

MINUTES OF THE TWO HUNDRED AND EIGHTY-SIXTH MEETING
March 4, 1975

(While waiting for a quorum the Chairman addressed himself to the matter of a column in a newspaper. Present were Daniel E. Bricker, Harvey A. Harnden, of the Consulting Engineers, P. Joseph Sesler, of the Trustee, the Ohio National Bank, key members of the staff and members of the press.)

The Chairman made reference to a column which had appeared in the Cleveland Plain Dealer of February 23, 1975. He said the columnist had said that Governor John J. Gilligan had disliked the Chairman and that was the only exception he took to the article. He said that just as President Franklin D. Roosevelt had said at one time after they had attacked him, his wife and his little dog, Fala, he felt he ought to take some note of the former Governor. He said it was unfair, because if Governor Gilligan had so disliked him certain of his letters made him look like an awful hypocrite. The Chairman read a typical one dated December 31, 1974 as follows:

"Just a line to say many thanks to you and the members of the Ohio Turnpike Commission for your thoughtful letter of December 18. I enjoyed very much the opportunity to work with you and your colleagues and wanted you to know I am grateful for your assistance during the past four years. I commend you for the truly great job you have done for the people of the State of Ohio and wish you well in your future endeavors. Thanks again and warmest personal regards."

The Chairman read also from a letter dated February 4, 1974:

"This will serve as a formal acknowledgment of your delivery to me, for the twenty-fifth year in a row, of the annual report of the Ohio Turnpike Commission. As you noted, it was an auspicious occasion, and I don't suppose there are many individuals serving in government offices today, in either federal or state government, who can point to twenty-five years' continuous service in a position of significant responsibility, involving the management of hundreds of millions of dollars. And so, I thank you for the report for the year 1973, and I look forward to receiving from your hands many such reports in the future."

The Chairman read from a third letter dated December 12, 1974, as follows:

"I know how difficult that crisis was for you and your employees, and I cannot speak too highly of the manner in which you deployed your forces and met the situation head-on."

The Chairman said there was another letter that was even more personal, dated April 9, 1973, in which the Governor referred to his wife as Katie, and mentioned that she had spent most of the week in University Hospital. He said he had another letter with him from Governor Gilligan dated in January, 1973, that said in part: "Both Katie and I sincerely hope that 1973 will be a very happy, a very successful year for you. With warmest personal regards."

(At this point Richard D. Jackson entered the room)

The Chairman also showed a book that Governor Gilligan had given him. The book was concerned with the careers of four governors, the Governor of Ohio, the Governor of Colorado, the Governor of Massachusetts and the Governor of Maryland. Governor Gilligan had inscribed the book "For Jim - A man who probably knows more about the job of being a governor than the four men featured herein - Jack Gilligan".

The Chairman said he did not know whether Mr. Jackson had seen it or not but a columnist had said some things about the Turnpike's annual report. He said the columnist was the only one who said anything negative about it and he had said it in one of the great newspapers of Ohio, a newspaper with which the Chairman had long had a good rapport and that among other things the columnist had said was that the previous Governor disliked the Chairman. The Chairman said no one had picked up what the columnist had said and that was the ultimate insult to a columnist and the only complaint he had about the column was that the writer had said Governor Gilligan had disliked him. He said the book and the letters were not those of a person who disliked him. He said he had also brought over a number of letters from persons who had congratulatory things to say about the Annual Report.

The Chairman said he knew that Mr. Jackson was especially busy that morning, and that if he wanted to call his office and have someone sit in for him for the remainder of the meeting after attendance was taken, it would be all right with him. Mr. Jackson said he had made arrangements to be present and he would consider it a pleasure to remain.

Pursuant to bylaws the Ohio Turnpike Commission met in regular session in the conference room of the Ohio Department of Transportation building at 139 East Gay Street in Columbus, Ohio at 11:12 a. m. on March 4, 1975 with key members of the staff; a representative, Harvey A. Harnden, of the Consulting Engineers; a representative, P. Joseph Sesler of the Trustee, the Ohio National Bank, members of the press and others in attendance. The Chairman said three Members were present. He directed that the minutes should show that Daniel E. Bricker, Richard D. Jackson and James W. Shocknessy were present. He said three Members constituted a statutory quorum for the convening of the meeting and for the transaction of business.

The Chairman said there were three paragraphs from the February 10, 1975 number of "Ohio News Service", a four-page mimeographed flyer published by the paid executive of the Ohio Petroleum Marketers Association upon which he wished to comment. The Chairman said the publication read in part:

"Descending on the Governor's office with his great theatrical tongue sharpened to dagger point, Mr. Shocknessy bellowed and labored at catastrophically maladroit points which really added up to 'why wasn't I consulted.' " The Chairman said it would have been smart to consult him in advance, so he did not take any exception to that. He said the publication also said: "Bristling with irritation, Mr. Shocknessy filled the air with far flung and tiresome rhetoric. He brayed on and on, allowing how he controlled . . ." The Chairman said he would not repeat the things that followed because they were such bad things. He said Mr. Jackson was there at the time. Mr. Jackson said that the Chairman had not said the things attributed to him in the publication. The Chairman said he wanted people to use words seriously and that he felt that his instant statement was his protection of Governor Rhodes because the publication said, pertaining to the meeting: "Mr. Rhodes assured Mr. Shocknessy the program was really not part of his catalog of goodies and he would announce his very own program at a later date. Going one step further, Mr. Rhodes gathered up some old cronies and appeared ever so briefly at the next meeting of the Turnpike Commission and heaped praise and goodwill on Mr. Shocknessy. Requested the Turnpike be named during his lifetime the Shocknessy Highway, " and so on, and "Mr. Shocknessy was reduced to tears." The Chairman asked if anyone could see him reduced to tears and quoted further from the publication: "Mr. Shocknessy passed the word back quietly to certain 'highwaymen' that he would not stand in the way. Chock up another victory for Mr. Rhodes."

The Chairman said the implication was that Governor Rhodes had come to the Turnpike meeting on February 4 in bad faith. He said he knew better, and Mr. Jackson knew better, so he wanted the record to show that and he wanted Mr. Jackson to know it and that Mr. Jackson was a Member of the Commission because of Governor Rhodes and Mr. Bricker was a Member because of Governor Gilligan. He said he had offered an apologia pro vita sua for everybody, for Mr. Bricker as an appointee of Governor Gilligan, and for Mr. Jackson as an appointee of Governor Rhodes.

The Chairman said he had a selection of annual reports of other turnpike authorities and commissions, every one of which was more elaborate than that of the Ohio Turnpike Commission and he would like to pass them around the room. (He did so.) The Chairman said it could be seen what other authorities did. He said so far as he was concerned he had covered both the article in the Plain Dealer and the one in the Ohio News Service. He said one of the more elaborate reports was from the New Jersey Turn-

pike Authority which was then considering increasing tolls. Mr. Bricker said he thought the Ohio Turnpike Annual Report for 1974 was a very nice report. Mr. Jackson said it was an extremely nice report. The Chairman said it was a fine report and insofar as the Governor's picture was concerned, the peculiar thing was that the Governor liked it and said his wife liked it but the Chairman did not like it and he had said so at the February meeting, but the Governor and his wife had liked it to the point where they asked the Commission for the original from which the picture in the report had been made and the Commission had sent the picture to Governor Rhodes.

A motion was made by Mr. Bricker, seconded by Mr. Jackson, that the minutes of the meeting of February 4, 1975 which had been examined by the Members and on which the corrections suggested by the Members had been made be approved without reading.

A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Bricker, Jackson, Shocknessy.

Nays: None.

The Chairman declared the minutes stood adopted with all Members present voting in the affirmative.

The Executive Director, Allan V. Johnson, reported that he had spoken to both Mr. Teagarden and Mr. Anderson on the telephone and both had indicated they would not be able to attend the meeting. He said Mr. Teagarden had written a letter which he would like to read into the record, which was addressed to him. The letter read as follows:

"Dear Allan:

"I cannot find words to tell you how much I appreciated being remembered on my birthday, February 24, with those beautiful flowers sent by you, members of the Turnpike Commission and the executive staff. Please convey my heartfelt thanks to everyone for their thoughtfulness.

"While I will not be at the meeting next Tuesday, I will be there in spirit. Tell all those present that the many kindnesses shown me during my recent illness are most gratefully appreciated and will be a lasting memory.

"Sincerely,

"O. L. Teagarden"

The Executive Director said that, as everyone knew, Mr. Teagarden was still battling with his bout of illness. The Chairman said Mr. Anderson was still in Florida and that he had not been to a meeting since December.

The Chairman said there were two resolutions he would like to see offered which were resolutions of condolence to Mrs. Pearl E. Masheter and Mrs. Samuel O. Linzell. He said Mr. Masheter and Governor Rhodes had attended the last meeting of the Commission. He said it was a matter of great satisfaction to him that the occasion was as it was. He said Mr. Masheter had served as the ex officio member of the Ohio Turnpike Commission longer than anybody else ever served as ex officio member and Mr. Masheter was, in addition, a very dear friend. He said before the previous meeting Mr. Masheter had spoken to him on the phone, and knowing that Mr. Jackson was going to be at the meeting, and indeed, the Chairman had invited Mr. Masheter to come to the meeting because Mr. Jackson was going to be there, and knowing that the Chairman had had a row about the business in the petroleum outfit's office, Mr. Masheter said to the Chairman, "Now, Jim, let's make the meeting friendly." The Chairman said he had the satisfaction of being able to know that it was friendly because when Mr. Masheter left, he said to the Chairman, "Thank you, Jim, and it meant a great deal to me to be here." The Chairman said everyone would remember that he had told Mr. Masheter he wanted him to sit at the table and do everything but vote. The Chairman said when he visited the Governor's office later that day one of the Governor's assistants said, "You know, Jim, Pearl came back here and he was just delighted." Mr. Jackson also said that he had been very much delighted.

The Chairman said that when Mr. Masheter died suddenly on the Friday after the meeting, the Governor's secretary, Emma Scholz, had called to tell the Chairman instantly after she had received word that Mr. Masheter was gone. He said he then said to Miss Scholz "I'm so happy he was at the Turnpike Commission meeting the other day." The Chairman said when he met Mrs. Masheter at the funeral home she had said, "You know, Jim, Pearl just came home delighted, simply tickled to death for having been at that meeting." The Chairman said the Ohio Turnpike Commission had much to give it great satisfaction after that meeting.

The Chairman said with respect to Samuel O. Linzell, that he had known him for many, many years and he well remembered when he was in New York in the midst of the negotiations in 1952 for the Ohio Turnpike financing that Governor Frank J. Lausche had telephoned him and said "Ted (Theodore J. Kauer, then Highway Director) has just told me that he is going to resign and what do you think about appointing Sam Linzell." The Chairman reported he had said "I think he would just be grand, I think he'd be fine, you like him and I am sure I like him and I know he is a competent man." He said Mr. Linzell had served on the Commission for several years and was a competent engineer, always conning him on things

with respect to the Department of Highways. He said Mr. Linzell was a great one to meet one around corners and end up with something for the good of the highway department that he was on the lookout for. He said Mr. Linzell thought that the Chairman was not aware that he was conning him on things, but he was always willing to let Mr. Linzell con him so long as it did not hurt the Ohio Turnpike Commission.

A resolution expressing the Commission's sorrow upon the death of Samuel O. Linzell, former Director of Highways, was moved for adoption by Mr. Bricker, seconded by Mr. Jackson, as follows:

RESOLUTION NO. 6-1975

"WHEREAS it was with deep regret that the Commission learned of the death of Samuel O. Linzell, a former Director of Highways for the State of Ohio;

"WHEREAS Mr. Linzell served for many years in the Ohio Department of Highways and was widely recognized as an authority on highway construction and development; and

"WHEREAS Mr. Linzell served as Director of Highways and ex officio member of the Ohio Turnpike Commission during the critical period involving approval of final plans and the construction of the Ohio Turnpike, and in such capacity contributed through his professional skill and knowledge and his personal qualities to the solution of many important problems incident to the entire task of bringing the Ohio Turnpike into being as a completed project;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission expresses its profound sorrow on the death of Samuel O. Linzell and its appreciation of his special contribution to the success of the Ohio Turnpike Commission; and

"FURTHER RESOLVED that the assistant secretary-treasurer be directed to send a copy of this resolution to the widow and family of Mr. Linzell as an expression of the Commission's sympathy upon their loss."

The Chairman said the resolution in regard to Mr. Masheter would be offered and that the Commission would vote on the two resolutions together.

A resolution expressing the Commission's sorrow upon the death of Pearl E. Masheter, former Director of Highways, was moved for adoption by Mr. Jackson, seconded by Mr. Bricker, as follows:

RESOLUTION NO. 7-1975

"WHEREAS it was with deep regret that the Commission learned of the death of Pearl E. Masheter, former Director of the Ohio Department of Highways;

"WHEREAS Mr. Masheter crowned a distinguished career as a highway engineer by serving as Director of Highways longer than any other individual;

"WHEREAS during his tenure as Director of Highways and ex officio member of the Ohio Turnpike Commission he contributed significantly to the operation of the Commission through his personal qualities and professional qualifications; and

"WHEREAS his tenure as Director of Highways encompassed the period of greatest expansion in highways in Ohio's history, and included the completion of much of the interstate highway system in Ohio and the building of needed feeder roads, which achievements are widely recognized in Ohio and by observers throughout the nation;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission expresses its profound sorrow on the death of Pearl E. Masheter and expresses its appreciation of his special contribution to the success of the Ohio Turnpike Commission; and

"FURTHER RESOLVED that the assistant secretary-treasurer be directed to send a copy of this resolution to the widow and family of Mr. Masheter as an expression of the Commission's sympathy upon their loss."

The Chairman said there was no need to call the roll but that the record should show that the resolutions were the unanimous expressions of the Commission. The resolutions were identified as No. 6-1975 and No. 7-1975, respectively.

The Chairman said there would be only one other resolution that day so if Mr. Jackson felt he wanted to leave, it could be passed and he could go because the Commission had convened and it did not have to vote on anything else. Mr. Jackson said he had made arrangements to stay.

The Chairman reported that February revenue was approximately \$2,475,000 which was only \$14,000 less than the revenue for February 1974 and the amount had been affected by a \$128,000 drop in tolls paid by commercial vehicles which had largely been picked up by a \$100,000 increase in tolls paid by passenger cars. He said investment and concession income

had risen by about \$14,000 but that, of course, was related to the inflationary prices which were being charged. He said the decline in truck traffic no doubt resulted from a depressed national economy. He said no one could deny the depressed national economy or that the Turnpike revenues reflect it. He said commercial traffic on the Ohio Turnpike was the best and truest barometer of the state of the national economy. He said he supposed passenger revenue was up because there were more people travelling because they were out of jobs. He said other toll roads had increased or were considering increases in tolls. The Chairman reported that New Jersey had adopted a new schedule which would result in an increase of 19.3% effective April 1, subject to the approval of the Governor of New Jersey. The Chairman said the Ohio Turnpike foresaw no necessity of increasing tolls and no loss of regular employees' jobs or wages because the long-time conduct of the Ohio Turnpike's affairs had guaranteed the validity of its toll schedule and the assurance that in the absence of a national catastrophe the employees' jobs were safe and their wages were safe. He said the inflation could do things which he hoped it would not do and if the Turnpike's business fell off disastrously the Commission might have need to dismiss people but the amount of business the Turnpike would have would require the continuation of about the same number of employees. He said he assumed that as job vacancies occurred, that the Executive Director would evaluate whether or not the vacancies needed to be filled, and whether or not crews needed to be increased or maintained at present strength.

The Chairman reported also that March 2nd marked the completion of the first year of the mandatory 55 mile an hour speed limit. He said the speed limit, as enforced by the Ohio State Highway Patrol and the general faithful observance of the limit by the travelling public had had dramatic effects in reducing accidents, especially fatal accidents.

The Chairman reported also that Moody's Investors Service had advised him on February 11 that their review and analysis of the Ohio Turnpike Commission toll revenue bonds had led them to confirm the Aa rating.

The Chairman said that since the Director of Transportation was present he wanted to make it clear that although he had been accused of having shot down an application before the controlling board, he wanted to make it clear that he had nothing to do with it, had talked to no one about it and not only had he nothing to do with shooting it down but he had told Mr. Jackson that he thought it was a good plan. He said he wanted to say publicly that he had done nothing to undermine that application and that Mr. Jackson had told him when they talked, that Mr. Jackson had never been concerned about the Chairman's doing anything clandestinely or surreptitiously because Mr. Jackson knew perfectly well that if the Chairman had anything to say he would probably say it directly to Mr. Jackson. The Chairman said he had been also accused of undermining bond proposals totaling a billion dollars. He said he wanted to tell Mr. Jackson that he had

not done so. He said he had not talked to any member of the General Assembly for or against the report on bond issues. He said occasionally members of the General Assembly had asked him when he met them casually, what he thought about it and the Chairman said he replied: "I don't know much about it." He said that was really true. He said he had been provided, at his request, with copies of the four resolutions that were introduced in the General Assembly. He said he had not given an opinion on any one of them to anybody. He asked Mr. Jackson if he had heard on March 3 that the Chairman was opposed to any one of the resolutions. Mr. Jackson said that he had heard that the Chairman had sent something over to someone at the Legislature and nobody knew what had been sent. He said that was all he knew. The Chairman said that Paul Jackson, his messenger, had taken over some clippings which someone in the State House had asked him to send over, and that person was not a member of the General Assembly. He said hereafter when he sent Paul on an errand to the State House he was going to put a disguise on him. The Chairman said the Director of Transportation had heard the rumor. Mr. Jackson said he had heard the rumor, that he was standing up on the Senate side when everybody was running around trying to figure out what it was the Chairman had sent.

The Chairman said he was a simple, innocent soul, sitting quietly over at the Athletic Club at the time when he got a telephone call saying that his messenger had delivered something to The Honorable Oliver Ocasek, President Pro Tem of the Ohio Senate. He said the peculiar thing was the delivery had not been to Ocasek and he had told his caller: "Well, I haven't even talked to Ollie Ocasek." The Chairman said he had not seen Mr. Ocasek nor talked to him since the Legislature convened. He said he had been asked in the same conversation, "You do have a Turnpike Commission meeting tomorrow?" The Chairman said he had said yes, so he supposed it was wondered not merely what he was going to say about those articles, but what he was going to say about the four resolutions. The Chairman said Mr. Jackson had heard him tell Governor Rhodes that he had never said that he would oppose a one cent increase in gasoline tax. He said he told the previous administration, Mr. Jackson's predecessor and the previous Governor, that if they needed and could justify a one cent increase in gasoline tax that he would not oppose it and Mr. Jackson heard Governor Rhodes say to the Chairman, "Well, you certainly won't oppose nine tenths of a cent because nine tenths of a cent is what I am going to offer?" The Chairman said nine tenths of a cent increase was a lot less than a 2¢ increase which had been proposed in the four-pronged proposal that he had complained about at the February meeting. He said it was a lot less than a 4% sales tax on the total price paid for gasoline including the tax. The Chairman said the proposal projected a price of gasoline at 50¢, the 4% sales tax and then the increase in license fees, and so on. He said he only went back to that because the Director of Transportation had said that he had been told on March 3 that the Chairman had sent something over to the State House and people were running around trying to find out what he sent. The Chairman

said what he had sent over were some clippings which he had been asked for and which were on both sides of the question. He said there were some editorial comments in favor and some editorial comments against the proposal and that he was an old hand at collecting both the pros and the cons and then using them as he considered according to the respect to which they were entitled. He said he wanted to get that out of the way and therefore he was especially glad Mr. Jackson was present because he could not have told a surrogate of Mr. Jackson as effectively as he had just told him. He said he was not going to go out for or against anything and that he had not been asked to do anything. He said he was one of the people who believed in a representative, democratic form of government and he was always willing to abide by the decisions made by his representatives in the General Assembly and in the Congress of the United States. He said he might not always like the decision but he believed in representative government rather than in participatory democracy which envisioned everybody telling the law-making authority what to do. The Chairman said if he were asked as an individual he was willing to say what he thought but he did not think that our system was a participatory democracy. He said it was a representative democracy and he was represented by the people in the State House. He said if the General Assembly chose to send to the people decisions which the General Assembly could make, that was their business. He said there were certain decisions which had to be made which were encysted in the amendments and it was the General Assembly's option, not his. He said whatever was done he was not lobbying for or against and that he did not lobby. He said he did not know when it was he had last been seen in the Legislative Hall, for the very reasons that Mr. Jackson had indicated. He said he merely sent a messenger to the State House on March 3 and people wanted to know why he was there. He said if he showed up at the State House himself they might count the knobs on the doors to see what he walked off with.

Mr. Jackson asked if he might see the Ohio News Service flyer to which the Chairman had referred, and the Chairman handed it to him and said that it came to him anonymously. The Chairman said it would be placed in the archives. He asked whether there was anything else he should say and said if anyone wanted to ask him questions he was perfectly willing to take questions from the people in the room as well as from Members of the Commission. He said the meetings of the Ohio Turnpike Commission were public meetings but not public hearings. He asked whether the Members had seen an article from the Plain Dealer about "Love in a Toll Booth", which was about an occurrence on the Pennsylvania Turnpike. He passed a copy to the Members.

The Chairman said the report of the Chairman was accepted as offered. He said the report of the Secretary-Treasurer would be received.

The Assistant Secretary-Treasurer, Mr. Johnson, reported for the

Secretary-Treasurer, Mr. Anderson, that since the last meeting, the following had been sent to all Members:

1. Traffic & Revenue Report for January 1975.
2. Financial Statements as of January 31, 1975.
3. Draft of the minutes of the February 4, 1975 meeting.
4. Month end release.

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He ascertained there would be no report from the Committee on Budget and Finance or from the Committee on Service Plazas.

The Executive Director said he would cover the staff activity in regard to service station contracts later and said that the Committee was considering a price adjustment request made by one of the restaurant concessionaires.

The Chairman said the report of the Committee on Employee Relations would be received.

The Executive Director reported for the chairman of the Committee on Employee Relations, Mr. Teagarden, that the Joint Organizing Council of The Operating Engineers and Laborer's Union was continuing to recruit members from among the employees. He said he had kept Commission Members informed of activity as it progressed and another batch of cards had been received at the Commission headquarters while he was away from his office on March 3. He said after those cards had been analyzed he would inform the Commission Members by copy of the letter of reply.

The Chairman said he had seen the Executive Director's correspondence and he wanted to compliment him upon the letters. He said they were precise and they were within the law and if the present General Assembly changed the law, the Commission would comply with its letter and spirit. The Chairman said there was no authority for the State of Ohio to recognize exclusive bargaining agents but if and when authority was given, the Commission would comply. He said in the meanwhile, it would continue to do as it had done before. He said he took great pride in the Commission's grievance procedures because the Commission was the first agency of the State of Ohio to have an articulate procedure to handle grievances. He said he considered the healthy relationships the Commission had been able to maintain with its employees up and down the Turnpike had, in a very great measure, been enhanced by the existence of an articulate grievance procedure.

The Chairman said the report of the Committee on Employee Relations

was accepted as offered. He ascertained there would be no report from the Director of Transportation but asked the Director of Transportation whether a document the Commission had received, entitled Focus on Highways, was a summary of the Statewide Transportation Plan. The Director of Transportation said it was not the summary of the report, it was merely a part of the report. The Chairman said he did not know what Mr. Jackson's own conclusions were, but he wished to mention some passages that had been marked. He said one of them read: "In the event that the current Federal legislation cannot be modified, the State of Ohio could provide the money to redeem the Turnpike bonds currently outstanding. The Turnpike would then become a toll free facility and would be immediately eligible for interstate funding of the required improvements." The Chairman said those improvements mentioned were improvements he considered would be required only after the Turnpike becomes toll free and that they were improvements that could not be financed from toll. He said the report mentioned what it called an "incremental alternative" and in its conclusion it said "It is recommended that the first alternative discussed in the preceding section be adopted" and as he read the report, that was the one for the State of Ohio to pay off the bonds.

The Executive Director said that was the second alternative and the first alternative was to have Federal participation. The Chairman said he read that "In the event that the current Federal legislation cannot be modified the State of Ohio could provide the money". He said the report went broader than providing the money. He said the report said to pay off the bonds and he wanted to tell Mr. Jackson that if the administration could get \$100,000,000 from the proposed bond issues that he would be glad to see the bonds paid off and the road become toll free. He said as of September, 1975, \$100,000,000 would be enough to pay off the bonds. He said out of the \$4.6 billion proposed in the bond issues, the administration might be able to find the \$100,000,000 and he wanted the Director of Transportation to understand that as far as he was concerned, he would never oppose paying off the bonds because he would like to see them paid off in his lifetime. He said if the administration could pull \$100,000,000 out of the \$4.6 billion and pay off the Turnpike bonds, the State would have a toll free highway. He said the Executive Director directed his attention to the fact that the real proposal was for the United States to pay for improvements but under existing legislation the United States could not do so, so he assumed the United States would not do so for the purpose of what he called the alternative, and the alternative was for the State to provide \$100,000,000 from that \$4 billion or \$4.1 billion. He asked where things stood, what the final figure was. Mr. Jackson said the figure at the moment for Transportation was \$1 billion. The Chairman said he thought some addition had been made to it on March 3. The Director of Transportation said the administration was attempting to get the \$1.6 billion for transportation reinstated as the administration had proposed, and what the Ohio Senate had done on March 3 was to change the committee's report to allocate funds to various modes of

transportation rather than leaving the money in what was being described as a grab bag, to be determined later on.

The Chairman said he had come to the meeting intending to address himself just casually to the question to let the Director of Transportation know that if he could come through with \$100,000,000 he would not have to come to the meetings any more, that the present Turnpike could then be run from the Department of Transportation. Mr. Jackson said he would rather continue to come to the meetings.

The Chairman said the report of the Executive Director would be received.

The Executive Director reported that the Director of Transportation had furnished him a copy of the reply to the letter that was written to the Federal Highway Administrator, Governor Norbert T. Tiemann, by the former Director of Transportation, relating to the matter of Federal participation in toll facilities. In answer to a question by the Chairman, Mr. Jackson said he had no intention of replying to Governor Tiemann's letter because he did not initiate the original letter. Mr. Jackson said Governor Tiemann's letter was in line with the Chairman's pleasure and his pleasure. The Chairman said so far as he was concerned, the letter could be filed. He determined that the Department of Transportation did not intend to do anything further with the letter.

The Executive Director reported also that he was working on a reply to an inquiry that the Commission had received from Congressman Charles A. Vanik and that when he sent the letter he would give the Chairman a copy of it and that he would give a copy of the original letter from the Director of Transportation and the reply from Governor Tiemann together with the comments the Commission had made upon the Director of Transportation's letter. He said Congressman Vanik's letter had been received just before Christmas and had been acknowledged at that time.

The Executive Director reported also that the conclusion of the study performed for the Commission by the J. E. Greiner Company on facilities needed on the Turnpike when it became toll free had been delayed until it could be determined how to incorporate it into the Statewide plan. The Executive Director said that now that it was finished the staff was going to study the Statewide Transportation report although he said certain parts of it had not yet been made available and that one of the parts not available was the financial portion. He said as soon as the staff reviewed all parts of the Statewide study the J. E. Greiner Company would conclude their study and present it to the Ohio Turnpike Commission without printing a final report but with all backup data needed so that the Commission could file it for its records and have it available for the future. The Chairman asked how much the Greiner report would cost. The Executive Director

said the contract amount was \$132,000. The Chairman said the Department of Transportation ought to pay that sum because the Commission had authorized the report in order to pacify the former Director of Transportation. The Chairman said that Mr. Jackson should understand that was said in jest but about 90% in earnest.

The Executive Director reported also on the status of construction contracts. He said the four resurfacing contracts awarded at the last Commission meeting were in their early preliminary stages and that some bi-directional traffic zones were expected to be instituted later in the week. He said the toll plaza contracts at the interchanges being constructed with I-90 and I-680 were progressing on schedule consistent with what could be done during the winter.

The Executive Director reported also that the salvage, or removal of the old equipment from the former toll audit system had been completed and the staff was then in the final phase of checking out and documenting the new system for final completion and acceptance. He said the staff was reviewing the maintenance performance on the new system. In answer to a question by the Chairman, the Executive Director said cutover was made on November 9 and installation was accomplished prior to that.

The Chairman said that a clipping from a magazine story about the new system had been sent to the Members and the Governor. The Executive Director said the system had aroused widespread interest because it was the first of its kind in the world and there had been several articles about it and the one that had been circulated to the Members and the Governor had appeared in a publication called EDN, which was an industry or technical publication for the computer equipment field.

The Executive Director said that maintenance of the new system was being done by RCA. Mr. Jackson asked if the system were an RCA system. The Executive Director said it was not, that the system was basically composed of computers which had been manufactured by Digital Equipment Corporation, one of the leaders in manufacturing computers in the country and by a company in Cleveland. The Chairman said RCA had not chosen to bid on the system in the first place but they did choose to bid on the maintenance of the system installed, and that the company that manufactured and installed the system was not prepared to do the maintenance.

The Executive Director reported further that the staff was not entirely satisfied with the maintenance performance so far and was carefully reviewing it in detail with RCA in the expectation that RCA would come up to performance standards on the maintenance.

The Executive Director reported also on the Florence Township matter. He said there had been publicity again, which had been distributed to the

Commission Members, concerning fire protection on the Turnpike and he could summarize what had been printed by an editorial that appeared in the Lorain Journal of February 23, 1975 entitled "Long Fire Runs".

"Florence Township Fire Equipment has to be sent out of the township, either seven miles west or eight miles east, to get on the Ohio Turnpike to fight a fire within the township on the right-of-way. Township trustees are tired of it. They plan to halt this fire service unless an emergency entrance to the turnpike is provided. They have a point."

The Executive Director said the Lorain Journal did not have all the facts straight. He said the publicity and editorial comment had not considered the entire situation, that for one thing, the fire department could hardly have grown tired of the situation -- since 1963 the fire department had responded to ten calls which meant less than one a year. He said the department was not unique in having to go long distances to reach places on the Turnpike, but they were unique in that the Florence Township jurisdiction was the only one that had to provide fire protection along the Ohio Turnpike that did not have an access in its own territorial boundaries. He said the staff had studied the situation carefully for a long while and had concluded that a special access was not warranted or feasible in the area. He said the last call to which the Florence Township Fire Department responded was on July 1, 1974, and resulted in an accident involving the fire truck. He said after the department entered the Turnpike and was travelling down the inside berm the fire truck struck a vehicle that was parked on the inside berm and several of the volunteer firemen were injured. The Executive Director said he believed that incident was what had led to the current situation. He said since that time he had met with the Township Trustees and the Commission staff had been working both with the Florence Township Trustees and with the adjoining jurisdictions of Amherst and Berlin Heights to see if those two jurisdictions, by agreement, could pick up the Florence Township coverage of the Turnpike. The Executive Director said those arrangements had not yet been formally concluded but in the meantime, any fires that occurred would be responded to by Commission equipment and that in addition, because the Turnpike considered that it was their legal responsibility, the Florence Township Fire Department would be notified of any situation that required outside assistance and the Commission would also notify the adjoining jurisdictions if help were needed.

The Chairman said the Executive Director should make sure that Irving Leibowitz at the Lorain Journal knew the true facts in the matter and that he wanted the Executive Director to go to Lorain and explain the matter to the Journal.

The Executive Director said the Turnpike always responded to the first alarm of fire with its own water wagons and if the situation was more

than could be handled, outside agencies were called.

The Chairman said the Florence Township Fire Department wanted an access for reasons other than for the fire department. The Chairman said the only thing he was concerned about was the safety of people on the Turnpike or in the area. The Executive Director said that was the concern of the staff, that his concern was to get coverage. He said access points were hazardous in themselves.

The Chairman asked if there were any questions about the matter. The Director of Transportation said his only question was how much of a problem the access points were. The Executive Director said the terrain in the area did not lend itself to uncontrolled access points. The Director of Transportation asked whether there were any other such access points. The Executive Director said there were access points at service plazas where fire departments could come in through the back gate and then get on the road by way of the regular ramps. He said there was no service plaza in the Florence Township area. He said there was one access point to which the Florence Township Fire Department went which was not a regular interchange or a service plaza and that was the Humm Road access point where the Turnpike maintained a salt storage yard. The Executive Director said the access points had to be carefully watched because uncontrolled access points were a hazard to traffic. The Director of Transportation said he agreed. He said the only one he knew of was the Humm Road access point and he had not known before that one could get on some areas at the service plazas. The Executive Director said there was a back gate at every service plaza and arrangements were made for fire departments to get on through that gate. He said the departments were given keys to the gates, which were always kept locked, so that they could get on.

The Director of Transportation asked whether such points of access lead to any significant number of cars ending up at toll plazas with no ticket. The Executive Director said that it did not, that if anyone appeared without a ticket, he was penalized. The Chairman said persons without tickets had to pay the toll for the longest possible distance on the Turnpike. He said the trucks servicing the plazas normally went in and out the back gates. The Executive Director said that the persons who worked at the service plazas for the concessionaires parked outside the area, which was fenced. He said there was an employee parking lot outside the fence and a lock on the gate and that strict control was maintained of the locks and they were occasionally changed and that they had just been changed.

The Executive Director reported also that the contracts for operation of the service stations on the Turnpike were to expire on September 30, 1975. He said the staff was working on revising the provisions of the existing contract so that if it were necessary to advertise for new bids it could be done in the Spring of 1975. He said the General Counsel, Francis K. Cole,

and he had an appointment during the week of March 10 with the regional counsel of the Federal Energy Administration in Chicago to review the current Federal regulations to determine if bids were permissible or required.

The Chairman said that when he acknowledged receipt of the notice of the oil companies not to renew their contracts, he specifically took note of the fact that the Commission would expect to take bids if it were required to do so in the event the Federal government did not require the oil companies to continue giving service. The Executive Director said the matter had been covered in the Annual Report and a quick way to get a sketch of the matter was to read the report. The Chairman said in any event the Commission could be assured that staff was then proceeding to develop specifications. The Executive Director said that Indiana had just entered into new contracts which provided for payment of 5¢ a gallon on all sales.

The Chairman said that the report of the Executive Director was accepted as offered. He ascertained there would be no report from the General Counsel, from the Consulting Engineers, from the Trustee or from the Director of Information and Research.

A resolution ratifying actions of administrative officers was moved for adoption by Mr. Bricker, seconded by Mr. Jackson, as follows:

RESOLUTION NO. 8-1975

"WHEREAS the executive director, deputy executive director, chief engineer, general counsel, secretary-treasurer, assistant secretary-treasurer, comptroller and the director of information and research of the Commission have by various written and oral communications fully advised the members of the Commission with respect to their official actions taken on behalf of the Commission since the Commission's last meeting on February 4, 1975, and the Commission has duly reviewed and considered the same;

"NOW, THEREFORE, BE IT

"RESOLVED that all official actions taken by the aforesaid administrative officers of the Commission on its behalf since the Commission's meeting on February 4, 1975 hereby are ratified, approved and confirmed.

A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Bricker, Jackson, Shocknessy.

Nays: None.

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 8-1975.

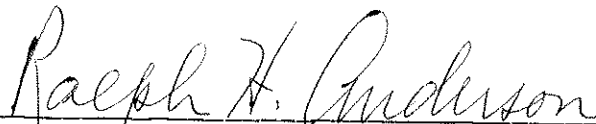
There being no further business to come before the Commission, a motion was made by Mr. Bricker, seconded by Mr. Jackson, that the meeting adjourn until April 1, 1975, subject to call of the Chairman. A vote by ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Bricker, Jackson, Shocknessy.

Nays: None.

The Chairman declared the meeting adjourned. Time of adjournment was 12:25 P. M.

Approved as a correct transcript of the proceedings
of the Ohio Turnpike Commission



Ralph H. Anderson, Secretary-Treasurer