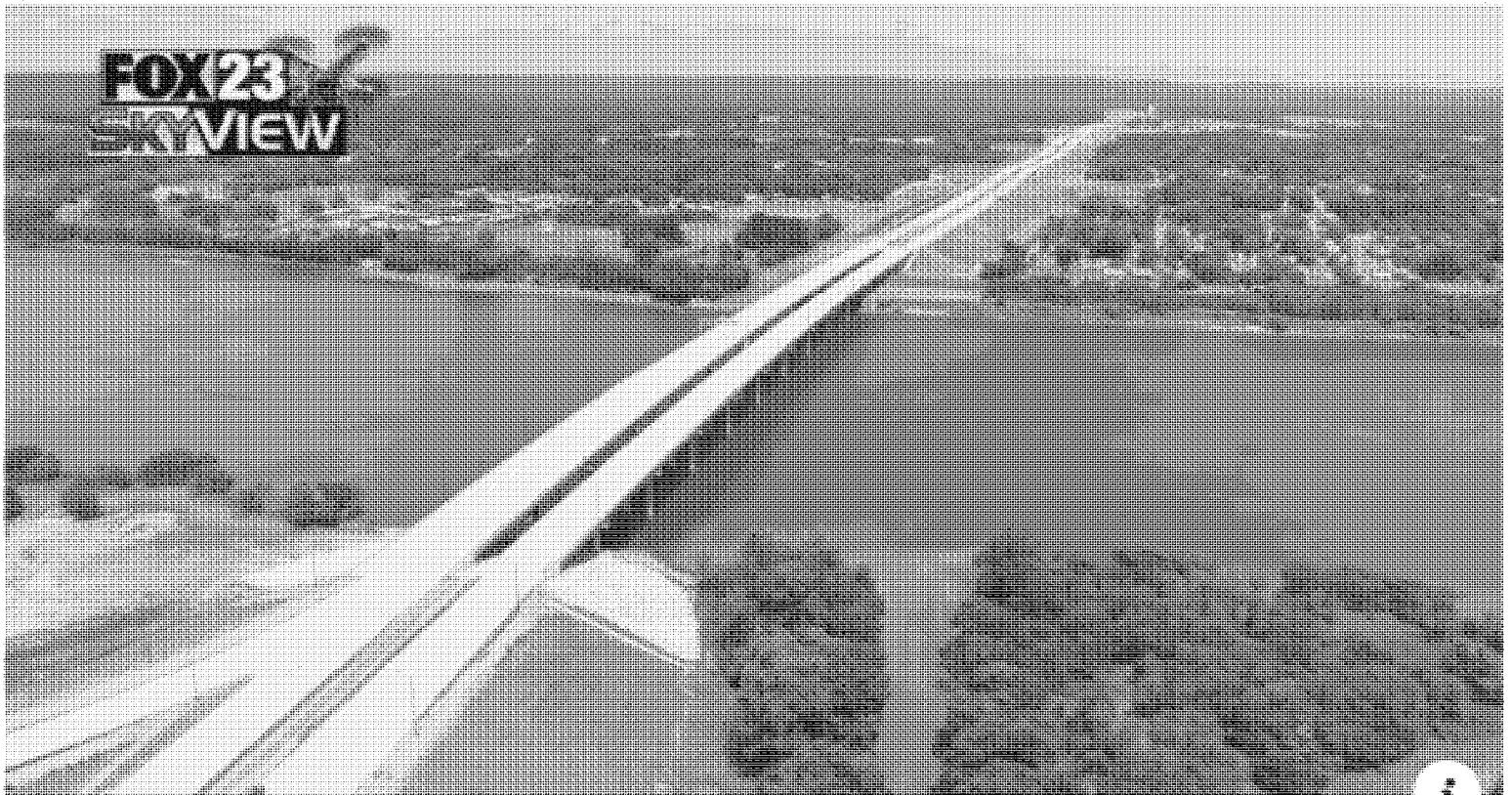
...



KRMG ✓

August 2 at 4:00 PM · 🌐

After nearly two years of actual construction work, but more than half of a century of land acquisitions, a new turnpike in west Tulsa will open within the next month.



KRMG.COM

New Tulsa turnpike nears completion after two years of construction

🗨️👍 6

6 Comments 2 Shares

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Pam McIntosh

14h · 🌐

...

So many homes and farms are on the 'chopping block' with Stitt and OTA and Poe and city engineers and developers with no justification for the need, the benefit, adding to the state's general fund, helping to promote renewable energy. Just same ol', same 'good ol' boy' cronyism and I'll scratch your back

if you scratch mine. They only care about money in their pockets and don't care at all about you, me and hundreds of others in their plans to build Tollnados across OK.

No to Stitt! No to OTA! Don't let anyone onto your properties. They haven't done any studies. They think they are better than the PEOPLE OF OKLAHOMA!





Corson Hirschfeld Legacy shared a link.

16m · 🌐

...

It can be done! Don't give up!



WUSFNEWS.WUSF.USF.EDU

State officially kills Florida Turnpike extension, citing public opposition

The decision means state transportation planners will focus on expanding Interstate 75 nor...

👍❤️ 21

1 Share

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Write a public comment...





Dave Moore

21h · 🌐

...

Anybody ever heard of "Plan Norman?" It was supposed to be the "update" to Norman 2025. As far as East Norman goes, it read virtually the same as Norman 2025. All the studies were done, the plan was finalized, and it was supposed to be adopted in 2018. What happened?

Preferred Growth Scenario

The plan for how the City will grow is referred to as the Preferred Growth Scenario for Norman. It was designed with input from the Community, Plan Norman Steering Committee, and City of Norman staff feedback. The following scenario provides direction for future housing, commercial development and job growth. Key elements incorporated into the Preferred Growth Scenario based on feedback provided to date include:

- Options for growth in both north and east Norman
- East Norman growth largely held to areas west of 40th except for in south Norman where low density residential and no growth is permitted out to 60th Ave.
- Additional development and growth is limited around watershed initiatives to protect the Little River, Rock Creek and Cave Hills Creek.
- Rural development in East Norman (generally east of 49th and area around Lake Thunderbird) remains unchanged.
- Community Center area is reduced with Water Quality Protection Zone (WQPZ) and
- Ten Mile Flats preserved.

Legend

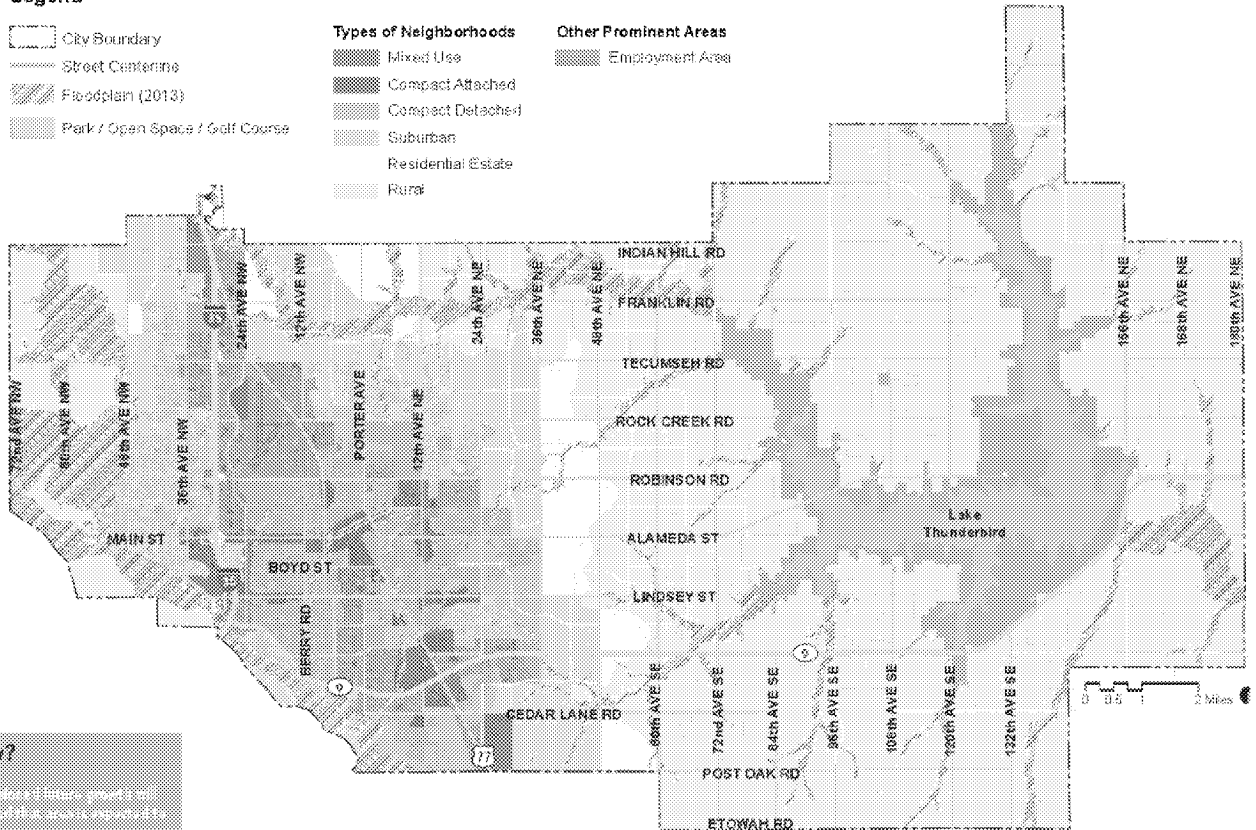
- City Boundary
- Street Centerline
- Floodplain (2013)
- Park / Open Space / Golf Course

Types of Neighborhoods

- Mixed Use
- Compact Attached
- Compact Detached
- Suburban
- Residential Estate
- Rural

Other Prominent Areas

- Employment Area



What does this map show?

This map highlights areas where it is expected future growth will be focused and where types of neighborhoods that are encouraged by Norman.

Preferred Growth Scenario



👤 12

11 Comments 5 Shares

👍 Like

💬 Comment

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Top comments ▼



Write an answer...

😊 📷 GIF ✓



Write an answer...



Kelly Farris Wilson

Yes, came across this a month or so ago. Notice all of those new roads planned down the half sections of the rural areas West of the lake. Remember when I said everything South of Indian Hills and West of the South Extension Pike route would become "inner city"...this is what I was referring to.

Like Reply Share 20h



Pam McIntosh

Kelly Farris Wilson Exactly. CoN can't expand North (Moore), South (Noble) or West (McClain County) so they want to destroy green space and sprawl east and destroy rural, agricultural Ward 5. 🙄

Like Reply Share 19h



Kelly Farris Wilson

Pam McIntosh that's exactly right.

Like Reply Share 12h



Write a public reply...



Teresa Elam

They aren't making it public BECAUSE they will destroy our farms and replace them with "country estates". There is already a committee formed to commercialize the lake so it is a tourist attraction. The fill-in from core Norman to the lake will be 10 acre residential. Except for what has already been platted into 2.5-14 acre additions to "average" 10 acres per housing addition. So much for annexing to prohibit developing the watershed and aquifer recharge. Office of Ward 5 Councilman Rarchar S. Tortorello maybe you can fill us in on the lake development since you are on the committee.

Like Reply Share 21h Edited

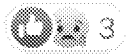


Stella Morgan Bledsoe

Teresa Elam There is tremendous pressure to make rural land available for the "Country estates". We live in an area that was very rural ten years ago. Now, the area is dotted with those country estates. Land prices have skyrocketed. I don't blame folks for wanting out of the urban areas and most of the homes are very nice. Our true rural lifestyle and agricultural activities are being destroyed. Glad we don't have much longer to witness it Ron Bledsoe

Bledsoe

Like Reply Share 20h



Teresa Elam

Stella Morgan Bledsoe when my family bought their place at 60th and Alameda - Alameda was Highway 9 and the eastern edge of "core" Norman was Classen.

Like Reply Share 20h



Dave Moore Author

Stella Morgan Bledsoe I believe the People of Norman, especially East Norman, can exert our own type of "tremendous pressure." It's not a done deal!

Like Reply Share 20h

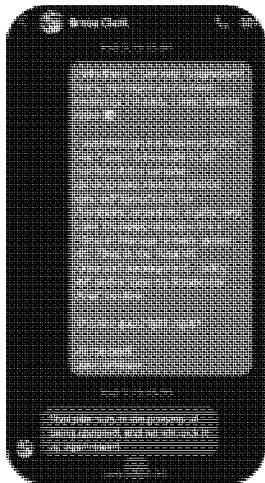


Write a public reply...



John Whitson

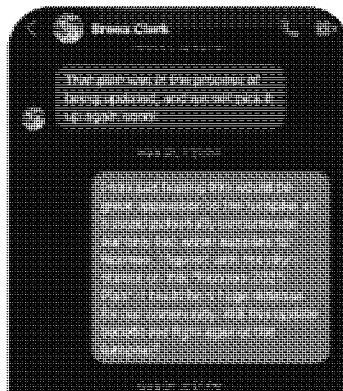
I reached out to the Mayor in March and this what I got about Norman 2025.



Like Reply Share 11h

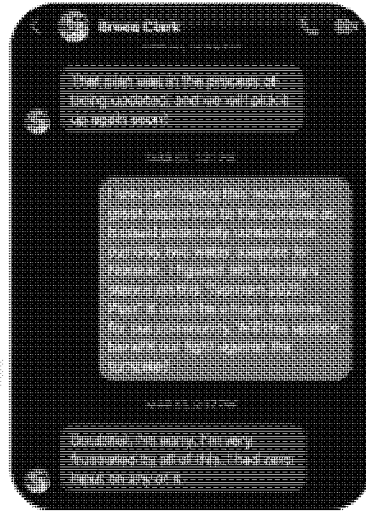


John Whitson





John Whitson



Like Reply Share 11h



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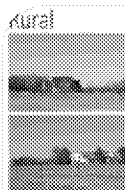
Josh Hutchinson

No idea. The last update I see on the official PlanNorman website is April 7, 2017. Five years with no updates is a long time for a plan that's already supposed to be in motion.

Like Reply Share 21h



Dave Moore Author ...



Rural
• High quality landscape
• Scenic views
• Beautiful views
• Amazing landscape
• Scenic views
• Beautiful views
• Amazing landscape



Like Reply Share 21h

Write a comment...



Dave Moore shared a link.

18m · 🌐



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NORMANTRANSCRIPT.COM

The future of Lake Thunderbird

As the City of Norman braces for the possibility of a turnpike in the Lake Thunderbird Wate...

3 Comments



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Charlie Stanford



August 5 at 9:19 PM · 🌐

Has the Ota came out and checked anyone's property yet?



5

25 Comments



Like



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THE SUNDAY TRANSCRIPT

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Sunday, Aug. 7, 2022

NORMAN, OKLAHOMA

\$2.00

The future of Lake Thunderbird



Mike Bryan / The Transcript

Craig Russell of Norman wades in the water Friday as he takes a break from fishing at Lake Thunderbird just south of the Alameda Drive bridge.

Studies, pilot programs to reveal conditions, prevention strategies

By **Mindy Ragan Wood**
Lead Staff Writer

As the City of Norman braces for the possibility of a turnpike in the Lake Thunderbird Watershed, some questions remain about the lake's future and the toll a turnpike could take on stormwater runoff in a major metro drinking water source.

A convergence of prevention measures and emerging studies on the condition and preservation of the impaired lake have some clean water advocates optimistic and others concerned about its future use

and lifespan.

The Transcript interviewed nearly a dozen stakeholders on the issue, including the Central Oklahoma Master Conservancy District (COMCD), Oklahoma Water Resources Board, Oklahoma Department of Environmental Quality (ODEQ), the City of Norman's stormwater and utility directors and the Oklahoma Turnpike Authority (OTA).

The U.S. Bureau of Reclamation (BOR) owns the lake and contracts with COMCD to manage the resource. Norman uses the lake as its primary drinking

water source, while Midwest City and Del City also rely on it in part.

Current conditions

Pollutants in the lake from stormwater runoff include phosphorus from fertilizer, nitrogen and chlorophyll-a, which are carried into the lake from Oklahoma City, Moore and Norman, water quality reports indicate.

Sediment, the soil carried into the watershed and lake, accumulates in the lake and

Reactions to Pope's apology for Indigenous boarding schools in Canada

By **Sara Sorrento**
Oklahoma State

Officials and local residents have taken note of the Pope's recent apology for the Catholic Church's role in Canada's Indigenous residential school system.

Some view the culpa as a good first step, but others believe the church should do more.

As reported in the Associated Press last week, Pope Francis met with Indigenous community members and boarding school survivors in Montreal, near Edmonton, Canada, on July 25, to issue his formal apology.

"I humbly beg forgiveness for the evil committed by so many Christians against the Indigenous peoples," Francis said.

His words have been met with varied reactions. On July 27, National Indian Health Board Chairman William Smith released a statement on the visit.

"The National Indian Health Board recognizes the important step taken by Pope Francis in issuing a formal apology for the Catholic Church's role in the implementation of Canada's Indian residential school system — a system patterned after the Indian mission and boarding schools created by the Indian Boarding School Policy of the United States," said Smith. "As a public health organization, NIIHB has stressed the legacy of unresolved historical and intergenerational trauma as foundational to the many health disparities and negative health outcomes experienced by American Indians and Alaska Natives today."

Smith cited the adoption of the Boarding School Healing Resolution by NIIHB back in February, which recalls the "devastating history and use of the Doctrine of Discovery and Manifest Destiny as political and religious justification for genocidal policies against American Indians and Alaska Natives."

"The resulting U.S. Indian Boarding School Policy produced an alliance between the U.S. government and both Catholic, Protestant, and other Christian and religious denominations and institutions whose sole and contracted purpose was to

See OTA Page A6

See POPE Page A2

OTA:

From Page A1

impacts water supply over time. Clay and silt sediment create turbidity, or "cloudiness" of the lake.

These factors are the reason DEQ designated the lake as an impaired water supply, but that does mean the useful life of the lake is near its end, some experts say. The lake was created in 1967, and is predicted to last 100 years.

According to COMCD General Manager Kyle Arthur and DEQ's Water Quality Division Director Shellie Chard, the lake appears to be in relatively good condition for its age.

"It doesn't mean you're not going to see a lake out here in 50 years," Arthur said. "Yes, we're in the second 50 years, but we've got time."

Arthur added that some indicators are positive: the sedimentation rate is a "teeny bit lower" than predicted. "That's good," he said.

Chard said there is a spectrum of cautions issued for impaired lakes.

"If it were on the extreme end, we would be telling Norman and Midwest city and Del City, do not use this water for drinking," she said. "We are nowhere near that. Then we kind of have an area where we would say it is impaired to a point you should not be swimming in it, fishing from it, so we don't have that condition either. We have not stated that people should stay out of the lake, (issued) swimming advisories, fish consumption warnings for the lake. We don't have any of that happening."

Prevention

However, conditions also do not appear to be improving, Arthur said.

A 2021 annual report based on monthly monitoring indicated that levels of pollutants that place the lake at risk are not improving, and in some cases, are worsening.

"It seems like we're running in place," he said.

Chlorophyll-a increased last year and is three times "the sensitive water supply criterion," while progress on phosphorus levels stalled. Nitrogen has continued to increase in "past years," a presentation of the report in May from the Oklahoma Water Resources Board to the COMCD board indicated.

Lance Phillips, program manager for Oklahoma Water Resources Board, said there's no net improvement in the conditions.

"I was talking to one of my lake staff who's doing the (lake) monitoring and he had been working on a trend report that basically kind of showed some parameters are getting better, some are getting worse," Phillips said.

As a preventative measure, DEQ identified through a study in 2010 the total maximum daily load of pollutants that should be allowed to enter the watershed and lake from Oklahoma City, Moore and Norman. Since 2015, cities have been required to implement best management practices to mitigate

pollutants from entering the watershed.

As part of those best management practices, Norman has implemented a fertilizer ordinance, requiring anyone who intends to use the phosphorus-rich chemical on their lawn to obtain a permit and perform a soil test. It also requires residents to refrain from blowing grass into roadways, which reach storm drains.

The Total Maximum Daily Load program requires cities to monitor stormwater runoff. Norman contracted with the Water Resources Board to conduct monthly monitoring.

Norman's Stormwater Program Specialist Michelle Chao said the ordinances are difficult to enforce due to low staff, but the department follows up on citizen complaints and has two inspectors who monitor construction sites.

"We'd like to do more, but we're really running on a shoestring budget," Chao said. "It takes a long time and a lot of effort to get people to change their behavior. So, it might just be that we haven't seen the results of those efforts yet."

Now a five-year study Norman has undertaken will answer the question: is the maximum daily load monitoring and best management practices program working?

Chard said the first round of five-year data is expected to be published within 6-12 months. The monthly reports could indicate mixed results based on factors like increased development.

"These are different ways to look at it," she said. "We're not seeing a lot of improvement, or maybe we are seeing a lot of improvement, but we're having so much additional development that the (results) are staying in the same realm. I don't know the answer to that. That's kind of a very large body of water and it's going to take a lot to make a change to water quality."

In additional efforts, BOR and COMCD intend to study the future water supply yield. Arthur said the agency will study drought as far back as the 1700s and examine historic climate impact like lengthy drought periods to water supply.

Future impact, sue

COMCD Board President Amanda Naim said the lake will need to increase its water supply by 2060, and all eyes are on the city's indirect potable reuse program. The city contracted with Garver Engineering for the pilot program.

The program means wastewater is treated and then discharged into the lake as a method to increase water supply.

"I think it's our future," Naim said. "I think the pilot was really successful and I think that it's something that Norman is going to have to do."

Utilities Director Chris Mattingly said a report on the results of the study will be available later this fall.

"The team showed that they can treat very low numbers (of pollutants)," he said. "That's using different amounts of electricity and power air chemicals. So,

they (Garver) will be doing a cost analysis of how low do we need to go and what will be that cost to compare to other forms of treated water."

Naim was concerned about how the city would pay for the program with the recent failure of the water rate increase election. As reported by The Transcript, voters declined to adopt the rate increase in April despite consistent adoption of increases in the last two decades. A study revealed a lack of trust in local government as a primary reason voters did not support the increase.

"I'm guessing the next step is how to pay for it, for the upgrades at the wastewater plants," Naim said. "To pay for those upgrades, it's going to take a vote of the people — people saying yes."

Mattingly said the city will make full use of grant applications to offset the costs. If successful, the impact of the indirect potable reuse program to extend the life of the lake could be worth the expense.

Early estimates indicated a reuse program could restore the water yield from 15,600 acre feet to 21,600 acre feet, he said. The yield dropped in 2013 for all three cities to 15,600 acre feet, Mattingly said.

A caveat to the lake's future yield and the program's impact could be changes to that maximum number following BOR and COMCD's yield study, which is underway.

Mattingly said the city received a matching grant from BOR for \$148,000 to also identify a tool that would

stop the city from wasting highly treated water if the lake is full and the city must release water from the dam.

"You wouldn't want to treat high quality water and put it in the lake when you're just letting it go over the dam," he said.

Future concerns

With the emergence of OTA's plans to construct a turnpike in east Norman in the lake's watershed, questions about the amount of stormwater runoff that will be allowed and the measures it may take to manage it longterm are unanswered.

Conversations with OTA officials, city staff, DEQ, BOR and COMCD have begun. Those officials all say OTA is willing to consider constructed wetlands. Wetlands are built with plant life that naturally filter out stormwater pollutants before they reach the lake.

OTA Deputy Director Joe Echelle said the agency wants to be a good neighbor.

"I think that the Lake Thunderboard area provides a unique opportunity for OTA, and the City of Norman and the state parks to work together," Echelle said. "We're a new neighbor to the neighborhood and we're interested in helping our neighbors."

OTA has constructed wetlands for other projects before. Echelle said if done "right," wetlands do not require maintenance outside of a removing beaver dam or other obstruction in the wetland.

However, Chard said a

"huge" constructed wetland near a North Texas Water Authority reservoir does take maintenance to operate.

"They do take more operation and maintenance than people expect, because the plants will reach maximum uptake rate and sediment may clog the normal flow of water through them," she said. "With some operation and maintenance, they can be very effective for a long time. It's not like operating and maintaining a mechanical treatment plant, but it's not just 'build it and walk away'."

It is not clear the size and scope of wetland that could be necessary for the OTA's plans. Echelle noted OTA is still very early in the process of determining the impacts and response that would be required for stormwater.

He was skeptical that a wetland the size of Texas' John Banker Wetlands — 2,000 acres — would be necessary.

"Most of the wetland and areas that we have are somewhere in the neighborhood of 60 to 80 acres or less," he said.

Next steps

Echelle stressed that OTA is still in the very early stages

of its 15-year long range plan, with the east Norman turnpike at the bottom of the list.

Chard said OTA has not requested any construction permits from DEQ for the Norman area, which it will need to proceed.

Naim, who stressed that COMCD has taken a neutral position on the proposed turnpike, reported that OTA met with COMCD, BOR and the state parks department in May.

"Bureau of Reclamation are the bosses here," Naim said. "A project this size has never come across BOR's desk, so they're learning as they go too. They laid out steps that OTA is going to have to do. They don't yet have permission to cross the BOR property. They're working on that."

Naim said BOR could deny OTA its request to cross into its territory, but if constructed, her chief concern would be ongoing monitoring during construction to ensure sediment and other pollutants do not enter the wetland.

OTA has said it will ensure proper controls are in place from the beginning to the end of the construction process. Chard said DEQ also insists areas related to permits.

Robert Wayne Culbert
1941 - 2022

Robert Wayne Culbert, 81, was born on Wednesday, April 9, 1941 in Niagara Falls, NY, the second son of William Culbert of Rutherglen, Scotland and Rebecca Whitla Culbert of Newtownards, Ireland. He peacefully passed away at his home surrounded by his family on Wednesday, July 27, 2022.

Robert graduated from LaSalle Senior High School, Niagara Falls, NY. He attended the University of Michigan for a short time before joining the U.S. Air Force. He went through Tech School at Lowry AFB, Denver, CO. He was assigned to Vandenberg AFB, CA where he met his beautiful wife of 56 years, Patricia Ann Kinnernecht. She was an Air Force Nurse from New Hartford, NY. They were introduced by a mutual friend PJ Lew who fancied himself as a Chinese Match Maker.

Together Bob & Pat traversed the world together for the next 19 years completing the U.S. Air Force. They moved to Denver, CO shortly after being married.

He was an instructor at Lowry, AFB. Their first son, Richard was born at Fitzsimmons Army Hospital, Aurora, CO. After two years Bob cross trained into the Air Force Office of Special Investigations (AFOSI). He specialized in Fraud investigations. His first assignment was back to Niagara Falls, NY. He was there for 18 months and their second son, Sean, was born there. They then moved to Clark AFB, Republic of the Philippines, for three years. From the Philippines they were assigned to Scott AFB, IL. They adopted their daughter Allison there and their son Stephen was born at Scott, AFB. They spent six years at Scott AFB before moving to RAF Lakenheath, England for three years. They moved from England to Tinker AFB, OK

During his Air Force career Bob attended several universities and night schools. 15 years after graduating from high school he finally received his Bachelor's Degree in Business and Economics from McKendree College, Lebanon, IL, in 1975.

Bob retired from the Air Force in 1985 as a Senior Master Sergeant. Bob then worked for the Oklahoma State Insurance Fund as Field Auditor for 17 years before finally retiring full time.

Bob loved to go on cruises with Pat & friends. They also went on several bus trips around the United States with friends they knew from Vandenberg AFB. He visited 39 countries and 49 of 50 states with Oregon remaining. Bob was a member of St. Andrew Catholic Church, Moore, OK. He was active in the Knights of Columbus and was elected Faithful Navigator of Assembly 3070. He was also active in the American Legion Post 88 in Norman, OK as the Finance Officer.

Bob was preceded in death by parents William and Rebecca and stepmother Dorothy Culbert; brother Bruce Culbert and two children Sean Robert Culbert and Allison Marie Culbert who died in service to her country.

Bob is survived by his lovely wife Pat, two sons, Richard and his wife Kristi and their two children Cailin and Jake of Midland, TX and Stephen and his wife Amber and their two children Megan and Liam of Oklahoma City. He is also survived by his brother Dark Culbert and his wife Marjorie of Pompano, FL; sister Jean Croley and husband Ken of Mount Dora, FL and many nieces and nephews. Bob's memory will be forever be cherished by his loving family and all those whose lives he touched.

OBITUARIES

Obituaries continue from Page A3.

Leonard David Bernstein
1931 - 2022

Leonard David Bernstein was born in New York City on September 15, 1931, and passed away on July 28, 2022, at the age of 90. Leonard was a proud sailor in the U.S. Navy and received an Honorable Discharge. Leonard attended the University of

Oklahoma, where he eventually obtained his Bachelor of Arts Degree in History. Beginning in the 1960s, Leonard started and sold many successful businesses, including Thomson Sound on Campus Corner (where he was affectionately called Mr. Stereo) and Norman Laboratories (which made the finest stereo speakers on the market). Leonard also was a partner in other successful stereo stores in Oklahoma and Texas. In the 1990s, Leonard switched professions and became a very successful stock broker, which he did until July 1, 2022.

Leonard's traits included charisma, a quick wit, a great sense of humor, extreme intelligence, an avid reader of the classics and Greek history, a passionate interest in art, a sophisticated knowledge of classical music, a love for travel, a great athlete (he won many awards playing handball and then took up tennis), a great conversationalist, a mentor to many, a dancer to the community, and a family man.

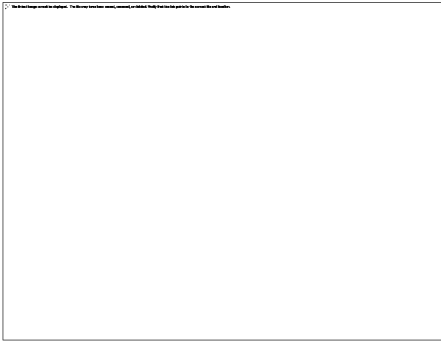
Leonard was married to his first wife, Esther, for over 25 years and together they had three children (David, Benjamin and Anna). In 1983, Leonard married his second wife, Dianne, and accepted her two children (Kimberly and Jeff) as his own. Dianne and Leonard enjoyed almost 40 years of happiness together until his recent death. At the end of Leonard's long and exemplary life, he unfortunately struggled with mental health issues.

Leonard is survived by his wife, Dianne, his three children, David (and wife, Julie), Benjamin (and partner, SpiritSong), and Anna; his step-son, Jeff; his step-daughter, Kimberly (and husband, Steve); his grandson, Thomas (and fiancé, DJ); his step-grandson, Nick (and wife Taylor); and over 100 cousins.

A service to honor and celebrate Leonard's amazing life will be held at a later date. In lieu of flowers, the family requests that you consider making a donation in Leonard's honor to either Oklahoma Medical Research Foundation for Diseases of Aging at OMRF.org or a facility of your choosing that deals with mental health issues.



From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 8/9/2022 7:51:53 PM
To: Baylee Williams [baylee.williams@gov.ok.gov]
Subject: [EXTERNAL] OTA provides ACCESS Oklahoma update



Strategic Communications
Tuesday, Aug. 9, 2022

Strategic Communications
405-521-6000
www.pikepass.com
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FOR IMMEDIATE RELEASE

Press Release #019-22

OTA provides ACCESS Oklahoma update

The Oklahoma Turnpike Authority appreciates the approval Tuesday by the Council of Bond Oversight of \$500 million in revenue bonds for financing ACCESS Oklahoma turnpike projects. This action allows the OTA to move forward with plans to enhance travel on existing toll roads, including widening the John Kilpatrick, Turner and Will Rogers turnpikes; extending the new Gilcrease Expressway Turnpike to the north; building additional access points; and enhancing interchanges along turnpikes.

The OTA will continue with preliminary engineering design and environmental surveys alongside regulatory agencies to assess the feasibility of the Outer Loop alignments and the South Extension Turnpike.

The Council's approval was also the final step necessary for the OTA to file an application with the Oklahoma Supreme Court for validation of those bonds. The application will be filed as early as tomorrow. The Authority routinely uses revenue bonds to finance large construction projects. The Oklahoma Supreme Court has the exclusive jurisdiction to hear validation actions, per state statute Title 69-1718. The validation action gives all persons interested in the matter an opportunity to be heard, present legal opposition against the issuance of the bonds, and ensures the Authority has the legal authorization to undertake the projects to be financed by the bonds, thereby providing certainty for all involved.

Most recently, OTA had bonds validated to construct the Kickapoo Turnpike and the Gilcrease West Expressway, both component projects of the Authority's Driving Forward program. The Oklahoma Supreme Court validated the bonds issued to construct these projects in 2016 and 2018, respectively.

Subject to validation, the OTA will access the public capital markets to sell bonds to private investors. These bonds will be payable from the revenues of the Authority, primarily toll revenues

and do not constitute a debt of the State of Oklahoma. No bonds will be issued by the Authority until validation by the Supreme Court of Oklahoma.

Historically, OTA works from a five-year construction work plan, which is much smaller in scope than the ACCESS Oklahoma program. This 15-year, long-range plan provides the Authority flexibility in planning, scheduling and construction and represents better opportunities to engage the public well in advance of future turnpike projects.

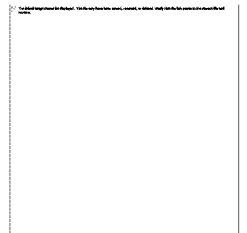
For more information about ACCESS Oklahoma, visit www.ACCESSOklahoma.com



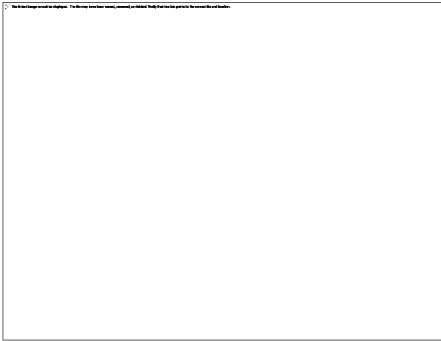
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OTA strongly discourage texting or tweeting while driving.

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To: Carly Atchison [carly.atchison@gov.ok.gov]
Subject: [EXTERNAL] OTA provides ACCESS Oklahoma update



Strategic Communications
Tuesday, Aug. 9, 2022

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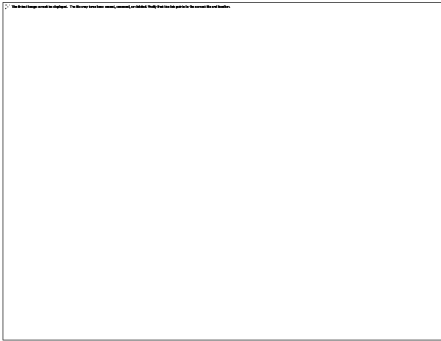
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Oklahoma Transportation
Strategic Communications
Phone: 405-521-6000, email: SCinbox@odot.org

This email was sent to carly.atchison@gov.ok.gov using GovDelivery Communications Cloud on behalf of: Oklahoma Department of Transportation - 200 NE 21st Street - Oklahoma City, OK 73105



From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 8/9/2022 7:51:53 PM
To: Charlie Hannema [charlie.hannema@gov.ok.gov]
Subject: [EXTERNAL] OTA provides ACCESS Oklahoma update



Strategic Communications
Tuesday, Aug. 9, 2022

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405-521-6000
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FOR IMMEDIATE RELEASE

Press Release #019-22

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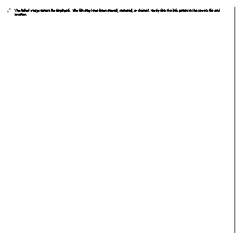
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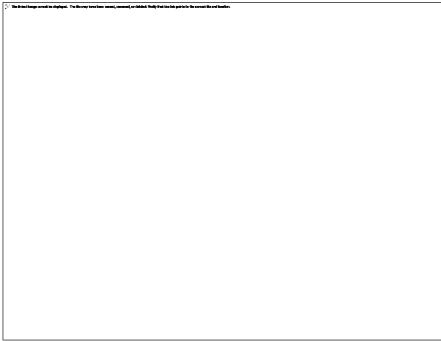
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From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 8/9/2022 7:53:23 PM
To: Baylee Williams [baylee.williams@gov.ok.gov]
Subject: [EXTERNAL] OTA provides ACCESS Oklahoma update



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Tuesday, Aug. 9, 2022

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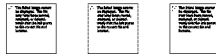
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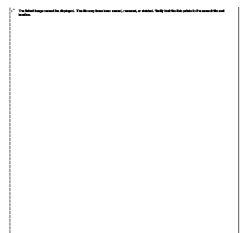
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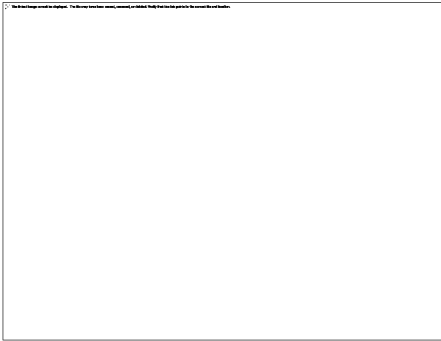


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From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 8/9/2022 7:53:22 PM
To: Charlie Hannema [charlie.hannema@gov.ok.gov]
Subject: [EXTERNAL] OTA provides ACCESS Oklahoma update



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Tuesday, Aug. 9, 2022

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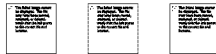
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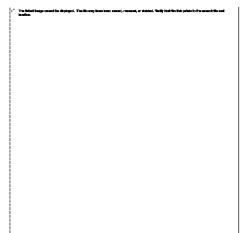
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Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 8/10/2022 5:41:46 PM
To: Gene Love [glove@██████████.n]; Dana Weber [dweber@██████████.m]; Titsworth, John [jtitsworth7@██████████.n]; Cone, Todd [toddccone@██████████.m]; Jones, John D. [jjones@██████████.n]; Berry, Will L [will.dcbass@██████████.n]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]; Lair, Eric [elair@██████████.n]
CC: Tim Gatz [tgatz@odot.org]; Echelle, Joe [jechelle@pikepass.com]
Subject: 8/9 -8/10 Earned Media & Social Listening report
Attachments: Bond Oversight - Rubber stamp.png; Bond Oversight - Rubber stamp cont..png; City Council Meeting video.png; Bond Oversight - video.png; Garage sale hand outs.png; Joy Hofmeister's tweet.png; Pike off on TikTok.png; The Oklahoman article from 8/9.png; Road repair work.png; 8_10 Oklahoman Turnpike expansion takes step down road 1_2.png; 8_10 Oklahoman Turnpike expansion takes step down road 2_2.pdf; 8_10 Tulsa World Toll road expansion plan progresses.png; 8_10 Norman Transcript Restrictions on OTAs bond sale 1_2.png; 8_10 Norman Transcript Restrictions on OTAs bond sale 2_2.pdf

Social Listening

Note: Screenshots of all posts are attached to this email

Bond Oversight Council Meeting

- There are mixed opinions about the meeting's outcome.
 - There's chatter about the bond oversight committee rubber stamping the process.
 - Dave Moore shared the meeting recording with positive encouragement about the bonds' conditions.

City Council Meeting

- Dave Moore and Amy Cerato spoke at the City Council Meeting and asked for the city to sue OTA.

Garage Sale

- Kelly Wilson shared flyers with the opposition and encouraged those participating in the garage sale to print and hand them out to the shoppers to spread awareness.

Misc.

- A tweet from Joy Hofmeister was shared, gaining a lot of engagement.
- Pike Off OTA is now on TikTok. <https://www.tiktok.com/@pikeoffota>
- Yesterday's Oklahoman article was posted and garnered a lot of traction.
- John Frasure posted two pictures claiming OTA surveyors did a poor road repair job after finding the road center pin.

Earned Media

8/9 Fox 25 Online, Oversight council conditionally approves OTA's bond request, stirring debate. <https://bit.ly/3JYRnI7>

8/9 KFOR News 4 Online, Council approves \$500-million in revenue bonds for Oklahoma turnpike expansion. <https://bit.ly/3BRKLCL>

8/9 KFOR News 4 Online, Oklahoma Turnpike Authority to ask for bond funds for proposed turnpike. <https://bit.ly/3QC0tWH>

8/9 The Bond Buyer, Oklahoma Turnpike bonds conditionally approved. <https://bit.ly/3QfeRVg>

8/9 OU Daily, Council of Bond Oversight approves \$500M bond for Oklahoma Turnpike Authority, considers ongoing lawsuits. <https://bit.ly/3BVMnM0>

8/9 The Norman Transcript, Oversight council places conditions on OTA's bond request. <https://bit.ly/3BTleYK>

8/9 The Norman Transcript, OTA asks for \$500 million: Council of Bond to hear OTA's request for revenue bond expenditure. <https://bit.ly/3BZuQCv>

8/9 Tulsa World, Oversight board conditionally approves \$500 million in bonds for turnpike expansion. <https://bit.ly/3CcIMKT>

8/9 Yahoo News, Oversight council places conditions on OTA's bond request. <https://yhoo.it/3vPewjZ>

8/10 The Oklahoman, On the road to turnpike expansion? Oklahoma board conditionally approves \$500M in bonding. <https://bit.ly/3JHSDZq>

8/10 The Oklahoman Print, Turnpike expansion takes step down road. (attached)

8/10 Tulsa World, Toll road expansion plan progresses. (attached)

8/10 Norman Transcript, Restrictions on OTA's bond sale. (attached)

8/10 KTUL Good Morning America at 6:45 a.m., OTA can issue \$500 million dollars in bonds. [Link](#)
Viewership: 7,946
Ad Value: \$233.91

8/10 KFOR News 4 at 6:54 a.m., Council approves \$500 M turnpike bond. [Link](#)
Viewership: 10,209
Ad Value: \$1,240.56

8/10 KTUL Good Morning America at 6:12 a.m., OTA can issue \$500 million dollars in bonds. [Link](#)
Viewership: 7,946
Ad Value: \$467.82

8/10 KFOR News 4 at 5:52 a.m., Council approves \$500 M turnpike bond. [Link](#)
Viewership: 7,076
Ad Value: \$923.76

8/9 KWTW News 9 at 10:08 p.m., OTA moving ahead with ACCESS Oklahoma plans. [Link](#)
Viewership: 64,554
Ad Value: \$5,884.3

8/9 KOKH Fox 25 at 10:05 p.m., Council says OTA can issue \$500 M in bonds. [Link](#)
Viewership: 6,094
Ad Value: \$2,546

8/9 KOKH Fox 25 at 9:06 p.m., Council says OTA can issue \$500 M in bonds. [Link](#)

Viewership: 6,559

Local Publicity Value: \$4,251.25

8/9 KTUL Tulsa's Channel 8 at 11:33 a.m., OTA asking for \$500M for expansion plans. [Link](#)

Viewership: 11,937

Ad Value: \$901.50

8/9 KOCO 5 News at 9:31 a.m., OTA planning to ask the state for \$500 million to go ahead with controversial turnpike plan. [Link](#)

Viewership: 10,951

Ad Value: \$1,013.10

Thank you,

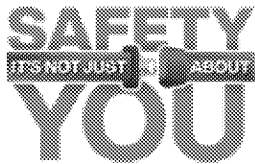
Jessica

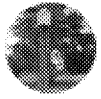
Jessica Brown, M.J. | Director

Strategic Communications Division | Oklahoma Transportation Cabinet

Main: 405-521-6000

Oklahoma.gov | oklahoma.gov/odot





Vince Dougherty

18h · 🌐

...

So am I correct in saying the bond oversight committee rubber stamped the process today? I watched the video but it was a little hard to understand.



13

23 Comments 2 Shares



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Write a public comment...



Elaine Dowling

I wasn't at the hearing. I had a court hearing that I couldn't move. However, my understanding is that they may not issue bonds until 1. The litigation is dismissed and 2. The Supremes (a/k/a the Supreme Court for the State of Oklahoma sitting in its statutory authority with exclusive, original jurisdiction to approve OTA bond offerings) have approved the bond offering. Taking the bond offering to the Supremes for approval is optional, and OTA doesn't always do it. We have it on good authority that they aren't foolish enough not to get the Supremes' blessing this time, and this just clinches that. BTW, the Supremes' blessing is important, because once they bless a bond issue, then the bond issue, itself, (not necessarily anything else associated with the project, but the bonds themselves) are basically untouchable as a matter of Oklahoma law. That is a big deal if there is ever a default, for instance. Regardless, we have understood that there was no way they were going to skip the Supremes' blessing (and they usually get it even when there isn't this level of resistance/defense), so this is not a BIG deal, but it is still a nice deal. The big deal out of this is that the litigation has to be resolved. Now, that can mean taking the time to fully litigate the issues in State court, then allow time for whichever side wants to appeal it to do so, then a possible remand, etc. That isn't likely. I anticipate that OTA is going to try to fast track an original jurisdiction proceeding in the Supreme Court (see item no. 2). This is not unexpected. **Robert Norman** and I have been talking about it for more than a month (maybe two). Is this a good thing? Is this a bad thing? This is an explanation of why the standard lawyer answer is always -- that depends. The cautious lawyer in me wants as much time as possible to develop the case in State court. The tactician in me sees advantages in a rushed Supreme presentation. I see value in standing up in front of the Supremes with a bond counsel decision that is less than enthusiastic. Ultimately, my response is that **Robert Norman** is expert at fully litigating complex issues. I am a bankruptcy lawyer. My forte is getting results for broke, desperate clients on a shoe string.

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Like Reply Share 11h



A Jaye Watson Crayton

Elaine Dowling thank you and Mr Norman and God bless y'all.

Like Reply Share 11h



Twyla Smith

Elaine Dowling Yes. Thank you both for spearheading this portion of our fight. Without you, it would not be a Dead Deal!!

Like Reply Share 11h



Elaine Dowling

Twyla Smith Robert Norman gets the credit for dead deal!

Like Reply Share 11h



Robert Norman

Channel 4 News has a good story and video about it. It includes a recap of the Council's conditions, two of which are relevant to us:

- (v) resolution or dismissal of the following litigation in favor of the Oklahoma Turnpike Authority: Case No. CV-2022-1692 (Pike Off OTA, Inc., et al v. Oklahoma Turnpike Authority) and Cleveland County Case No. CV-2022-1905 (Hirschfield et al. v. Oklahoma Turnpike Authority); and
- (vi) receipt of evidence of validation by the Oklahoma Supreme Court.

The decision is not a setback for us. We will continue to vigorously pursue full and fair litigation in opposition to these turnpikes, and to vindicate the legal rights of all citizens who are impacted.

<https://kfor.com/.../council-approves-500-million-in.../>



Dave Moore

8h · 🌐

...



👍👏 10

4 Comments 1 Share

👍 Like

💬 Comment

➦ Share

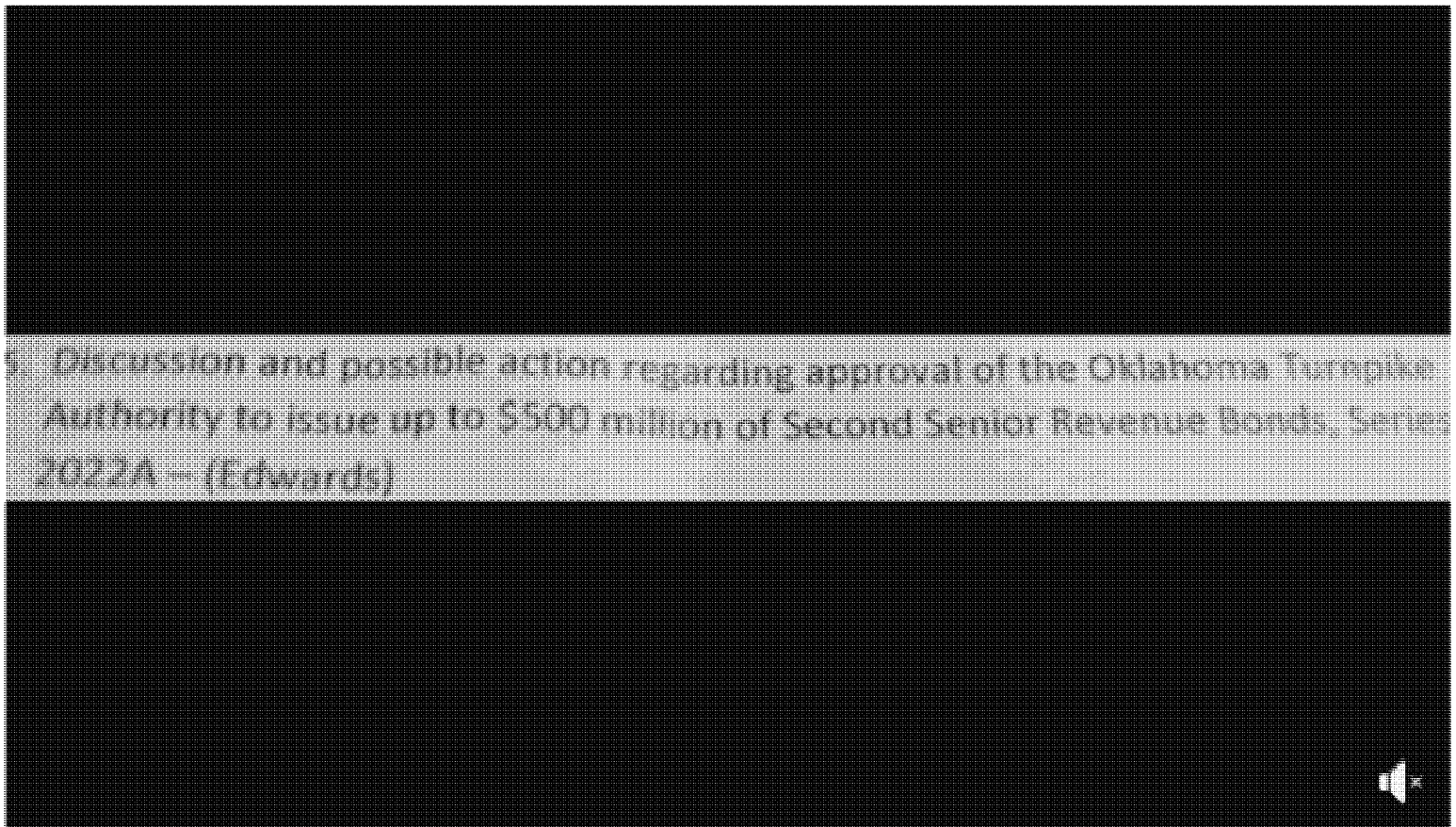


Dave Moore

19h · 🌐

...

Good news for us, today!!



👍❤️ 12

8 Comments 1 Share

👍 Like

💬 Comment

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Amy Cerato

How can the OTA ask for validation to the Supreme Court BEFORE the litigation is over? Their application to the Bond Council is so shady - and now we watch the books and see what happens.

Like Reply Share 17h

🗨️ 2



Dave Moore Author

Exactly. They will probably always ask amiss; that's what they do, and it's up to the watchdogs to make sure they don't get away with it!!

Like Reply Share 17h





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- 00807, \$396 to \$434 per construction mile (new 3-lane interstate highway)
- 00808, \$445.33 per construction mile (4-lane 200' road)



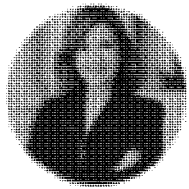


MB Ingels

1d · 🌐

Yes!!!

(Just saw this on Twitter from Joy Hofmeister)



Joy Hofmeister ✓ @j... · 1h ...

🏠 Governor candidate, OK

If we can't trust the governor with BBQ, can we trust him with \$5 billion in new toll roads that will destroy 600 homes and disrupt the way of life for thousands of Oklahomans?

#StopStitt and audit the OTA.

👍❤️ 128

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💬 Comment

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Lisa Key Meyer

16h · 🌐

...

PIKE OFF OTA is on TikTok!

PIKE OFF OTA ✓



@pikeoffota22



23

2 Comments 1 Share



Like



Comment



Share



Tammy Abersoll Bugher

23h · 🌐

...

My interview is part of this article in the Oklahoman today. My thanks to Carmen Forman for a well-written article and a fair representation.



👍❤️ 61

12 Comments 12 Shares

👍 Like

💬 Comment

➦ Share

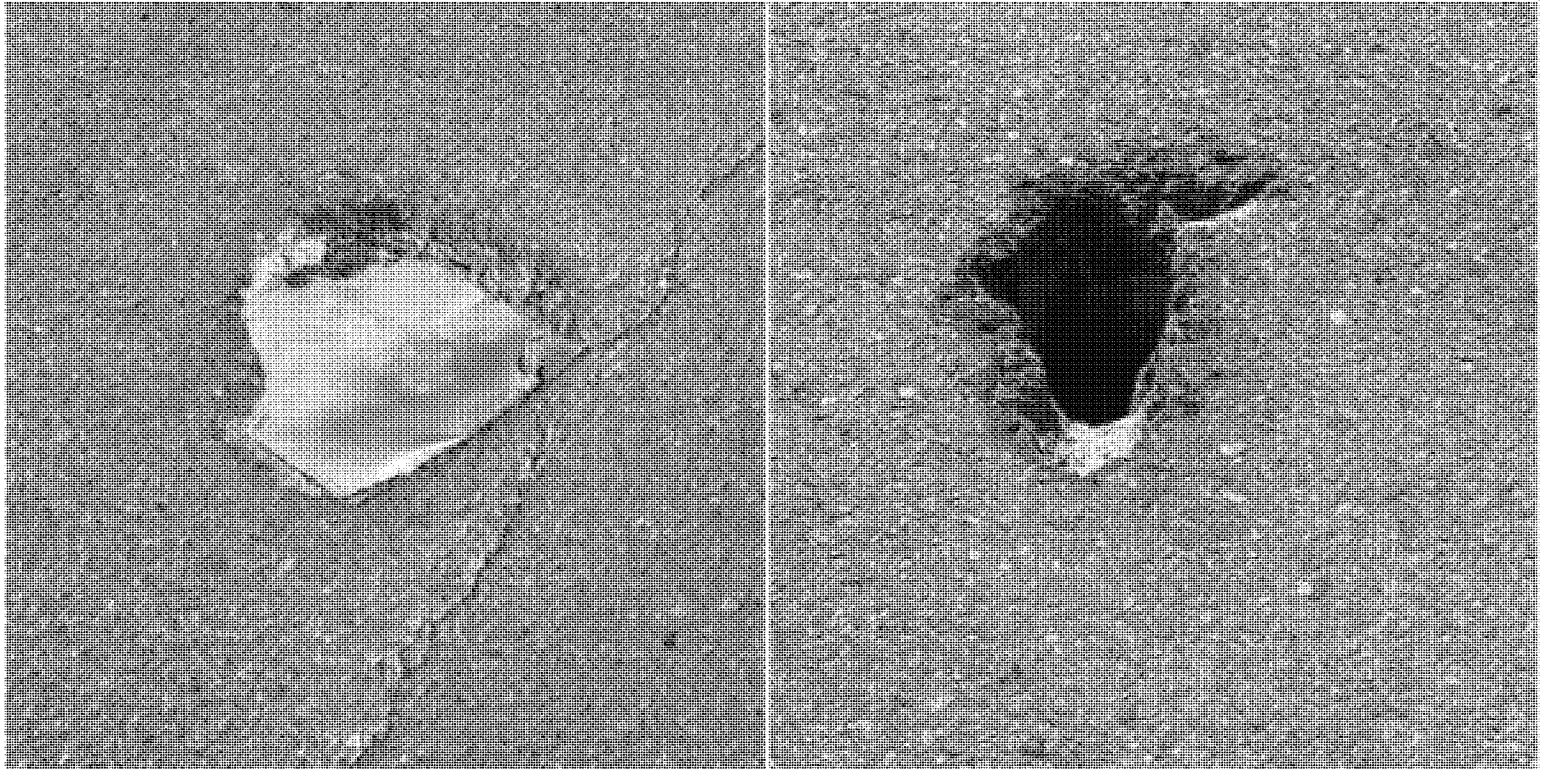


John Frasure shared a post.

22h · 🌐

...

This was how turnpike surveyors left our road looking for center line pin.



John Frasure

22h · 🌐

This is the road repair work done after Turnpike Surveyors found the road center pin! No wonder we have such bad roads in Oklahoma with people making potholes in new roads. This was a gravel road when we moved out here 25 years ago.

👍👎🗨️ 19

3 Comments 3 Shares

👍 Like

🗨️ Comment

➦ Share

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😊 📷 📺 🗨️

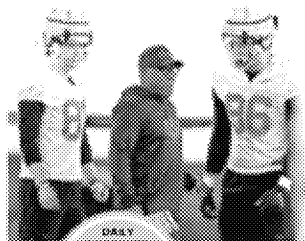


Linda Barry

Report to the city of norman. We pay for this!

22h · 🌐 · 📍 Norman, Oklahoma · 40h





New OSU defensive coordinator Mason encouraged by players' passion

SPORTS, 1B



THE OKLAHOMAN

WEDNESDAY, AUGUST 10, 2022 | OKLAHOMAN.COM

PART OF THE USA TODAY NETWORK



Northwest Classen High School math teacher Teannia Norfar outside her school Dec. 6 in Oklahoma City. Norfar said she intends to remove culturally relevant statistics from her curriculum to avoid a potential violation of House Bill 1775. DOUG HOLE/THE OKLAHOMAN FILE

'WATERSHED MOMENT'

Oklahoma teachers on notice after vote on Tulsa, Mustang HB 1775 violations

Nuria Martinez-Koel The Oklahoman | USA TODAY NETWORK

All last school year, Aaron Baker kept a printed copy of House Bill 1775 within reach in his high school government classroom. • To avoid any violations, Baker, a teacher in the Putnam City school district, practically memorized the eight concepts the law bans from K-12 classrooms, including one race or sex is superior to another, an individual is inherently racist, and that people should feel discomfort on account of their race or sex.

See HB 1775, Page 8A

School board slams audit

Western Heights finances at issue

Nuria Martinez-Koel The Oklahoman | USA TODAY NETWORK

After months of delays and legal action from the state, the Western Heights Board of Education acknowledged an annual audit that uncovered deep financial issues in the southwest Oklahoma City school district, but a presentation of the report turned combative.

Brecken Arrow auditor Kerry John Patten walked out of a school board meeting Monday after the board's president and attorney disparaged his work.

Patten found 19 significant deficiencies in Western Heights Public Schools' finances from the 2020-21 school year and was unable to

See WESTERN HEIGHTS, Page 2A

Turnpike expansion takes step down road

Conditional bond approval is granted

Carmen Forman The Oklahoman | USA TODAY NETWORK

The Oklahoma Turnpike Authority is one step closer to clinching initial funding for its 15-year, \$5 billion toll road expansion plan.

The Council of Bond Oversight on Tuesday unanimously granted conditional approval for the turnpike authority to issue up to \$500 million in revenue bonds to start the controversial ACCESS expansion.

However, the council stipulated the bonding ability is contingent upon the resolution of two lawsuits challenging turnpike routes in Norman and

See TURNPIKE, Page 2A

FBI search roils the political world

Probe into classified documents intensifies

Eric Tucker and Michael Balsamo ASSOCIATED PRESS

WASHINGTON — The FBI's unprecedented search of former President Donald Trump's Florida residence ricocheted



Trump

across government, politics and a polarized country Tuesday along with questions as to why the Justice Department — notably cautious under Attorney General Merrick Garland — decided to take such a drastic step. Answers weren't quickly forthcoming.

Agents on Monday searched Trump's Mar-a-Lago estate, which is also a private club, as part of a federal investigation into whether the former president took classified records from the White House to his Florida residence, people familiar with the matter said. It marked a

See FBI SEARCH, Page 10A

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Turnpike expansion takes step down road

Conditional bond approval is granted

Carmen Forman

The Oklahoman

USA TODAY NETWORK

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See TURNPIKE, Page 2A

Turnpike

Continued from Page 1A

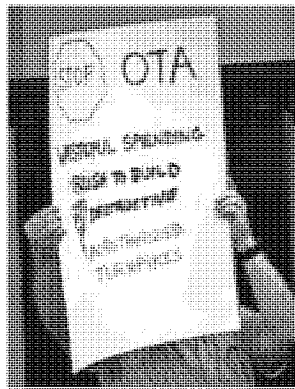
validation from the Supreme Court, which will decide if the agency can pursue the bonds.

In other words, the authority cannot issue new bonds to pay for any part of the ACCESS plan unless the lawsuits are resolved or dismissed in its favor.

The action comes after the authority in June approved the sale of \$1 billion in bonds to fund the ACCESS project.

Pike Off OTA, a grassroots group that opposes the South Extension and East-West Connector, urged the council to reject the authority's request in a letter sent before Tuesday's meeting. The council did not allow for public comment at its meeting that was over in eight minutes.

Amy Cerato, a member of the group, urged the council to postpone consideration of new lines of credit or bond requests from the turnpike authority for two years.



A protester holds a sign up Tuesday during the Council of Bond Oversight meeting.

DOUG HOKE/THE OKLAHOMAN

She alleged the agency has not completed the necessary due diligence to ensure the feasibility of the ACCESS plan.

"The State of Oklahoma cannot have agencies issuing fiscally unsound bonds for major capital projects that turn out to be unfeasible," she wrote. "This should be a significant problem for the Council of Bond Oversight in addition to the pending litigation."

Pike Off OTA is suing over the South Extension route in east Norman that will connect the

"The State of Oklahoma cannot have agencies issuing fiscally unsound bonds for major capital projects that turn out to be unfeasible."

Amy Cerato, a member of Pike Off OTA

Kickapoo Turnpike to Purcell. The group argues the Oklahoma Legislature never gave approval for that toll road expansion.

Another lawsuit from Norman homeowners alleges the turnpike authority board violated the Oklahoma Open Meetings Act by providing insufficient public details about the ACCESS plan before it was discussed at meetings earlier this year. The lawsuit also raises questions about the agency's ability to pursue bonds for the East-West Connector in Norman.

The bond oversight council previously approved a \$200 million line of credit for the turnpike authority to move forward with the ACCESS plan. The council

stipulated none of the funding could be used to fund construction of the contested turnpikes in Norman.

The turnpike authority board later canceled the line of credit and began pursuing bonding options instead. In the meantime, the authority approved spending \$132.8 million from its 2022 capital improvements fund to pay for engineering for the ACCESS plan, including the segments being contested in court.

Authority Director Tim Gatz previously said the agency opted to pursue bonds because the Supreme Court validation process could bring some clarity and certainty to the expansion routes around Oklahoma City in light of the pending litigation.

The ACCESS toll road expansion that includes new turnpike construction, widenings and new access for small towns along some of the state's major corridors could result in the state acquiring and destroying more than 600 homes.

Toll road expansion plan progresses

Turnpike Authority wins conditional OK to issue new bonds

CARMEN FORMAN
The Oklahoman

OKLAHOMA CITY — The Oklahoma Turnpike Authority is one step closer to clinching initial funding for its 15-year, \$5 billion toll road expansion plan.

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THE NORMAN TRANSCRIPT

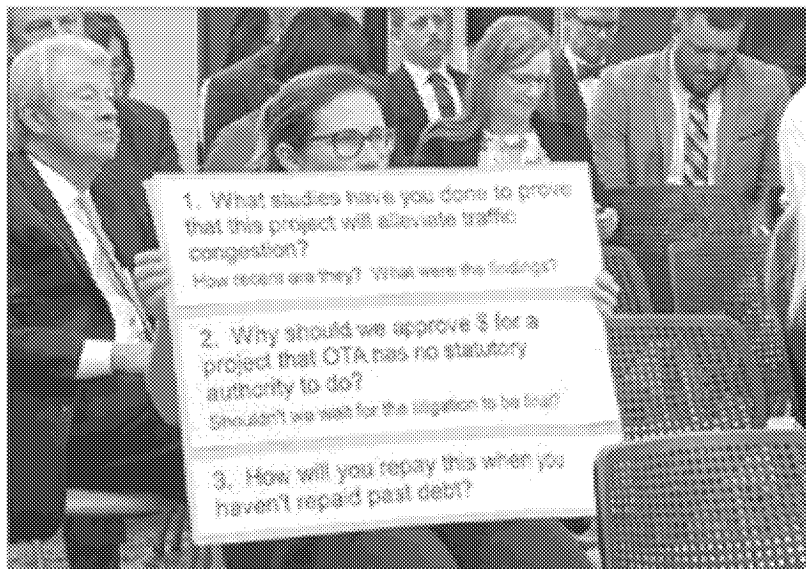
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Wednesday, August 10, 2022

NORMAN, OKLAHOMA

\$1.25

Restrictions on OTA's bond sale



Mindy Ragan Wood / The Transcript

A woman holds a sign Tuesday in protest of Oklahoma Turnpike Authority plans at the Council of Bond meeting.

Oversight council slaps conditions on OTA's bond request

By Mindy Ragan Wood
Transcript Staff Writer

The Council of Bond Oversight granted conditional approval for the Oklahoma Turnpike Authority to issue revenue bonds for new turnpike projects pending the outcome of two lawsuits.

The council decided Tuesday that OTA will not be allowed to issue a \$500 million bond sale until two ongoing district court lawsuits are "dismissed or decided" in favor of the agency. The council also gave its approval on a second condition if the Oklahoma Supreme Court decides to validate those bonds.

As part of its \$5 billion, 15-year long range ACCESS program, OTA plans to construct two new toll roads in Norman: one along Indian Hills Road and a second in the Lake Thunderbird Watershed, which is the subject of a lawsuit. Residents who filed the suit accused OTA of

See OTA Page A2

Council declines 'SRO' housing purchase

Affordable housing
debate heats up

By Mindy Ragan Wood
Transcript Staff Writer

The Norman City Council faced both sharp criticism and strong support for a \$6.4 million project to offer affordable housing in a vacant nursing home.

The council was asked to approve the purchase of 1210 W. Robinson St. for \$2.4 million and an additional \$4 million on a separate item to set aside the funds to rehabilitate it.

Both items related to the purchase of the facility failed with a vote of 4-3, with Ward 3 Kelly Lynn, Ward 5 Rancher Tortorelli and Mayor Larry Heikkila voting against. With Ward 6 Elizabeth Forman and Ward 8 Matt Peacock absent, the council needed a minimum of five votes of the remaining seven to adopt any agenda item, City Clerk Brenda Hall said.

The proposal

Since 2021, the council has planned to set aside \$4.5 million in American Rescue Plan Act money for affordable housing initiatives.

At its recent retreat, the council again agreed to pursue the possibility of purchasing property to offer affordable units to those on limited incomes and contract with an operator like the Norman Housing Authority (NHA).

City Attorney Kathryn Walker told the council the facility, if the council agreed to purchase it, would house up to 50 residents, with some in single occupancy units, others in bedroom units and some American Disabilities Act-accessible apartments. The renovation would take 16 months to complete.

City Manager Darrel Pyle said NHA had expressed interest in operating the facility, and it would be able to offer rental assistance vouchers for low income residents.

See COUNCIL Page A3

State contractor verifying petitions for recreational marijuana initiative

By Paul Moines
Oklahoma Watch

Oklahoma is paying a company associated with a political polling firm \$300,000 per year to verify signatures for statewide ballot initiatives, leading some to question the fairness of the process by which Oklahomans can vote directly on state issues.

Western Petition Systems LLC is now in charge of verifying signatures for State Question 820, which

would legalize recreational marijuana for adult users 21 and older.

The company was founded by Bill Shapard, whose Shapard Research LLC runs Sonnet Poll.

Organizers for an adult-use cannabis state question, Yes on 820, turned in 138 boxes of signatures on July 5 to the secretary of state's office. That represented more

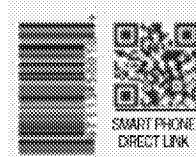
See MARIJUANA Page A2

Getting ready for new school year



Colin McDaniel, left, and Travis Chambers, right, help unload a car Tuesday during OKU move-in day. Students will continue to move into the dorms through Thursday.

Kyle Phillips
The Transcript



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Two
sections

INSIDE

Comics B3
Classified B5
Crossword B5
Obituaries B7
Opinion B8
Sports B1
Weather B2

WORD of the day

gens du monde
(n) gens du monde
[Lafayette-museum]

1. people of the world; leaders in society, fashionable people.

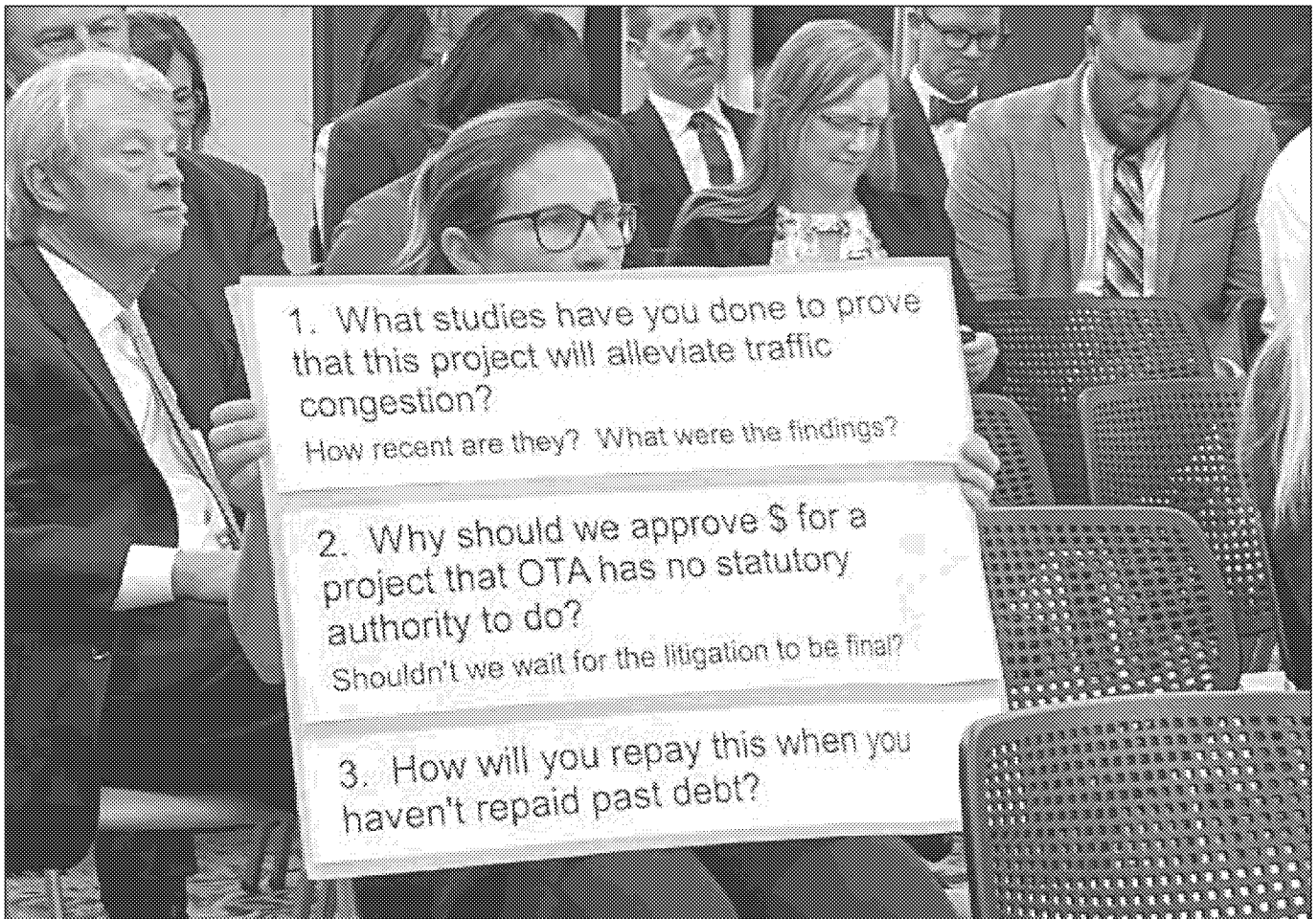
Example: "The so literary gens du monde have the tact to observe, but not the patience, perhaps not the time, to investigate."

— Edward Bulwer-Lytton, *Pelham: Or The Adventures of A Gentleman*, 1828

Inside

★ The latest Trump grill? Burying him at his golf club. — Opinion
★ David McCullough, author of *The American Forest*, remembered family truly when his career took off. — Page A6

Restrictions on OTA's bond sale



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See **OTA** Page A2

OTA:

From **Page A1**

not following proper bond procedure and claim the east Norman turnpike is not authorized according to state statute, which does not include a description of that project.

Council spokesman Tim Allen told The Transcript after Tuesday's meeting that "all conditions must be met" before the agency can issue bonds to start any turnpike projects. On May 4, the council gave approval to OTA to seek a \$200 million line of credit for

ACCESS with the condition it could not use any of the funds on projects in a lawsuit.

While the line of credit would have allowed OTA to start some turnpike projects, Tuesday's decision precludes the agency from selling bonds to start those projects.

"This is basically an all or nothing deal," Allen said. "There's not a way to carve that (litigated projects) out."

Both lawsuits were filed in May, but it was the Open Meeting Act lawsuit after the May 4 meeting that prohibited OTA from using any of the \$200 million line

of revolving credit. Stan Ward's nearly 200 clients claimed in their lawsuit that OTA violated the Open Meeting Act after the agency did not sufficiently inform the public on its January and February meeting agendas.

OTA found it could not use any of the funds from the line of credit following the filing of that open meeting lawsuit, a memo to the council reads.

"The mere allegations raised in this litigation contractually precluded the OTA from drawing on the \$200 million line of credit," it reads. "OTA had not

made any draws on the line of credit."

Instead, OTA's board rescinded the line of credit during its June meeting and voted to seek council approval to issue \$500 million in bonds pending the outcome of the Oklahoma Supreme Court's ruling.

OTA has argued in its motions to dismiss the lawsuits that the state's high court is the exclusive venue to hear disputes, according to state law.

Mindy Wood covers City Hall news and notable court cases for The Transcript. Reach her at mwood@normantranscript.com or 405-416-4420.

Message

From: Jessica Brown [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=6CFDDD84EE914B919AE04071753AC8F2-JESSICA BRO]
Sent: 8/11/2022 5:05:46 PM
To: Gene Love [glove@██████████.n]; Dana Weber [dweber@██████████.m]; Titsworth, John [jtitsworth7@██████████.t]; Jones, John D. [jjones@██████████.t]; Cone, Todd [toddccone@██████████.m]; Berry, Will L [will.dcbass@██████████.t]; Carly Atchison [carly.atchison@gov.ok.gov]; Kate Vesper [kate.vesper@gov.ok.gov]; Lair, Eric [elair@██████████.t]
CC: Echelle, Joe [jechelle@pikepass.com]; Gatz, Tim [tgatz@pikepass.com]
Subject: 8/9-8/11 Earned Media & Social Listening report
Attachments: News & Brews.png; WildCare Oklahoma.png; Front page of The Norman Transcript.png; Amy Cerato's message.png; ODOT's surplus property bid.png

Social Listening

Note: Screenshots of all posts are attached to this email

News & Brews

- The public event hosted by KGOU radio will be at Yellow Dog Coffee in Norman at 6 p.m. today.
 - WildCare Oklahoma promoted this event on their Facebook page as well.
 - There will also be a law firm hosting a meeting at a Norman hotel at 7 p.m. to discuss eminent domain.

Misc.

- VM Young shared the front page of The Norman Transcript yesterday and it's gaining lots of traction.
- Kelly Ferris Wilson reposted the Pike Off OTA video with Amy Cerato's speech from the Cleveland County Meeting and encouraged the opposition to spread her message.
- Linda Barry reshared ODOT's August surplus property bid opening to the Ward 5 FB group.

Earned Media

8/10 Enid News & Eagle, Oversight council places conditions on OTA's bond request. <https://bit.ly/3p9oatV>

8/9 Tollroads News, OTA Provides ACCESS Oklahoma Update. <https://bit.ly/3Ad4BHI>

8/11 The Shawnee News-Star, OTA provides ACCESS Oklahoma update. <https://bit.ly/3PvGqIV>

Jessica Brown, M.J. | Director

Strategic Communications Division | Oklahoma Transportation Cabinet

Main: 405-521-6000

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Brooke Reed

14h · 🌐

...

Tomorrow, August 11th, there's going to be a public event hosted by KGOU radio talking about the turnpikes. They will be at Yellow Dog Coffee in Norman at 6pm.



26

4 Comments 5 Shares



Like



Comment



Share

Top comments ▼



Write a public comment...



Dean Williams

I thought there was going to be a meeting at 7:00 tomorrow night with the representative from OTA explain to us how they would go about buying our property and what we could expect to get out of her property is that not going to happen

Like Reply Share 11h



Brooke Reed Author

Dean Williams oh. I hadn't heard about that. Just heard about this on the radio on my way home this evening.

Like Reply Share 11h



Darla Le Blanc

Dean Williams A law firm (NOT associated with OTA) is hosting a meeting at a Norman hotel at 7pm to discuss eminent domain. Probably a forum to try to drive them up some clients, but should also have some useful information



I don't know much but wanted to verify the law firm meeting is not associated with OTA

Like Reply Share 4h



Write a public reply...



Gary Nonya

<https://www.facebook.com/100064938571910/posts/425483592959590/>

Like Reply Share 14h





WildCareOklahoma

22h · 🌐

...

Want to learn more about the environmental impacts of the proposed toll road in Cleveland County? Join State Impact Oklahoma science and environment reporter Beth Wallis at Yellow Dog Coffee house tomorrow evening, August 11, at 6 p.m. She will be sharing what she's learned about the impact of these turnpike projects and other stories she's covering. Yellow Dog Coffee Company (222 S Porter Ave, Norman, OK 73071) will be hosting and have coffee and treats for purchase. Wear your favorite WildCare t-shirt if you attend!

Want to learn more about the turnpike issue generally? Read this article written by WildCareOklahoma Executive Director, Inger Giuffrida in OKC Pets Magazine:
<https://4legspublishing.com/.../OkcPets-Magazine-July.../16/>

#wildcareoklahoma #wildliferehab #wildliferehabilitation #wildlifephotography #wildlife #conservationeducation #conservation #protectwildlife #protectwildlifehabitat



1984-1985



Kelly Farris Wilson shared a post.

19h · 🌐

Please share Dr. Certato's message!



PIKE OFF OTA

19h · 🌐

#activism #government #localgovernment #corporate #business #oklahomaroads
#election #republican #democrat #capitalism #latestagecapitalism #pikeoffota
#stopthetoll #truthbetolled #turnpike #turdpike #norman #oklahoma #freewayfighters



Linda Barry shared a post.

1d · 🌐

...

Makes me sick



Allis Catherine ► NO MORE TURNPIKES, Oklahoma!

1d · 🌐

HOW does OTA have SO MANY properties for sale in Oklahoma?? Oh yeah I remember 🌐 ACCESS OKLAHOMA TURNPIKES!!! STOP EMINENT DOMAIN!!! MAKE ODOT AND OTA ANSWER TO THE PEOPLE OR GET THEM OUT!!! THEY BEEN TAKEN HOMES AWAY FROM OKLAHOMA FAMILIES FOR YEARS AND THEY HAVE ALL THESE PROPERTIES BECAUSE OF EMINENT DOMAIN!! STOP THEM NOW! FOR THE FUTURE OF OUR CHILDREN WHO MIGHT WANT TO STAY IN OKLAHOMA IN THEIR FAMILY HOME WHERE THEY RAISED IN! PLEASE JOIN OUR FIGHT. #PIKEOFFOTA ❤️



📺 TODAY AT 1:30 PM

ODOT August Surplus Property Bid Opening

Tune in to watch live

☆ Get reminder

Oklahoma Department of Transportation plans to go live.

Yesterday at 8:11 AM · 🌐

Pursuant to Title 69 Oklahoma Statutes (2021), Section 1001, the Oklahoma Department of Transportation offers the following property for sale by sealed bid to the

From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 3/30/2022 10:34:17 PM
To: Carly Atchison [carly.atchison@gov.ok.gov]
Subject: [EXTERNAL] March OTA Board Meeting Wrap-Up: ACCESS Oklahoma public meeting dates set for April



Strategic Communications
Wednesday, March 30, 2022

Contact: James Poling
405-521-6000 | www.pikepass.com
[Twitter](#) and [Facebook](#) @OKTurnpike



FOR IMMEDIATE RELEASE

March 30, 2022
Press Release # 005_22

March OTA Board Meeting Wrap-Up
ACCESS Oklahoma public meeting dates set for April

Secretary of Transportation Tim Gatz announced the first ACCESS Oklahoma public meetings scheduled in April in Noble, Newcastle, Norman and Moore at Tuesday's monthly Oklahoma Turnpike Authority Board of Directors meeting.

The first round of town halls for ACCESS Oklahoma, OTA's 15-year, \$5 billion, long-range plan, are scheduled for the following dates:

- Thursday, April 14, from 6-8 p.m. at Noble High School
- Monday, April 18, from 6-8 p.m. at Newcastle Public Schools administration building
- Tuesday, April 19, from 5:30-7:30 p.m. at Norman Central Library
- Thursday, April 21, from 5:30-7:30 p.m. at Moore Library – Pioneer Library System

"These meetings are all open to the public and are another opportunity for us to engage the public, receive comments that will ultimately factor into our decision making and help us ensure that we're taking everything into consideration as we develop and deliver the ACCESS Oklahoma program," Gatz said.

To learn more about ACCESS Oklahoma, visit www.AccessOklahoma.com or call the ACCESS Oklahoma hotline at 1-844-562-2237.

Also, during the meeting, the board approved a partnership with the City of Stroud to construct a

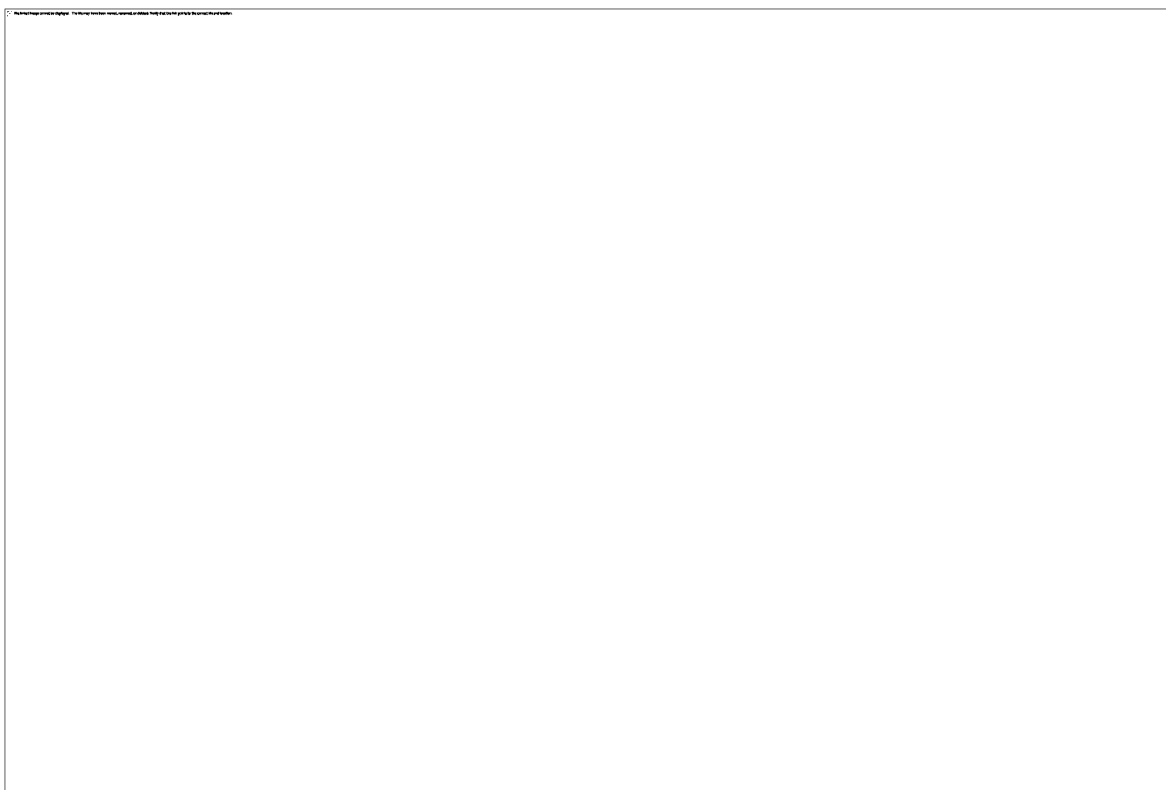
service road that, in the short-term, will create a detour while the westbound Turner Turnpike travel plaza reconstruction takes place. The service road also will provide benefit to Stroud when the SH-99 interchange to the Turner Turnpike is reconstructed as part of the ACCESS Oklahoma long-range plan.

The board also approved the construction of new traffic turnarounds for those accessing Memorial Rd. at the John Kilpatrick Turnpike and SH-74/Lake Hefner Parkway interchange. The \$4.5 million contract was awarded to Allen Contracting Inc./Shell Construction Co. of Oklahoma City. This project will improve traffic flow and wait times at a busy interchange in northwest Oklahoma City.

The board, a six-member panel appointed by the governor to an eight-year term to oversee turnpike development, awards project contracts for road and bridge construction on a monthly basis.

The next Oklahoma Turnpike Authority board meeting is scheduled for 10:30 a.m. **Tuesday, April 26** at the Oklahoma Department of Transportation Commission Room, 200 N.E. 21st St., Oklahoma City. The meeting also will be available to view live online.

###

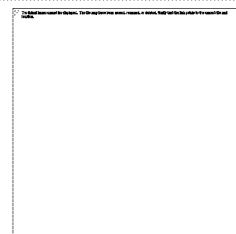


Secretary of Transportation Tim Gatz, center, is joined by OTA Construction Engineer TJ Dill, left, and OTA Deputy Director Joe Echelle as he speaks with media following Tuesday's Oklahoma Turnpike Authority board meeting.

Please click everyone's seat belt each and every time you drive.
Check www.oktraffic.org for real-time traffic information
OTA strongly discourages texting or tweeting while driving.

Strategic Communications
Phone: 405-521-6000, email: SCinbox@odot.org

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From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 3/30/2022 10:34:17 PM
To: Charlie Hannema [charlie.hannema@gov.ok.gov]
Subject: [EXTERNAL] March OTA Board Meeting Wrap-Up: ACCESS Oklahoma public meeting dates set for April



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Contact: James Poling
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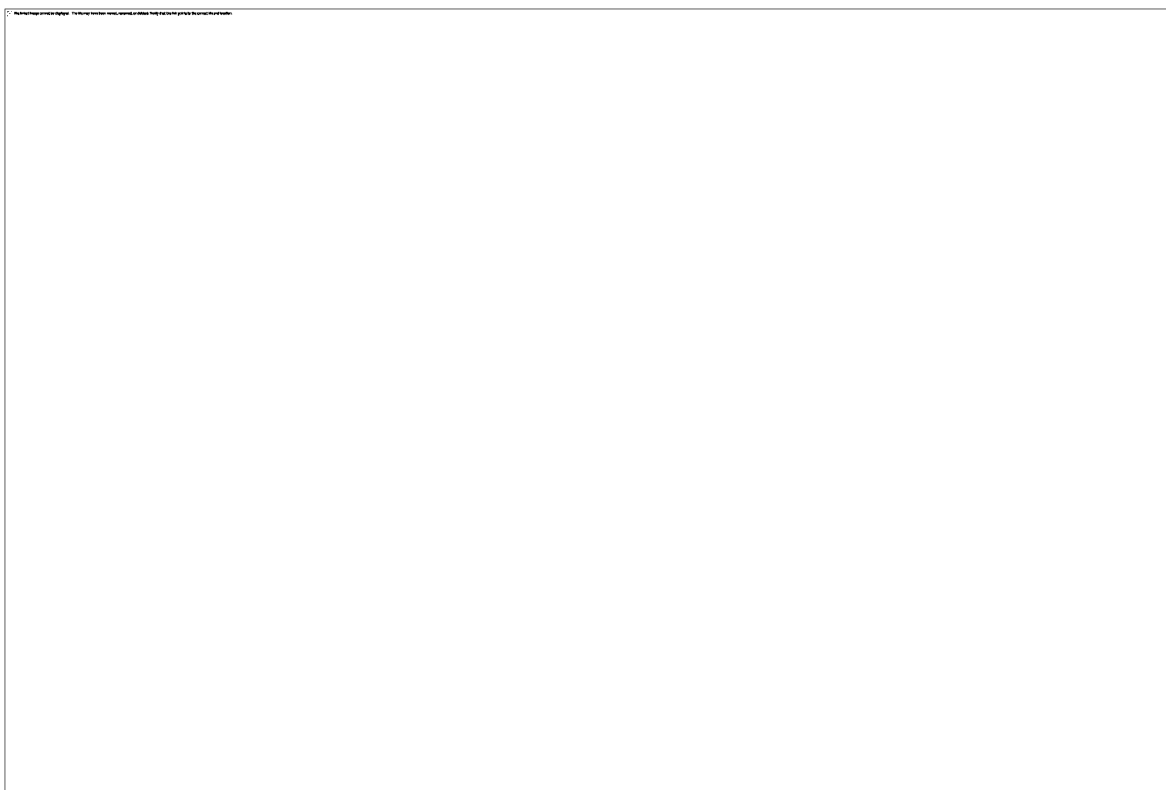
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From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 3/30/2022 10:36:21 PM
To: Baylee Williams [baylee.williams@gov.ok.gov]
Subject: [EXTERNAL] March OTA Board Meeting Wrap-Up: ACCESS Oklahoma public meeting dates set for April

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To learn more about ACCESS Oklahoma, visit www.AccessOklahoma.com or call the ACCESS Oklahoma hotline at 1-844-562-2237.

Also, during the meeting, the board approved a partnership with the City of Stroud to construct a

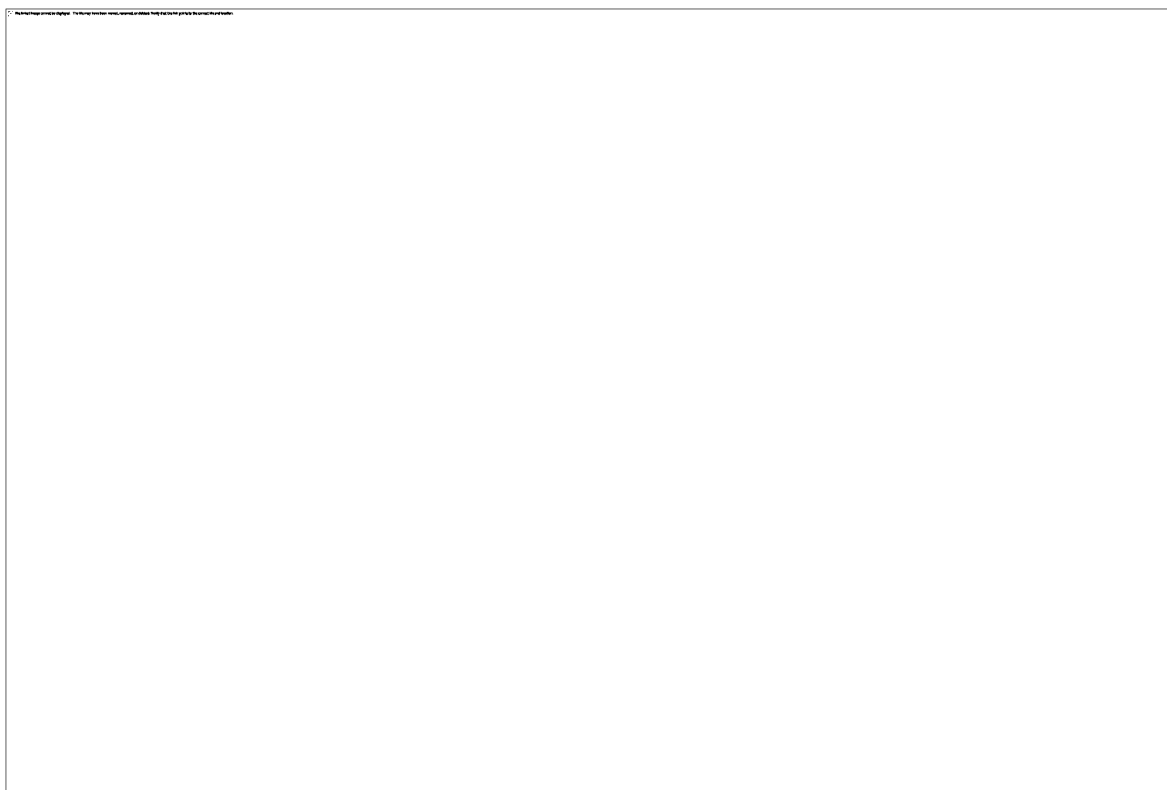
service road that, in the short-term, will create a detour while the westbound Turner Turnpike travel plaza reconstruction takes place. The service road also will provide benefit to Stroud when the SH-99 interchange to the Turner Turnpike is reconstructed as part of the ACCESS Oklahoma long-range plan.

The board also approved the construction of new traffic turnarounds for those accessing Memorial Rd. at the John Kilpatrick Turnpike and SH-74/Lake Hefner Parkway interchange. The \$4.5 million contract was awarded to Allen Contracting Inc./Shell Construction Co. of Oklahoma City. This project will improve traffic flow and wait times at a busy interchange in northwest Oklahoma City.

The board, a six-member panel appointed by the governor to an eight-year term to oversee turnpike development, awards project contracts for road and bridge construction on a monthly basis.

The next Oklahoma Turnpike Authority board meeting is scheduled for 10:30 a.m. **Tuesday, April 26** at the Oklahoma Department of Transportation Commission Room, 200 N.E. 21st St., Oklahoma City. The meeting also will be available to view live online.

###

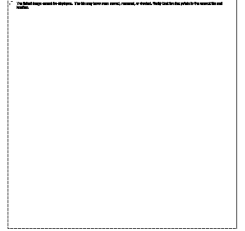


Secretary of Transportation Tim Gatz, center, is joined by OTA Construction Engineer TJ Dill, left, and OTA Deputy Director Joe Echelle as he speaks with media following Tuesday's Oklahoma Turnpike Authority board meeting.

Please click everyone's seat belt each and every time you drive.
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OTA strongly discourages texting or tweeting while driving.

Oklahoma Transportation
200 N.E. 21st St.
Oklahoma City, OK 73105
405-522-8000
www.odot.org | www.okroads.org

This email was sent to bayles.williams@gov.ok.gov using GovDelivery Communications Cloud on behalf of: Oklahoma Department of Transportation - 200 NE 21st Street - Oklahoma City, OK 73105



From: Oklahoma Turnpike Authority [ota@public.govdelivery.com]
Sent: 3/30/2022 10:36:21 PM
To: Charlie Hannema [charlie.hannema@gov.ok.gov]
Subject: [EXTERNAL] March OTA Board Meeting Wrap-Up: ACCESS Oklahoma public meeting dates set for April



Strategic Communications
Wednesday, March 30, 2022

Contact: James Poling
405-521-6000 | www.pikepass.com
[Twitter](#) and [Facebook](#) @OKTurnpike

FOR IMMEDIATE RELEASE

March 30, 2022
Press Release # 005_22

March OTA Board Meeting Wrap-Up
ACCESS Oklahoma public meeting dates set for April

Secretary of Transportation Tim Gatz announced the first ACCESS Oklahoma public meetings scheduled in April in Noble, Newcastle, Norman and Moore at Tuesday's monthly Oklahoma Turnpike Authority Board of Directors meeting.

The first round of town halls for ACCESS Oklahoma, OTA's 15-year, \$5 billion, long-range plan, are scheduled for the following dates:

- Thursday, April 14, from 6-8 p.m. at Noble High School
- Monday, April 18, from 6-8 p.m. at Newcastle Public Schools administration building
- Tuesday, April 19, from 5:30-7:30 p.m. at Norman Central Library
- Thursday, April 21, from 5:30-7:30 p.m. at Moore Library – Pioneer Library System

"These meetings are all open to the public and are another opportunity for us to engage the public, receive comments that will ultimately factor into our decision making and help us ensure that we're taking everything into consideration as we develop and deliver the ACCESS Oklahoma program," Gatz said.

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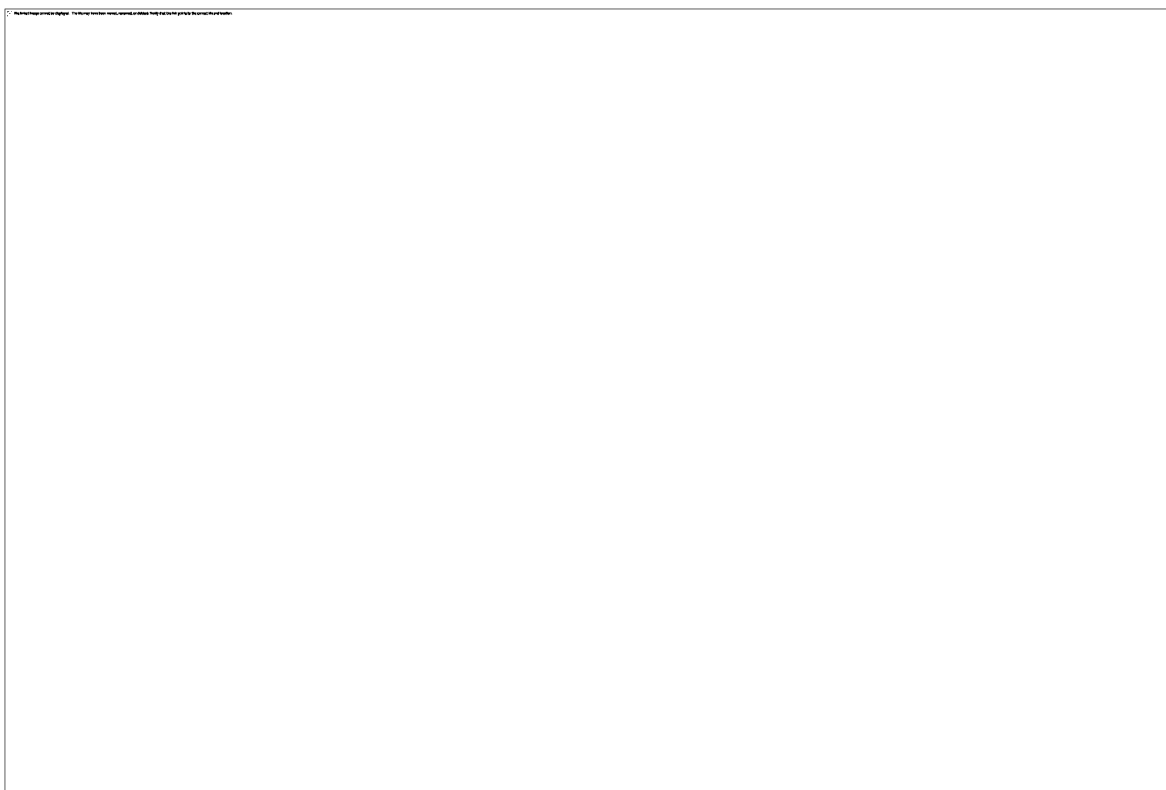
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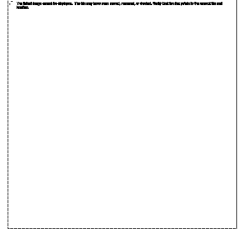


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Oklahoma City, OK 73105
405-522-8000
www.odot.org | www.okroads.org

This email was sent to charlie.hannema@gov.ok.gov using GovDelivery Communications Cloud on behalf of: Oklahoma Department of Transportation - 200 NE 21st Street - Oklahoma City, OK 73105



Message

From: Rod Cleveland [Rcleveland@ClevelandCountyOK.com]
Sent: 4/1/2022 3:33:15 PM
To: Zachary Lee [zachary.lee@gov.ok.gov]
Subject: [EXTERNAL] Cleveland County anti OTA resolution
Attachments: OTA RESOLUTION 4-1-2022.DOCX

Zach,

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Commissioner Rod Cleveland
Cleveland County, D1
201 South Jones
Norman, OK 73069
Courthouse: (405)366-0200
Dirstrict Office (405)794-2166

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RESOLUTION

RESOLUTION OF THE CLEVELAND COUNTY BOARD OF COUNTY COMMISSIONERS, IN REGARD TO THE OKLAHOMA TURNPIKE AUTHORITY'S ACCESS OKLAHOMA PROJECT PLAN.

Whereas, the Oklahoma Turnpike Authority recently released its Access Oklahoma Project Plan which included turnpike roadways through Cleveland County;

And Whereas, there is understandable concern about the impact of any major project to the citizens of Cleveland County including the impact to residential properties, wildlife, the watershed of Lake Thunderbird, unique geological formations and transportation;

And Whereas, the Board of County Commissioners have heard the many concerns from the public about the impact and process in selecting the path of these turnpikes through Cleveland County;

And Whereas, the Oklahoma Senate has adopted legislation to provide greater transparency and information regarding these turnpikes;

THEREFORE, Let It Be Resolved, the Cleveland County Board of County Commissioners resolves and petitions the Oklahoma Turnpike Authority (OTA) to conduct a more extensive and comprehensive due diligence phase before finalizing alignment of the OTA South Extension Turnpike.

THEREFORE, Let It Be Further Resolved, that the Cleveland County Board of County Commissioners implores the Oklahoma Turnpike Authority to exercise and exemplify transparency by relaying to the Board of County Commissioners and the public any and all studies relating to the alignment and understanding of how the final South Extension Turnpike project plan was determined including but not limited to, any and all environmental impact studies used in determining the alignment of any proposed turnpike roadways in Cleveland County.

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Approved this 4th Day of April 2022 by the Cleveland County Board of Commissioners.

Darry Stacy, Chairman

Harold Haralson, Vice-Chairman

Rod Cleveland, Member

**Tammy Belinson, County Clerk BY:
Linda Atkins, County Clerk Deputy**

Message

From: Zachary Lee [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=05B31729301A40D3BA445683F9334C2B-ZACHARY LEE]
Sent: 4/1/2022 5:21:50 PM
To: Rod Cleveland [Rcleveland@clevelandcount yok.com]
Subject: Re: [EXTERNAL] Cleveland County anti OTA resolution
Attachments: OTA RESOLUTION 4-1-2022.DOCX

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Zachary Lee
Deputy Chief of Staff
Office of Governor J. Kevin Stitt
Office: 405-522-8836
Cell: 405-437-7888

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Rod Cleveland, Member

**Tammy Belinson, County Clerk BY:
Linda Atkins, County Clerk Deputy**

Message

From: Rod Cleveland [Rcleveland@ClevelandCountyOK.com]
Sent: 4/1/2022 5:35:36 PM
To: Zachary Lee [zachary.lee@gov.ok.gov]
Subject: Re: [EXTERNAL] Cleveland County anti OTA resolution
Attachments: OTA RESOLUTION 4-1-2022.DOCX

Zach thank you for replying. It is on Monday's agenda. And yes you can share with Sec. Gatz.

Rod Cleveland
Cleveland Commissioner, D1
405-366-0200

Sent from I-Phone

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On Apr 1, 2022, at 12:21 PM, Zachary Lee <Zachary.Lee@gov.ok.gov> wrote:

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Sent: 4/1/2022 5:44:44 PM
To: Rod Cleveland [Rcleveland@clevelandcount yok.com]
Subject: Re: [EXTERNAL] Cleveland County anti OTA resolution
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Can you send me the other commissioners contact info?

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THEREFORE, without this information, the Cleveland County Board of County Commissioners cannot, in good faith, on behalf of the public trust, condone the construction of the Access Oklahoma Project Plan that is currently proposed to occur within Cleveland County.

Approved this 4th Day of April 2022 by the Cleveland County Board of Commissioners.

Darry Stacy, Chairman

Harold Haralson, Vice-Chairman

Rod Cleveland, Member

**Tammy Belinson, County Clerk BY:
Linda Atkins, County Clerk Deputy**

Message

From: Rod Cleveland [Rcleveland@ClevelandCountyOK.com]
Sent: 4/1/2022 6:09:03 PM
To: Zachary Lee [zachary.lee@gov.ok.gov]
Subject: Re: [EXTERNAL] Cleveland County anti OTA resolution
Attachments: OTA RESOLUTION 4-1-2022.DOCX

Commissioner Darry Stacy
Dstacy@clevelandcountyyok.com cell (405) 639-8145

Commissioner Harold Haralson
Hharalson@clevelandcountyyok.com cell (405) 627-9881

Rod Cleveland
Cleveland Commissioner, D1
405-366-0200
405-517-5994 (c)

Sent from I-Phone

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On Apr 1, 2022, at 12:44 PM, Zachary Lee <Zachary.Lee@gov.ok.gov> wrote:

Can you send me the other commissioners contact info?

Zachary Lee
Deputy Chief of Staff
Office of Governor J. Kevin Stitt
Office: 405-522-8836
Cell: 405-437-7888

On Apr 1, 2022, at 12:35 PM, Rod Cleveland <Rcleveland@clevelandcountyyok.com> wrote:

Zach thank you for replying. It is on Monday's agenda. And yes you can share with Sec. Gatz.

Rod Cleveland
Cleveland Commissioner, D1
405-366-0200

Sent from I-Phone

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On Apr 1, 2022, at 12:21 PM, Zachary Lee <Zachary.Lee@gov.ok.gov> wrote:

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When would this possibly be voted on? Do you mind if I forward to Sec. Gatz and maybe he could reach out to them if you give me their contact information?

Zachary Lee
Deputy Chief of Staff
Office of Governor J. Kevin Stitt
Office: [405-522-8836](tel:405-522-8836)
Cell: [405-437-7888](tel:405-437-7888)

On Apr 1, 2022, at 10:46 AM, Rod Cleveland
<Rcleveland@clevelandcountyok.com> wrote:

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I wanted to bring to the Governor's attention a resolution in opposition of the OTA and ACCESS OK by Commissioner Stacy. Please see attached. I am not sure what he and Commissioner Haralson's is trying to prove or get out of this resolution. It would be nice if we did not get involved in this way. Is there any help that you or the Governor and do for me?

Commissioner Rod Cleveland
Cleveland County, D1
201 South Jones
Norman, OK 73069
Courthouse: (405)366-0200
District Office (405)794-2166

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RESOLUTION

RESOLUTION OF THE CLEVELAND COUNTY BOARD OF COUNTY COMMISSIONERS, IN REGARD TO THE OKLAHOMA TURNPIKE AUTHORITY'S ACCESS OKLAHOMA PROJECT PLAN.

Whereas, the Oklahoma Turnpike Authority recently released its Access Oklahoma Project Plan which included turnpike roadways through Cleveland County;

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Darry Stacy, Chairman

Harold Haralson, Vice-Chairman

Rod Cleveland, Member

**Tammy Belinson, County Clerk BY:
Linda Atkins, County Clerk Deputy**

Message

From: Zachary Lee [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=05B31729301A40D3BA445683F9334C2B-ZACHARY LEE]
Sent: 4/1/2022 6:40:50 PM
To: Tim Gatz [tgatz@odot.org]
Subject: FW: [EXTERNAL] Cleveland County anti OTA resolution
Attachments: OTA RESOLUTION 4-1-2022.DOCX

Sec. Gatz,

Cleveland Co. Commissioner Rod Cleveland reached out with concerns that the Commissioners are going to be doing a resolution against turnpike expansion this Monday. He was asking for some help with other Commissioners as he wants them to stay out of things. Would you mind reaching out if you have the time to talk to them?

Commissioner Darry Stacy
Dstacy@clevelandcountyoak.com cell (405) 639-8145

Commissioner Harold Haralson
Hharalson@clevelandcountyoak.com cell (405) 627-9881

Thanks,

Zachary Lee
Deputy Chief of Staff
Office of Governor J. Kevin Stitt
Office: 405-522-8836
Cell: 405-437-7888
Zachary.lee@gov.ok.gov

From: Rod Cleveland <Rcleveland@ClevelandCountyOK.com>
Sent: Friday, April 1, 2022 12:36 PM
To: Zachary Lee <Zachary.Lee@gov.ok.gov>
Subject: Re: [EXTERNAL] Cleveland County anti OTA resolution

Zach thank you for replying. It is on Monday's agenda. And yes you can share with Sec. Gatz.

Rod Cleveland
Cleveland Commissioner, D1
405-366-0200

Sent from I-Phone

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Deputy Chief of Staff
Office of Governor J. Kevin Stitt
Office: 405-522-8836
Cell: 405-437-7888

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Commissioner Rod Cleveland
Cleveland County, D1
201 South Jones
Norman, OK 73069
Courthouse: (405)366-0200
District Office (405)794-2166

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Rod Cleveland, Member

**Tammy Belinson, County Clerk BY:
Linda Atkins, County Clerk Deputy**

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From: Tim Gatz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=A567022F60D04E74A34EB2A43DD66284-TIM GATZ]
Sent: 4/1/2022 7:15:48 PM
To: Zachary Lee [zachary.lee@gov.ok.gov]
Subject: Re: [EXTERNAL] Cleveland County anti OTA resolution
Attachments: OTA RESOLUTION 4-1-2022.DOCX

Zach,

Thank you for passing along. The Commissioner reached out to me via text message and the team is aware of his concerns and are trying to make contact with him this afternoon.

Tim J. Gatz
Secretary of Transportation

On Apr 1, 2022, at 1:40 PM, Zachary Lee <Zachary.Lee@gov.ok.gov> wrote:

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Cleveland Co. Commissioner Rod Cleveland reached out with concerns that the Commissioners are going to be doing a resolution against turnpike expansion this Monday. He was asking for some help with other Commissioners as he wants them to stay out of things. Would you mind reaching out if you have the time to talk to them?

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Dstacy@clevelandcount yok.com cell (405) 639-8145

Commissioner Harold Haralson
Hharalson@clevelandcount yok.com cell (405) 627-9881

Thanks,

Zachary Lee
Deputy Chief of Staff
Office of Governor J. Kevin Stitt
Office: 405-522-8836
Cell: 405-437-7888
Zachary.lee@gov.ok.gov

From: Rod Cleveland <Rcleveland@ClevelandCountyOK.com>
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To: Zachary Lee <Zachary.Lee@gov.ok.gov>
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Cleveland Commissioner, D1
405-366-0200

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Harold Haralson, Vice-Chairman

Rod Cleveland, Member

**Tammy Belinson, County Clerk BY:
Linda Atkins, County Clerk Deputy**

Message

From: City of OKC [cityofokc@public.govdelivery.com]
Sent: 4/11/2022 1:36:21 PM
To: Baylee Williams [baylee.williams@gov.ok.gov]
Subject: [EXTERNAL] Ward 4 Councilman Stone hosts planned turnpike expansion town hall April 14

Ward 4 Councilman Stone hosts planned turnpike expansion town hall April 14

04/11/2022

[Link to story](#)

Residents are invited to join Ward 4 Councilman [Todd Stone](#) for an informational town hall meeting about how the [Oklahoma Turnpike Authority's](#) (OTA) planned turnpike expansion, [ACCESS Oklahoma](#), could affect property owners in southeast Oklahoma City.

The meeting will be held April 14 at 6 p.m. at The Rock Church, [6801 S Anderson Rd.](#)

Independent attorney David Box, who specializes in land use and eminent domain, will provide information about the eminent domain process, followed by a Q and A session. Box does not work for the City of Oklahoma City or OTA.

The planned turnpike expansion map and a [video](#) about the property acquisition process can be viewed at [accessoklahoma.com](#).

OTA is hosting a public meeting in Noble that night and will not attend the town hall.

###

Media Contact: Kristy Yager, (405) 297-2550, kristy.yager@okc.gov

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City Hall, 200 N Walker Ave., Oklahoma City, OK 73102

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This email was sent to baylee.williams@gov.ok.gov using govDelivery Communications Cloud on behalf of: City of Oklahoma City 200 N Walker Avenue · Oklahoma City, OK 73102



Message

From: City of OKC [cityofokc@public.govdelivery.com]
Sent: 4/11/2022 1:36:29 PM
To: Jason Murray [jason.murray@gov.ok.gov]
Subject: [EXTERNAL] Ward 4 Councilman Stone hosts planned turnpike expansion town hall April 14

Ward 4 Councilman Stone hosts planned turnpike expansion town hall April 14

04/11/2022

[Link to story](#)

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###

Media Contact: Kristy Yager, (405) 297-2550, kristy.yager@okc.gov

From: OMES [omes@public.govdelivery.com]
Sent: 4/14/2022 1:31:52 PM
To: Amanda Rodriguez [arodriguez@gov.ok.gov]
Subject: [EXTERNAL] OMES Daily News Report – April 14, 2022

April 14, 2022

Feel free to reach out to us if you have any questions or see other relevant news that should be added to this daily report.

Contact info:

Kay Thompson

kay.thompson@omes.ok.gov

405-208-3362

Caden Cleveland

caden.cleveland@omes.ok.gov

405-388-8048

OMES mentions

- [Pinnell: State will amend Swadley's Bar-B-Q contract](#)
- [Legislation addresses mental health, diversion program funding](#)

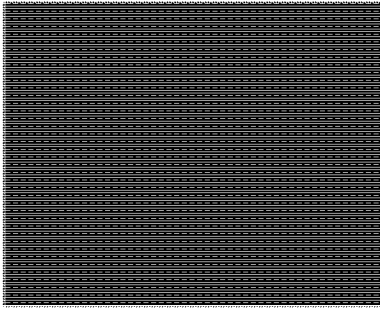
News about partner agencies

- [Several Oklahoma crews work to contain Roger Mills County wildfire](#)
- [New Oklahoma State Medical Association president named](#)
- [Oklahoma City councilman to host town hall regarding ACCESS Oklahoma turnpike expansion](#)

Legislative news

- [Fact checking claims surrounding latest Oklahoma anti-abortion law](#)
- [Oklahoma lawmaker looking into lowering home costs in the state](#)
- [Oklahoma law could block police body cam footage from being seen publicly](#)

Other news



- [Is 'Tornado Alley' as we know it moving east? Experts weigh in.](#)
 - [Oklahoma County Voters Will Decide on New Jail Funding](#)
-



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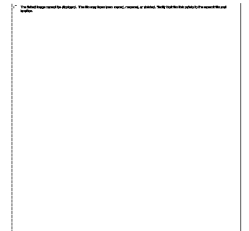
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From: The Journal Record [news@journalrecord.com]
Sent: 4/15/2022 2:34:47 PM
To: Grace McMillan [grace.mcmillan@gov.ok.gov]
Subject: [EXTERNAL] OKC endorses expanded Amtrak rail service

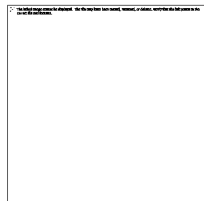
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Business Intelligence Report

Top Headlines



OKC endorses expanded Amtrak rail service

City leaders are on board when it comes to establishing passenger rail service to the north.

Norman turnpike plan stirs officials, residents to action

The sudden way the Oklahoma Turnpike Authority announced and unveiled its proposed South Extension of the turnpike system has stirred residents and their elected officials to action.

Blatt Architects, ADG announce merger

Oklahoma City-based architecture, engineering and program management firm ADG has announced its merger with Edmond-based Blatt Architects.





Prairie House poised to be tourism destination

The Prairie House in northeast Norman is on the cusp of getting all the recognition and visitors it deserves as a significant architectural and historical landmark.

Equity Brewing boosts business, creates change

When mother-daughter team Suzette and Hannah Grillot opened Equity Brewing, they became the first fully woman-owned brewery in Oklahoma and the first to have a female head brewer.

Commentary

Lot Lines: Planned Unit Development

PUDs may be used to permit new or innovative concepts in land utilization, master-planned communities, or mixed-use developments that other districts do not easily accommodate.

Hamilton: Transparency in state budgeting? It's a myth

Every year, a cabal of legislative poohbahs gathers behind closed doors and hammers out the details, dropping what this year will be a \$10 billion spending blueprint on ...

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Oklahoma history books are littered with tales of public corruption. Fortunately, members of the Senate have thwarted the writing of an apparent new chapter.

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From: The Journal Record [news@journalrecord.com]
Sent: 4/15/2022 2:35:01 PM
To: Sumer Curry [sumer.curry@gov.ok.gov]
Subject: [EXTERNAL] OKC endorses expanded Amtrak rail service

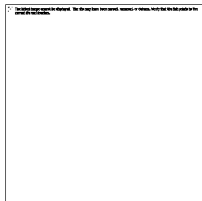
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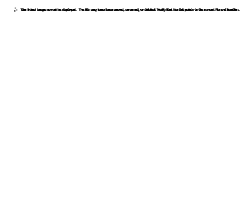
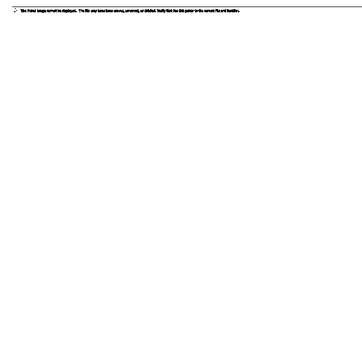
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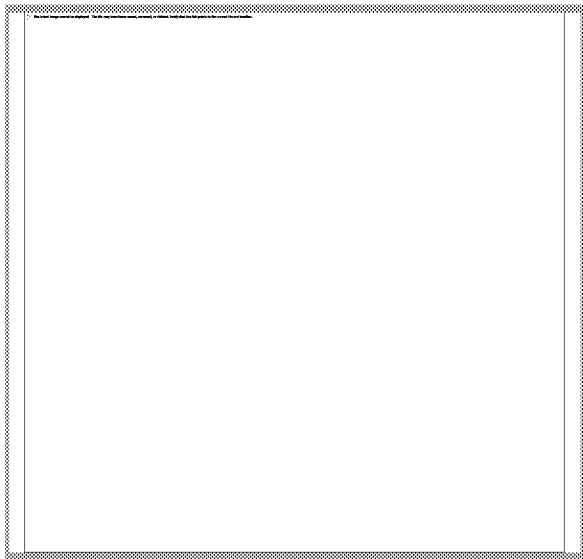


Message

From: The Oklahoman eEdition [nm_oklahoman@newsmemory.com]
Sent: 5/15/2022 9:42:38 AM
To: Forrest McMurray [forrest.mcmurray@gov.ok.gov]
Subject: [EXTERNAL] The latest issue of The Oklahoman eEdition is now available online

Sunday • May 15, 2022

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State medical group gets political

Carmen Forman The Oklahoman USA TODAY NETWORK When the governor only two doctors, both women, from the Health Care Authority board, the Oklahoma Association bought advertisements in local newspapers so 200 female physicians peers to be represented on the board. When a group of conservative lawmakers Oklahoma Legislature to pass legislation in a special session to block business COVID-19 vaccine...

MORE DEBT DOWN THE 'PIKE?

Steve Lackmeyer The Oklahoman | USA TODAY NETWORK When the Oklahoma was created in 1947, the plan was to sell \$38 million in bonds to fund construction road between Oklahoma City and Tulsa. Once the debt was paid, the tolls would have happened. The authority now operates 11 turnpikes and the debt, which has grown the past 75 years, is set to get even bigger under the \$5 billion ACCESS Oklahoma expansions. The network...

Deadline looming for bill on court changes

Ben Felder The Oklahoman USA TODAY NETWORK Oklahoma voters could decide how state Supreme Court judges are selected, giving the governor more control through a system that mirrors the one used at the federal level. Senate Journal was advanced earlier this year by the state Senate before being sent back by the numerous changes to the state's legal system, including a move to make court decisions partisan and to give...

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To: Carly Atchison [carly.atchison@gov.ok.gov]
Subject: [EXTERNAL] MEDIA ADVISORY: Oklahoma Turnpike Authority board meeting scheduled for Tuesday, May 24



Strategic Communications Monday, May 23, 2022

Contact: James Poling
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Media Advisory

Oklahoma Turnpike Authority board meeting scheduled for Tuesday, May 24

The Oklahoma Turnpike Authority's monthly board meeting is scheduled for 10:30 a.m. Tuesday, May 24, in the R.A. Ward Transportation Building, 200 N.E. 21st St., Oklahoma City. Items to be addressed at the meeting include:

- The board will consider approval of a project agreement with the Town of Wellston, Board of County Commissioners of Lincoln County and the Oklahoma Department of Transportation to participate in the reconstruction of the westbound I-44/Turner Turnpike interchange at SH-66.
- Secretary of Transportation Tim Gatz will provide an update on the safety improvements with the implementation of PlatePay cashless tolling.
- In accordance with the Oklahoma Open Meeting Act, board members are expected to go into executive session to discuss legal proceedings related to the ACCESS Oklahoma projects in Cleveland County.

The full agenda may be viewed [here](#).

The public may watch the board meeting video livestream at <https://video.ibm.com/channel/jsW2fC3uurE>. The meeting will be recorded, captioned and available to the public online later.

The board, a six-member panel appointed by the governor to an eight-year term, oversees turnpike development and awards project contracts for road and bridge construction on a monthly basis.

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Oklahoma Transportation
Strategic Communications
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