



WOULD YOU INVEST IN A COMPANY THAT...

- has a governing board that has always voted yes on every single agenda item, no matter how expensive, unnecessary or potentially illegal? ⁽¹⁾
- allows more than 50% of its projects to go over budget, sometimes by millions of dollars? ⁽²⁾
- has accumulated almost \$2 billion in debt and has been relying on loans to fund basic operations and maintenance since 2020? ⁽³⁾
- is still paying off debt that originated in 1950? ⁽⁴⁾
- has dozens of complaints on Google, Yelp, Glassdoor alleging poor customer service, malfunctioning equipment, mismanagement and corruption? ⁽⁵⁾
- was recently found guilty of “willfully” violating state laws designed to maintain transparency and good governance? ⁽⁶⁾
- insists the State Supreme Court has no jurisdiction over its activities? ⁽⁷⁾

WE DIDN'T THINK SO

Please help us restore accountability to the Turnpike Authority.



1. An analysis of OTA Board voting records between 2015-2020 revealed that all agenda items have passed, almost always unanimously. The Board rarely asks questions. The OTA board was informed of the \$5 billion ACCESS Oklahoma expansion plans on February 22, 2022—the same day the public was informed. The board then approved millions of dollars in contracts with no questions asked.
2. A recent Guidehouse consulting report revealed that only 35% of Turnpike Authority projects come in under budget, compared with 54% of ODOT projects. Some highlights from the report can be found here:
[https://oklahoma.gov/content/dam/ok/en/odot/modernization/Draft OK Transportation Modernization Recommendation Report Website.pdf](https://oklahoma.gov/content/dam/ok/en/odot/modernization/Draft%20OK%20Transportation%20Modernization%20Recommendation%20Report%20Website.pdf)
3. In 2020, OTA took out a \$50 million short term loan to fund its required reserve maintenance deposit for three years. This level of funding is half the amount the OTA's consulting engineer projected the turnpike system would need in 2020. Details can be found in the 2021 OTA CAFR (Annual Financial Report).
4. The original bonds for the Turner Turnpike have been refinanced eight times, with the loan extended each time. The bond debt for the Turner is now scheduled to be fully paid in 2033, over eighty years after the loans were first issued.
5. There are 64 reviews of OTA posted on Google, with an average of 1.7 stars. Complaints include statements like “literally a scam,” and “potholes and rough pavement...I won't use OK turnpikes again.” There are 14 reviews posted on Yelp, with the majority 1 star. They include statements like “I'll go out of my way to bypass Oklahoma because of their toll road system...”. Reviews on Glassdoor (from former employees) include language like “unprofessional upper management.”
6. In December 2022 the OTA was found guilty of willfully violating the state's open meetings act. Violations of the open meetings act can carry criminal penalties. The judge's ruling invalidated all of the contracts awarded for ACCESS Oklahoma design and engineering work.
7. A separate 2022 lawsuit argued that OTA established turnpike routes for ACCESS projects without the necessary authorization of the state legislature. This case was heard at the state Supreme Court in November 2022. OTA's attorneys argued that neither the legislature or the Supreme Court has the power to limit its ability to construct highways wherever it wants. Neither the Kickapoo Turnpike or the Gilcrease Turnpike were authorized by the state legislature.