

MINUTES OF THE THREE HUNDRED AND EIGHTH MEETING

September 13, 1977

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 11:00 a.m. on September 13, 1977 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; John W. Clark, Special Assistant to the Director of Transportation; members of the press and others in attendance.

The meeting was called to order by the Chairman. The roll was called and the attendance was reported to be as follows:

Present: David L. Weir, Daniel E. Bricker, Ralph H. Anderson,
Clarence D. Rogers, Jr., O. L. Teagarden

Absent: None

The Chairman announced that a quorum was present.

A motion was made by Mr. Rogers, seconded by Mr. Bricker, that the minutes for the meeting of July 12, 1977, 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 responded to roll call. The vote was as follows:

Ayes: Mr. Rogers, Mr. Bricker, Mr. Weir, Mr. Anderson,
Mr. Teagarden

Nays: None

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

The Chairman reported that on August 4, the Commission's Trustee, The Ohio National Bank, purchased and retired \$4,141,000 face value of the Commission's bonds on the open market at an average price of 99.884. He said on September 8 additional revenue bonds in the face amount of \$2,571,000 were purchased at an average price of 99.868. He said that as a result of the latest purchases, the total bonds retired so far in 1977 amounted to \$9,844,000, the outstanding debt had been reduced to only \$65,980,000 and it appeared certain the debt would be under \$60 million by the end of the year as the Commission projected early in 1977.

The Chairman reported also that total revenues, including toll income, for July and August both set new, all-time records for the respective months. He said for July, total revenues were \$5,593,912 or 6.8% greater than that posted in July of 1976, the previous record. He said in August, total revenues were \$5,742,000, a 5.2% increase over the previous record for the month in 1976.

The Chairman reported also that the Commission had been active during the summer in pursuing the matter of keeping the sixteen service plazas on the Turnpike once it had been turned over to the State of Ohio as a toll-free road and it had been incorporated into the Interstate Highway System. He said a joint resolution memorializing Congress to change the Federal law, Title 23, Section 111, United States Code, had been prepared and submitted to State Representative Frederick H. Deering of the 84th District, who had agreed to introduce it into the Ohio General Assembly for its consideration after it reconvened on September 19. The resolution read, as follows:

"JOINT RESOLUTION

"Proposing to memorialize the Congress of the United States to amend Section 111, of Title 23, United States Code, so as to make it impossible to interpret said section in such a way as to require the removal of the service plazas on that part of the Interstate Highway System in Ohio which is presently 'The James W. Shocknessy Ohio Turnpike,' and which is also designated as I-80, I-90, and I-76.

"BE IT RESOLVED BY THE GENERAL ASSEMBLY OF THE STATE OF OHIO:

"WHEREAS, There are sixteen service plazas on the 241-mile-long Ohio Turnpike which provide fuel and food to the traveling public and also contain Tourist Information Centers and shops wherein souvenirs and other appropriate items may be purchased by the traveling public, which service plazas were constructed and located on said turnpike prior to its opening to traffic on October 1, 1955, and prior to the creation of the Interstate Highway System in 1956, and all subsequent development along the highway has occurred with these plazas in active service;

"WHEREAS, Pursuant to section 5537.21 of the Revised Code, said service plazas, which are now operated and maintained by the Ohio Turnpike Commission through strictly controlled contracts with concessionaires, will come under the control of and be a valuable asset of the State of Ohio and can in like manner provide significant service and produce substantial revenue for the State when the conditions of Section 5537.21 of the Revised Code have been fulfilled and the Ohio Turnpike becomes free of tolls. Conversely the removal or destruction of said service plazas would be a wanton and wasteful act which would result in the displacement of hundreds of jobs, the need to construct replacement facilities away from the road and possibly additional, otherwise unnecessary interchanges, all of which would ill comport with the pressing

need of the State of Ohio for revenue, and the nation's need to husband its resources and conserve energy; and

"WHEREAS, Section 111 of Title 23 of the United States Code requires that the Secretary of Transportation refrain from entering into any agreement whereby any commercial establishment would be constructed or located on an interstate highway and said section has been administratively interpreted so as to deny other states, in some instances, the right to continue pre-existing service plazas on routes designated as interstate routes even though the intent of Congress may well be contrary to such administrative interpretation; and

"WHEREAS, It is therefore of great importance that Congress make known its intent with clarity and express itself definitely as permitting the retention of service plazas on roads now a part of the interstate system which were constructed prior to and existing at the time of the enactment of Section 111 of Title 23 of the United States Code so as to avoid the senseless waste which would otherwise result; therefore be it

"RESOLVED, That the members of the 112th General Assembly, in adopting this resolution, memorialize the Congress of the United States to amend Section 111 of Title 23 of the United States Code so as to provide clearly that publicly owned or controlled service plazas constructed and in existence prior to the enactment of said section may be retained on interstate highways or highways becoming a part of the interstate system without jeopardizing or precluding the use of federal funds in the improvement or reconstruction thereof; and be it further

"RESOLVED, That the Clerk of the House transmit duly authenticated copies of this resolution to the Speaker of the United States House of Representatives; to the President of the United States Senate, and to the members of Ohio's Congressional Delegation."

The Chairman reported further that a suggested addition to Title 23, Section 111, United States Code had been prepared and furnished to Congressman Delbert L. Latta of the 5th District, who had agreed to sponsor legislation in the U. S. House of Representatives which would call for amending the language of the Federal law. The suggested addition to the law read, as follows:

"Such agreements relating to highways which have been or will be designated as parts of the Interstate System shall not require the discontinuance, obstruction or removal of establishments for serving motor vehicle users which were in existence prior to 1960 and which are owned by a state of the United States and operated through concessionaires or otherwise, so long as the accesses to and from the establishments conform to the design standards for such highways."

The Chairman reported further that the Executive Director had received a letter from Congressman Latta in which he acknowledged receipt of the proposed amendment to the Federal law. Congressman Latta's letter read, as follows:

"September 8, 1977

"Mr. Allan V. Johnson, Executive Director
Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017

"Dear Mr. Johnson:

"Your letters have been received subsequent to telephone conversations that have transpired with Mr. O. L. Teagarden, Chairman of the Ohio Turnpike Commission.

"A draft of language for inclusion in a legislative proposal has been requested and you can expect to hear from me when this is completed.

"With all good wishes, I remain

"Sincerely yours,

"Delbert L. Latta
Representative to Congress"

The Chairman reported further that Senator Howard M. Metzenbaum of Ohio had also been sent a draft of the suggested addition to the law, along with a letter from the Executive Director requesting that the Senator sponsor a bill similar to that which Congressman Latta had agreed to do in the U. S. House of Representatives. The Executive Director's letter to Senator Metzenbaum read, as follows:

"September 6, 1977

"The Honorable Howard M. Metzenbaum
United States Senator - Ohio
Room 342, Russell Senate Office Building
Washington, D. C. 20510

"Attention: Ms. Arlene Swerdloff

"Dear Senator Metzenbaum:

"In accordance with the telephone conversation today between the Chairman of the Ohio Turnpike Commission, O. L. Teagarden, and Arlene Swerdloff of your staff, there is enclosed herewith a draft of a proposed amendment to Title 23, Section 111 of the United States Code which, if adopted by Congress, would permit the sixteen service plazas on the Ohio Turnpike (and other similar toll roads) to remain after the road is toll free and it is incorporated fully into

the Interstate Highway System and thereby otherwise would be eligible for 90% Federal aid participation in any improvements deemed to be necessary to conform the road to then current Interstate standards.

"The concepts of retaining the plazas and of seeking 90% Federal aid for improvements have been proposed by the Commission and the Governor and the Ohio Department of Transportation have endorsed the concepts. We are also seeking the endorsement of the Ohio General Assembly and expect some action when the current session reconvenes later this month.

"Several years ago, the Commission prepared a study which identified some \$400 million in improvements (based on 1974 construction costs) as being desirable when the road is toll free so you can see a substantial project with significant Federal involvement is proposed.

"We are aware from discussion with other states, particularly Kentucky, that the Federal Highway Administration is interpreting the existing Federal law (namely, Title No. 23, Section 111, United States Code) in a way such that service plazas like Ohio's must be eliminated in order for Federal aid to be utilized on these toll roads (after they are free) that have been designated part of the Interstate System. It is our position that this is an extremely narrow view and that the elimination of the sixteen plazas on the Ohio Turnpike to qualify the road for Federal aid would be a tremendous, unnecessary waste.

"These facilities were completed and opened in 1955, prior to the enactment of federal legislation which created the Interstate Highway System in 1956. They were built at an initial cost of some \$16 million and improvements over the years make the total cost approximately \$25 million. We estimate it would cost more than \$50 million to duplicate the facilities today.

"They have provided essential service to users of the road over the past twenty-two years and the operations have been strictly controlled by the Ohio Turnpike Commission. The facilities, of course, will be part of the assets of the Commission which will be transferred to the state when the road is debt free a few years from now and the state certainly would retain similar contractual control or could operate the facilities itself if it so chooses, assuming they can remain.

"With these plazas in active service there has been only limited development of private facilities along the entire road and thus there are not now adequate private facilities. There are anywhere between 1,000 to 2,000 people employed to operate these plazas depending upon the season of the year and the plazas have produced almost one hundred million dollars in rental income for the Commission over the years. We believe that comparable income could accrue to the state through continued operation of the facilities and that this income could provide a large share of matching funds and moneys needed to maintain the whole road.

"In summary, the plazas are well designed, functioning facilities which are conveniently spaced and which provide essential services to the users of the Turnpike. They are owned and controlled by a public agency and thus are not equivalent or comparable to uncontrolled private commercial facilities (which we believe the Federal law was intended to prohibit), even though they provide substantial private employment. They were built prior to the Federal legislation which created the Interstate System and we believe it would be an almost criminal waste to eliminate them merely to qualify for Federal aid for improvements on the road.

"Our suggested addition to the Federal law would eliminate any doubt about the status of publicly owned plazas such as ours and still would retain the prohibition against strictly private establishments, a restriction with which we agree.

"The Honorable Delbert L. Latta of the 5th Congressional District, who is Mr. Teagarden's Representative, has agreed to sponsor this legislation in the House. It would be very much appreciated by the Commission if you, as a member of the 98th Ohio General Assembly which created the Commission in 1949 and also as a longtime friend of our late Chairman, James W. Shocknessy, who was the principal architect of the Ohio Turnpike and largely responsible for its success, would sponsor this legislation in the Senate.

"We, of course, stand ready to assist in any appropriate way to achieve the adoption of the legislation.

"Very truly yours,

"Allan V. Johnson
Executive Director and
Assistant Secretary-Treasurer"

The Chairman reported also that there had been seven fatalities on the Turnpike in the two months since the Commission last met on July 12. He said the Executive Director would comment in his report on safety.

The Chairman reported also that as indicated at the last meeting of the Commission when the election of officers took place, it was appropriate that the active Committees of the Commission be reestablished and appointed by the Chairman as provided in the Bylaws. He said that accordingly, the Committees were appointed, as follows:

Committee on Budget and Finance

Ralph H. Anderson, Chairman
Clarence D. Rogers, Jr.
Allan V. Johnson, Vice Chairman
J. Budd Morrison, Secretary

Craig Rudolphy
Frank A. Dutton
Harvey A. Harnden, Adviser

Committee on Employee Relations

Daniel E. Bricker, Chairman
G. Alan Plain, Vice Chairman
Robert A. Meywes, Secretary
Francis K. Cole
Robert P. Barnett
Craig Rudolphy
J. Budd Morrison
Frank A. Dutton
William C. Hartman, Adviser

Committee on Service Plazas

Allan V. Johnson, Chairman
Francis K. Cole, Vice Chairman
Craig Rudolphy, Secretary
G. Alan Plain
J. Budd Morrison
Robert L. Asman

Committee on Safety

Allan V. Johnson, Chairman
Ralph H. Anderson, Vice Chairman
J. Budd Morrison, Secretary
G. Alan Plain
Frank A. Dutton
Harvey A. Harnden, Adviser

Committee on Turnpike Transition

O. L. Teagarden, Chairman
David L. Weir
Allan V. Johnson

The Chairman said he was pleased to appoint Mr. Rogers to serve on the Committee on Budget and Finance. He said that Mr. Clark, with approval of the Director of Transportation, would attend all meetings of the Committee on Budget and Finance as an observer.

The Chairman praised Mr. Bricker for his work as chairman of the Committee on Employee Relations.

The Chairman said the Executive Director had done an outstanding job as chairman of the Committee on Service Plazas.

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

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

1. Weekly Traffic Statistics
2. Expense and Budget Report - First Half 1977
3. Traffic Accident Analysis Report - through June 1977
4. Report on Concessionaires - First Half 1977
5. Financial Statements - June 1977
6. Month End Release for July
7. Detail of Investment Transactions which took place in July 1977
8. Traffic Accident Analysis Report - through July 1977
9. Traffic and Revenue Report - June 1977
10. Traffic and Revenue Report - July 1977
11. Draft of the minutes of the July 12, 1977 meeting
12. Financial Report - July 31, 1977
13. Detail of Investment Transactions which took place in August 1977
14. Month End Release for August
15. Financial Statements and Schedules (with accountants' report thereon) as of June 30, 1977

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He said the report of the Committee on Budget and Finance would be received.

The chairman of the Committee on Budget and Finance, Mr. Anderson, reported that at the last meeting of the Commission, the General Assembly at that time had been considering the State's biennial budget language bill, Senate Bill 221, which had passed the Senate with a provision to require the submission and review of biennial budgets by the Ohio Turnpike Commission. He said the provision was opposed by the Commission. He said the Commission suggested instead the submission of the annual budgets and other financial data already prepared in accordance with the Commission's Trust Agreement. He said the

final legislation which had been passed and had become law without the signature of the Governor, required the submission to the General Assembly of the Commission's annual budgets at the same time they were adopted and presented to the Trustees.

Mr. Anderson reported also that operating expenses for the first eight months of 1977 were more than 4% under the budget for the year and it appeared that, barring any large unforeseen expenditures during the last four months, the Commission would finish the year within the current budget.

Mr. Anderson reported also that the Committee was continuing its work on the preliminary budget for 1978 and expected to complete its work in time to present the preliminary budget at the next meeting of the Commission in October.

The Chairman said the report of the Committee on Budget and Finance was accepted as offered. He said the report of the Committee on Service Plazas would be received.

The chairman of the Committee on Service Plazas, Mr. Johnson, reported that a record number of Turnpike patrons had frequented the service plaza facilities during the summer months. He said that despite the increased demand for services, the concessionaires had responded capably and relatively few complaints had been voiced from patrons.

Mr. Johnson said the Committee on Service Plazas continued to maintain a close surveillance of the operations of the concessionaires on the Turnpike to insure that they abided by the restrictions of their contracts. He said that written complaints pertaining to the service plazas have always been thoroughly investigated.

The Chairman said the report of the Committee on Service Plazas was accepted as offered. He ascertained there would be no report from the Committee on Employee Relations. He said the report of the Director of Transportation would be received.

The Director of Transportation said that U. S. Representative James J. Howard of New Jersey, who was chairman of the Surface Transportation Subcommittee of the House Public Works and Transportation Committee, would be conducting hearings in Washington, D. C. in January or February of 1978 concerning all modes of transportation. He said that perhaps the Commission should correspond with Congressman Howard regarding its stand on the service plazas and proposed revision to the Federal law.

The Chairman said the Commission would follow up on the Director of Transportation's suggestion. He said the Executive Director had previously spoken with Senator Jennings Randolph of West Virginia, chairman of the Senate Committee on Environment and Public Works, concerning the matter and he anticipated assistance from Senator Metzenbaum, who had been a member of the 98th General Assembly which created the Ohio Turnpike Commission in 1949.

The Chairman said the report of the Director of Transportation was accepted as offered. He said the report of the Committee on Safety would be received.

The chairman of the Committee on Safety, Mr. Johnson, reported that regrettably there had been seven fatalities since the last meeting. He said that despite the seven fatalities and all-time record traffic, the Turnpike's safety record to the date of the meeting had been better than for 1976. He said that there had been 14 fatal accidents on the Turnpike as compared to 17 for the same period of time in 1976.

Mr. Johnson reported further that all seven fatalities were the result of some form of driver inattention and occurred during other than the peak traffic periods.

Mr. Johnson reported also that during the Labor Day weekend, Ohio State Highway Patrol troopers stationed at District 10 on the Turnpike participated in a four-state law enforcement program called Operation C.A.R.E. or Combined Accident Reduction Effort. He said the members of the Illinois, Indiana and Michigan State Police and the Ohio State Highway Patrol had been out in full force to encourage voluntary compliance with the 55 mile per hour speed limit. He said the Patrol had three aircraft in the air over the holiday period to assist the patrol cars in apprehending speed violators.

The Chairman said the report of the Committee on Safety was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director reported that all the major construction projects, which had been performed by private firms previously awarded contracts by the Commission as the result of competitive bidding, had been completed. He said the five resurfacing projects had been essentially completed before the heavy traffic of the summer season began with the exception of one project which was delayed due to a labor strike. He said the three major guardrail projects had been completed.

The Chairman asked the Executive Director how many miles of the Turnpike mainline had been resurfaced for the second time. The Executive Director said with the completion of the previously mentioned projects for the year, 114.25 miles had received a second resurfacing and that additional miles of the roadway would undergo a second resurfacing in 1978.

The Executive Director reported also that on July 13, the Commission's General Counsel, Francis Cole, Mr. Clark, and he had travelled to Kentucky to meet with Calvin G. Grayson, Secretary of the Kentucky Department of Transportation and some members of his staff to discuss topics of mutual interest, primarily related to the service plazas on toll roads and roads which were formerly toll roads. He said he believed the discussions were very useful and that the Commission would continue to correspond and work with Mr. Grayson in those areas. He said the Kentucky Department of Transportation had sought unsuccessfully to continue operating their service areas on that portion of Interstate Route 65 which had formerly been a toll road but which had become toll free. He said they were prevented from doing so because of Title 23, Section 111, United States Code, the Federal law which the Commission sought to amend.

The Executive Director reported also that he and several members of the staff had travelled to South Bend, Indiana several weeks before the Commission meeting to participate in discussions with officials of the Indiana Toll Road

Commission. He said the Indiana Toll Road Commission, although a number of years behind the Ohio Turnpike Commission with respect to bond retirement, was quite interested in the future of its road once it became toll free.

The Executive Director said further that he hoped to meet with officials from other toll roads situated in the eastern United States in the not too distant future, aside from representatives of the Pennsylvania Turnpike Commission with whom he had had the opportunity to visit in the past.

The Executive Director reported also that the annual meeting of the International Bridge, Tunnel and Turnpike Association (I. B. T. T. A.) would be held in Detroit, Michigan from October 9th through the 12th. He said that usually the I. B. T. T. A. annual meetings were held in locations quite distant from the Commission's headquarters but since the October meeting was scheduled for Detroit, he and several staff members would be attending part of the session.

The Executive Director said he had spoken with Mr. Anderson and Mr. Rogers concerning the frequency with which they had occasion to speak and confer with U. S. Congressmen. He said that he believed as many Congressmen as possible should be made aware of the Commission's efforts to retain the service plazas after the road became toll free. He said Mr. Rogers had informed him that he would be meeting with several Congressmen in Washington, D. C. late in September.

The Chairman said that U. S. Representative Charles A. Vanik of Ohio's 22nd Congressional District was an influential Congressman and that he knew him but not personally. He requested that, if possible, Mr. Rogers speak with Mr. Vanik when he was in Washington and request his support for the change in the Federal law which the Commission proposed.

The Chairman said the Executive Director's intentions to meet with representatives from other toll roads to solicit their backing of the service plaza issue was commendable. He said the Commission should also make a strong effort to inform as many U. S. Senators and members of the U. S. House of Representatives as possible of the situation and ask for their endorsement.

The Executive Director said members of the Maine Turnpike Authority should have a particular interest in the legislative action sought by the Commission since the last of Maine's Turnpike revenue bonds were expected to be retired at about the same time as the Commission's final redemption and they had several service plazas on their toll road. He said other toll roads or transportation authorities which should be informed of the Commission's proposal would be those in Maryland, New York and New Jersey, heavily populated states with large congressional delegations.

The Executive Director said unfortunately he had not had the time to discuss the suggested addition to Title 23, Section 111 of the United States Code with officials from the Ohio office of the Federal Highway Administration

before submitting it to Congressman Latta because the Congressman wanted the draft of the proposal at the earliest possible date. He said he had sent the FHWA a copy of it and expected to hear from them soon.

Mr. Anderson suggested that U. S. Representative William H. Harsha of Ohio's 6th Congressional District might be another Congressman the Commission should inform of its stand on service plazas.

The Director of Transportation said he was of the opinion that the suggested revision to the Federal law concerning the service plazas should have been coupled with a request for 90 per cent Federal funding for improvement to the road in compliance with Federal Highway Administration specifications for interstate routes.

The Chairman said the matter of 90 per cent Federal funding was one of the subjects under consideration by the Committee on Turnpike Transition. He said he had spoken with Congressman Latta about the Federal funding and the Congressman said he thought the Commission should delay confronting that situation until after it was determined what could be accomplished in the service plaza matter.

The Executive Director said he believed the Commission should submit its request, in cooperation with O.D.O.T., for 90 per cent Federal funding for inclusion in the Federal Highway Administration's interstate needs study.

Mr. Clark said that in his discussions with Mr. John W. McBee, Division Administrator for the Federal Highway Administration, that that agency would not acknowledge the Turnpike as an interstate route until it became toll free with respect to allocation of interstate funds to Ohio.

The Chairman said he wondered what happened to the Federal gasoline taxes collected on the Turnpike since said taxes apparently did not come back to Ohio in allocations. He said also that approximately \$9 million would be realized per year from axle mile tax by the State after the Turnpike became toll free but that money went toward retirement of State-backed bonds.

The Chairman said the report of the Executive Director was accepted as offered. He said the report of the General Counsel would be received.

The General Counsel reported that since the last Commission meeting the Ohio Supreme Court had made a determination not to accept either Stacey's motion to certify the record in the Stacey case or the Commission's cross motion to do the same thing. He said the case therefore was being returned to the Williams County Common Pleas Court as a result of the order of remand of the Court of Appeals. He said the Court of Appeals did remand the Stacey case on the sole basis that they found no substantial evidence of damages to Stacey, no substantial proof of the damages he alleged. He said

that the Court of Appeals had set forth the rules regarding damages under which they consider the case should be tried.

The Chairman said the report of the General Counsel was accepted as offered. He said the report of the Consulting Engineers would be received.

Mr. Harnden reported that the annual report prepared for the Commission by the J. E. Greiner Company was essentially complete except for budgetary items and would be submitted on its due date, October 1st. He said the Commission had already received the field notes that were completed by the Consulting Engineers' inspectors.

Mr. Johnson pointed out to the Commission Members that the field notes, which were always received prior to the annual report distribution, enabled immediate scheduling of work deemed necessary as the result of the Consulting Engineers' inspection.

The Chairman said the report of the Consulting Engineers was accepted as offered. He said the report of the Trustee would be received.

Mr. Sesler reported that although outstanding revenue bonds were redeemed and retired by the Trustee on August 4 and September 8, funds were still available for more bond purchases on the open market. He said another letter would be mailed to solicit tenders on September 22nd.

The Chairman said the report of the Trustee was accepted as offered. He ascertained there would be no report from the Director of Information and Research.

The Chairman asked if there were any subjects to which the other Commission Members wished to bring up at that time.

Mr. Anderson responded by saying he wanted to refer back to the report from the Committee on Safety. He asked the chairman of the Committee, Mr. Johnson, whether or not a record was kept on the use of seat belts by patrons involved in fatal accidents.

Mr. Johnson said that such information always appeared on the fatal accident reports filed by the Ohio State Highway Patrol. He referred to several of the reports relating to the seven fatal accidents which had occurred since the last Commission meeting (which he selected at random) and each indicated seat belts were not in use, which he said was usually the case. He said he advocated the use of seat belts which he himself always wore.

The Chairman said the next meeting of the Commission would be held on October 4, 1977.

Mr. Bricker said he would be out of town on that day and thus unable to attend the meeting.


There being no further business to come before the Commission, a motion was made by Mr. Weir, seconded by Mr. Bricker, that the meeting adjourn until October 4, 1977, subject to call of the Chairman. A vote by ayes and nays was taken and all Members responded to roll call. The vote was as follows:

Ayes: Mr. Weir, Mr. Bricker, Mr. Anderson, Mr. Rogers,
Mr. Teagarden

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 12:04 p.m.

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



Ralph H. Anderson, Secretary-Treasurer