

MINUTES OF THE 402nd MEETING OF THE OHIO TURNPIKE COMMISSION

October 11, 1994

Pursuant to the bylaws, the Ohio Turnpike met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio at 10:18 a.m., on October 11, 1994, with members of the staff, Allan V. Johnson, Executive Director; G. Alan Plain, Deputy Executive Director; James C. McGrath, General Counsel; Robert P. Barnett, Director of Information and Research; Louis J. Disantis, Director of Administrative Services; Craig Rudolphy, Comptroller; Donald M. Sharp, Director of Operations; James H. Brennan, Development Coordinator; one member of the media, David Patch, The (Toledo) Blade; and others in attendance.

Present: Ronald V. Gerberry, M. Ben Gaeth, Jerry Wray, Earl W. Williams, Ruth Ann Leever, Umberto P. Fedeli

Absent: Edwin M. Bergsmark

A motion was made by Mrs. Leever, seconded by Mr. Williams, that the minutes of the meeting of September 12, 1994, which had been examined by the Members, 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: Mrs. Leever, Mr. Williams, Mr. Wray, Mr. Fedeli

Nays: None

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

The Chairman said there were a number of guests at the meeting and he would ask them to identify themselves as follows: Diane Pring, Legal Department; Leah Fox, ODOT; Barbara Lesko, Executive Secretary; Michelle Wintering, Toll Collector; Carole Greeley, Toll Collector; Don Sharp, Director of Operations; David Patch, The (Toledo) Blade; Mike Ludwig, DLJ; Sharon Isaac, Staff Counsel; Paul Ash, Ohio State Highway Patrol; Gary Cawley, Superintendent of Toll Collections; Alice Linn, Superintendent of Patrol Services; Carol Mueller, Paine Webber; Craig Rudolphy, Comptroller; Gordon Reis, Seasongood and Mayer; Dan Rohr, Bank One Capital; Pat Patton, Government Liaison Officer; Lou Disantis, Director of Administrative Services; Charles Pinzone, Administrative Assistant; Frank Lamb, Huntington Trust; Heidi Jedel, Information and

Research; Andrea Plassard, Assistant Comptroller; Dave Ransbury, Chief Engineer; Bob Arlow, Construction Coordinator; Rob Fleischman, Greiner Engineering; Gillette Cobb, OCDC; Dan Becker, OCDC; Ed Presley, Society Bank; John Lavell, Key Corp.; Mary Grace Patterson, McDonald & Company; and Jim Conroy, Porter, Wright, Morris and Arthur.

The Chairman said the meeting was the 402nd meeting of the Ohio Turnpike Commission and it was being held at the Commission's headquarters as provided for in the Commission's code of bylaws. He said Mr. Bergsmark was unable to attend the day's meeting.

The Chairman said further that various reports would then be received and the Members would act on one resolution, a draft copy of which had been previously sent to the Members and an updated draft also was in the Members' folders. He said the resolution would be explained in the appropriate report.

The Chairman said that if there were no further questions, the report of the Assistant Secretary-Treasurer, Mr. Johnson for Mr. Bergsmark, would be received.

Mr. Johnson said that the following listed items had been sent to the Members since the last regular meeting of the Commission, September 12, 1994:

1. Weekly Traffic Statistics.
2. Investment Transactions which occurred during September 1994.
3. Draft of the Commission Meeting Minutes of September 12, 1994.
4. Financial Statement for September 1994.
5. General Purpose Financial Statement for Six Months Ended June 30, 1994 with Independent Auditors' Report
6. Traffic Accident Summary Report for August 1994.
7. Traffic and Revenue Report for September 1994.
8. Service Plaza Restaurant Audit Report.
9. Litigation Report - Third Quarter 1994.

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

Mr. Johnson said that, as he mentioned at past meetings, the staff was working on the budget for 1995 and it would be ready for presentation to the Commission at the next meeting.

The Chairman said the report on Budget and Finance was accepted as offered. He said the report on Audit/Legal would be received.

Mr. Rudolphy said that, shortly after the last Commission meeting, he had received the six-month audit report from the Commission's auditor, Coopers and Lybrand. He said that copies of it had been distributed to the Commission Members. He said that he wanted to point out that there were no audit adjustments required for that audit.

The Chairman said that he would like to mention that Turnpike traffic was up over six percent for the first nine months of 1994 versus 1993. He said revenues were approximately \$2.5 million over the budgeted amount. He said that business was very good.

The Chairman said the report on Audit/Legal was accepted as offered. He said the report on Service Plazas would be received.

Senator Gaeth said that the rest rooms and other areas of the service plazas were worn out and he was glad the Commission would be making improvements to them next year.

Mr. Johnson said that he wanted to add to that report. He said he just came back from a two-week vacation trip to Italy and France. He said that while he was there he had the opportunity to drive extensively on the toll road networks in both countries.

Mr. Johnson said further that there was a fabulous network of toll roads in those two countries. He said they had outstanding facilities including service plazas. He said he had the opportunity to reacquaint himself with those facilities, which he had visited before. He said that he had a couple of photographs which he would pass around the conference table. He said the first photograph showed one reason some of their service plazas were so popular. He said the photo, taken in Italy, showed a bar and a restaurant/pizzeria. He said that authorities in those countries certainly didn't condone DUI activities. He said they were very strict on their enforcement of DUI impaired drivers.

Mr. Johnson said further that he had another photo showing one service plaza that featured a hotel. He said that was certainly something that the Commission was looking at having on the Ohio Turnpike.

Mr. Johnson said that the service plazas and roadways in those two countries were fabulous. He said he might point out that the toll rate was about five times the rate charged on the Ohio Turnpike. He said that gasoline costs in Europe were about four times as much as in the United States. He said he couldn't say that those toll road authorities got the proceeds out of the higher fuel costs, but they certainly got them out of the tolls that were charged.

Mr. Johnson said that an average passenger car toll on those roads was probably equivalent of ten to twelve cents a mile. He said that some of the facilities were tremendous engineering feats. He said that, in driving about two thousand miles, he went through a hundred different tunnels and over a great number of bridges. He said the costs of construction were tremendous. He said they were beautiful facilities, well maintained and heavily used. He said that one of the barrier toll plazas in the south of France had 28 exit lanes on it. He said that it was in the most heavily traveled corridor in the country.

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

Mr. Johnson said that he had one resolution to offer. He said that when he sent the Members a draft of the resolution he indicated that the staff had a bid coming up on the Commission's fuel requirements for the coming year. He said the bids were opened at 10:00 a.m. that morning. He said he only had a handwritten tabulation of the bids and he would pass out copies of the tabulation to the Members.

Mr. Johnson said further that it was clear from the opening of the bids that the bid of BP Oil was the lowest of the three submitted. He said he asked that the name of BP Oil be inserted into the blanks in the resolution so that the Commission could make the award. He said Mr. McGrath had a quick look at the bids.

Mr. McGrath said he had no problem with BP Oil's bid. He said Mr. Ransbury also was satisfied with it.

Mr. Johnson said that the Commission had BP Oil as its supplier in the past.

The Chairman asked if the bid was per gallon or liter.

Mr. Johnson said the bid was a markup over a base price that had some fluctuation throughout the year.

Mr. McGrath said BP Oil bid against what they called a "rack" price in Cleveland, Ohio, which he thought was really the wholesale price in Cleveland, Ohio. He said the prices were overages for profit and things of that nature.

Mr. Johnson said BP Oil was the low bidder and the prices were within the expected range. He said that Landmark bid more than twice as much as the others. He said they probably didn't understand the bid.

Mr. Johnson said further that he would dispense with the Whereases in the resolution and read the Resolved as follows:

"RESOLVED that the BP Oil of Cleveland, Ohio for Invitation No. 3372 is, and is by the Commission deemed to be the lowest responsive and responsible bid received and is accepted and the chairman and executive director, or either of them, is hereby authorized (1) to execute a contract with the successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid invitation; (2) to direct the return to the other bidders of their bid security at such time as BP Oil has entered into a contract and furnished a performance bond required thereby; and (3) to take any and all action necessary to properly carry out the terms of said contract."

Mr. Johnson said he recommended that the resolution be adopted.

A resolution awarding a contract for the purchase of unleaded gasoline and diesel fuel for a one-year period was moved for adoption by Mr. Wray, seconded by Mrs. Leever as follows:

RESOLUTION NO. 47-1994

"WHEREAS, the Commission has advertised for bids for Invitation No. 3372 for the furnishing to the Commission of unleaded gasoline and diesel fuel for a one-year period, and three bids were received in response to that invitation and have been reviewed by the Commission's staff;

"WHEREAS, it is anticipated that the expenditures of the Commission for unleaded gasoline and diesel fuel under Invitation No. 3372 shall exceed \$500,000 and in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws, Commission action is necessary for the award of such contract;

"WHEREAS, the three bids received in response to the invitation were reviewed by the chief engineer who has stated that the lowest responsive and responsible bid was submitted by BP Oil Company of Cleveland, Ohio and that BP Oil Company proposes to furnish materials and services in accordance with the Commission's specifications;

"WHEREAS, the Commission's general counsel has reviewed the bids received and has advised the Commission that the procedure followed by the Commission in advertising for Invitation No. 3372 is in accordance with Section 5537.07 of the Revised Code of Ohio, and that the bid of BP Oil Company is the lowest responsive and responsible bid received and that the Commission may legally enter into a contract with BP Oil Company to furnish unleaded gasoline and diesel fuel in accordance with Invitation No. 3372;

"WHEREAS, the executive director has reviewed the bids received and has recommended to the Commission that the contract be awarded to the lowest responsive and responsible bidder, BP Oil Company;

"NOW, THEREFORE, BE IT

"RESOLVED that the bid of BP Oil Company of Cleveland, Ohio for Invitation No. 3372 is, and is by the Commission deemed to be the lowest responsive and responsible bid received and is accepted and the chairman and executive director, or either of them, is hereby authorized (1) to execute a contract with the successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid invitation; (2) to direct the return to the other bidders of their bid security at such time as BP Oil Company has entered into a contract and furnished a performance bond required thereby; and (3) to take any and all action necessary to properly carry out the terms of said contract."

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

Ayes: Mr. Wray, Mrs. Leever, Mr. Williams, Mr. Fedeli

Nays: None

The Chairman declared the resolution stood adopted with all Members present voting in the affirmative. The resolution was identified as No. 47-1994.

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

Mr. Brennan said that he would ask Mr. Arlow to report on the construction activities, specifically the interchanges at State Route 4 and State Route 44.

Mr. Arlow said that there were three projects currently in progress. He said there was a project in Sandusky County involving two bridge deck replacements that started the day after Labor Day. He said the project was currently on schedule.

Mr. Arlow said further that the contractor working on the new interchange at State Route 4 was waiting for some steel beams which were due for delivery the day of the Commission meeting. He said that if they were put up that week it appeared the project would be completed by November 30. He said the toll plaza would be fully constructed within the next ten days.

Mr. Arlow said further that the new interchange at State Route 44 was about 80 percent complete. He said that, with good weather and weekend work, the project would be done on November 30.

Mr. Brennan said that the U.S. Army Corps of Engineers' wetlands biologist visited the site of the new interchange with County Road 24/State Route 66 on October 5th and 6th. He said representatives of the Commission's engineering staff and the design consultants also were on hand. He said copies of letters had been sent to the Corps and they had 30 days to respond. He said the Commission's Chief Engineer also had been given copies of letters for response.

Mr. Brennan said further that the preliminary engineering plans for the interchange with State Route 51 in Ottawa/Sandusky Counties were complete and they had been submitted to ODOT for approval. He said that approval should be received relatively soon.

Mr. Brennan said further that the design engineering continued on the Baumhart Road, interchange 7A, in Lorain County.

Mr. Brennan said further that the Commission's engineering staff was working on the wetlands application at the State Route 58 interchange in Lorain County. He said the Commission's Chief Engineer and Design Engineer met with the people at the Corps of Engineers headquarters in Buffalo on September 12th. He said the wetlands biologist was scheduled to visit the site later in October.

Mr. Brennan said a meeting had been scheduled with ODOT to review the access point study for the Interstate Route 77 in Summit/Cuyahoga Counties.

Mr. Brennan said the Commission expected a favorable response in the next several days on the proposed interchange with County Road 18 in Mahoning County. He said the modification had been approved by the Federal Highway Administration and ODOT.

Mr. Brennan said further that the RFP for an access point study for an interchange at State Route 11 in Mahoning County had been prepared and it had been sent to prospective bidders. He said responses were expected later in October.

Mr. Brennan said further that the task force for the Maumee River crossing in Toledo met on October 6. He said the purpose of the meeting was to review the material which will be available to the public at meetings scheduled for November 15 and 16 in Toledo. He said the current cost estimates were up markedly based on 2005 costs. He said the cost of the high level bridge was figured at \$230 million. He said a shallow tunnel would cost \$505 million. He said that a deep-rock tunnel had been

discarded as being impractical, so the bridge and shallow tunnel were the two things being considered.

Mr. Brennan said further that citizens input would be collected at the November meetings and would assist in determining the type of crossing and the fate of the existing drawbridge. He said that, at that point, it appeared that there has been a slippage of about six months in the schedule. He said that the environmental impact study would be done about six months later than had been anticipated. He said it would be done sometime in mid 1996.

Mr. Brennan said further that OCDC had continued to work on tasks 2, 3 and 4 during September for the Great Lakes/Mid-Atlantic Corridor. He said that task 1, the consultant selection, was basically on hold while the traffic study by Wilbur Smith and Associates was being done.

Mr. Brennan said further that the traffic survey had been somewhat slowed down due to some restrictions placed on Wilbur Smith by the Ohio State Highway Patrol. He said the Patrol was concerned about some of the locations with regard to holding up traffic. He said the restrictions were not believed to adversely impact assemblage of the necessary data.

Mr. Brennan said further that the status of the four tasks assigned to OCDC was as follows:

- 1. Consultant selection was about 30 percent complete, about the same as in September.
- 2. Preliminary corridor selection, 70 percent complete.
- 3. Preparation of study manual, 15 percent complete.
- 4. Traffic and economic data, 20 percent complete.

Mr. Brennan said further that the Commission's financial commitment did not change in September, and remains at about \$1.5 million as reported September 12.

Mr. Brennan said also that the Commission had been asked by Members of Governor Voinovich's staff and ODOT to help alleviate traffic problems on Airport Highway in the Toledo area by reviewing the possibility of creating a new access to the Turnpike. He said he would begin by giving a little history of the area.

Mr. Brennan said further that, since the 1950's when Toledo Express Airport became operational, the accepted route from Toledo had been Airport Highway, which was State Route 2. He said that, even with the opening of the I-475/US 23/I-75 ring around Toledo in the early 1970's, Airport Highway west of that ring was and is the primary route.

Mr. Brennan said further that the Interstate ring resulted in two major changes. He said that the section of State Route 2/Airport Highway within the City of Toledo experienced less airport traffic. He said that Airport Highway west of the Interstate ring experienced considerably more commercial and residential activity.

Mr. Brennan said further that, since the mid-1980's when a major mall called Spring Meadows opened in the northwest quadrant of Airport Highway and I-475, there had been a significant increase in traffic congestion. He said that growth pattern had continued. He said that, even though ODOT currently had a moratorium on curb cuts, it was difficult to envision any long-term reduction in activity.

Mr. Brennan said further that the best improvement to the problem was the Commission's opening of Interchange 3A at Toledo Express Airport on November 20, 1991, and Interchange 4A connecting I-75 to the Turnpike on December 4, 1991. He said the combination created a high-speed alternative route to Toledo Airport, especially from downtown Toledo. He said the Commission's traffic counts proved the popularity of those routes.

Mr. Brennan said further that there were also some alternate routes that those acquainted with the area used to avoid Airport Highway, such as Central Avenue, which is U.S. 20, State Route 120, Hill Avenue, Salisbury Road, Maumee Western Road, which is U.S. 20A, Monclova Road, etc. He said some people would probably argue that the combination of the foregoing routes was adequate today, but he believed all would agree that another solution was necessary for the next ten to thirty or more years.

Mr. Brennan said that, with that thought in mind and as a result of a recent tour of the area by members of Governor Voinovich's staff and ODOT officials, the Commission was called on to review the possibility of a new access. He said this would require creating access to the Turnpike at the Anthony Wayne Trail (U.S. 25) and Detroit Avenue (U.S. 24) west of the Maumee River at approximately milepost 62. He said he had a map to show that area.

Mr. Brennan said further that traffic southbound on I-75, which was not shown on this map, connects with the Anthony Wayne Trail giving citizens of north Toledo and adjacent southeast Michigan an alternate route. He said the new Turnpike access would mean that motorists on I-75 need not enter and exit the Turnpike at Interchange 4A, but would get off I-75 and onto the Anthony Wayne Trail just south of downtown Toledo. He said they would then have Turnpike access at milepost 62.

Mr. Brennan said further that, in addition to reviewing the possibility of an interchange at the Anthony Wayne Trail, the Commission had been asked to review the possibility of adding a third lane on the Turnpike in that area. He said the Commission

also had been asked to review the possibility of a more direct connection from the Turnpike to Express Airport at Interchange 3A. He said that there was a traffic light at the intersection of the Interchange 3A exit lanes and Airport Highway. He said traffic had to cross Airport Highway to enter the airport parking area. He said the idea was to come up with some type of direct connection. He said he recommended the Commission's approval to direct its staff to make a preliminary determination as to the feasibility of the aforementioned proposals.

Senator Gaeth asked if the new Turnpike interchange in Fulton County was going to be a connection with County Road 24 or State Route 66.

Mr. Brennan said the designation of the roads would be switched by ODOT whereby County Road 24 would be changed to State Route 66 and vice versa.

The Chairman said he wanted to make it clear that the Commission was trying to stick to its mission to act as a catalyst for economic development and accessibility. He said the Commission was committed to Northwest Ohio. He said the Commission's staff would take the initial steps of a feasibility study of the proposed Anthony Wayne Trail access to the Turnpike.

Mr. Plain said a study of any wetlands in the area could be done by the Commission's consulting engineers.

Mr. Johnson said that the staff was in the process of engaging a consultant to take a look at the entire Turnpike for future traffic and capacity requirements. He said it could well be that the services of that consultant could be used to look at the Anthony Wayne Trail access.

Mr. Williams asked if the Commission had in-house capabilities of doing a complete feasibility study of the access proposal.

Mr. Johnson said the Commission had a very limited engineering staff. He said he thought the staff could do some in-house examination of the proposal. He said that if the engineering staff got in over their heads he would inform the Commission of that situation.

Mr. Plain said the engineering staff was coordinating all of the other construction activities on a day-to-day basis and there were not additional staff members for other projects.

Mr. Williams said he was just wondering about the feasibility, dollar wise, of having those individuals on staff, so the Commission would not have to hire consultants to do those kinds of things.

Mr. Plain said the administration had looked at that situation. He said he didn't think the staff should be increased to the point where, once the projects were over, those individuals would have little to do and they still had to be paid.

Mr. Johnson said the Commission wouldn't have time to hire additional staff members to conduct the initial examination of the Anthony Wayne Trail access.

The Chairman asked Mr. Wray how he determined when it made more sense to go to the outside versus staffing up.

Mr. Wray said ODOT was trying to keep the work force at its current level. He said ODOT contracted with outside consultants on such projects more often than doing the work in house. He said that helped with the work flow in the event funding was down and money wasn't available to pay a lot of extra staff. He said he thought that the choice to use outside consultants was probably a good one.

Mr. Plain said the engineering staff numbered seven including traffic maintenance and myself so perhaps more should be hired as the Commission got into additional projects to help with the administration portion of them and the review process.

Mr. Wray said that, historically, the Commission hadn't been involved in these additional projects so a decision in increasing the engineering staff needed to be made in the future.

Mr. Johnson said more and more pressure was being placed on the engineering staff so the Commission would have to take a good look at increasing its staff.

The Chairman said that, as a general rule, it made sense to have in-house staff available to work on activities spanning several years. He said consultants should be used for special projects such as the Anthony Wayne Trail access.

The Chairman said that OCDC had presented the Commission with its latest monthly report on the Great Lakes/Mid-Atlantic Corridor. He said it was a detailed report and the Commission would be receiving updated reports on a monthly basis.

Mr. Johnson said he wanted to mention that there was a group in the Norwalk area that had approached him and asked whether the Commission might become involved in a project called the Norwalk Bypass on U.S. 250. He said the project had been on the drawing boards for a long time.

Mr. Wray asked if they were approaching from the aspect of funding from the Commission.

Mr. Johnson said that it was too early to tell, but he would have more information at the next Commission meeting. He said he talked to the Mayor of Norwalk and some other interested citizens in the area.

Mr. Wray said that with ISTEA there was a lot more flexibility for the Commission to provide funding for a variety of highway projects. He said that, since ODOT was currently unable to fund its program completely, people were looking for creative ways to finance their projects. He said the Commission would see more of that, not less of it.

Mr. Johnson said that in the 24 years he had been with the Commission, U.S. 250 from the Turnpike north had been a source of traffic problems, particularly in the summertime. He said the summertime activities at Cedar Point and other attractions in the area had meant traffic congestion on U.S. 250. He said that Norwalk was south of the Turnpike, but the whole corridor was very busy. He said that, maybe, there was something the Commission could do to help out on the project.

Mr. Johnson said he had one final thing to mention at the meeting and that was he wanted to read into the record a letter addressed to the Chairman and mailed to the administration building. He said it was dated October 6th, and he would read it as follows:

"Dear Mr. Chairman:

"I appreciate your consideration in sending me this update on activities of the Ohio Turnpike Commission. It is difficult to keep up with all the State agencies and Commissions, so those summaries are helpful.

"Thank you for the information.

"Sincerely, Vern Riffe, Speaker, Ohio House of Representatives."

Mr. Johnson said further that Mr. Riffe's letter was the result of the letter the Chairman sent to all members of the Ohio General Assembly within the last month informing them of the activities of the Commission. He said that the Chairman's letter was obviously appreciated.

The Chairman said he would continue to send the members of the Ohio House and Senate a summary of the Commission's activities at least twice a year. He said also enclosed with the summaries was an article in a magazine called Construction

Equipment Guide that kind of summed up everything that the Commission accomplished in 1993.

Mr. Johnson said also that, while he was on vacation, there was a meeting of the Turnpike Oversight Committee. He said that Mr. Plain and Mr. Patton represented the Commission at the meeting on September 22nd.

Mr. Plain said the meeting lasted about seven minutes. He said Representative Rocco Colonna chaired the meeting. In the absence of the regular Chairman, Senator Scott Oelslager. He said he gave the report on the traffic and revenue and updates on construction, including a summary of Great Lakes/Mid-Atlantic Corridor activities. He said there was one question about steel delivery on one of the new interchanges and the meeting was then adjourned.

The Chairman said the Commission would continue to communicate and let people know what the Commission was doing.

Senator Gaeth said he thought Mr. Fedeli's correspondence to the legislators was certainly much more important and less costly than having members of the Commission's staff traveling down to Columbus for a seven minute Oversight Committee meeting. He said he hadn't changed his attitude on that committee.

The Chairman said that, as he said in the past, he thought Senator Gaeth and Representative Gerberry provided better oversight of the Commission by attending almost every Commission meeting and receiving all the mailings to be properly informed of the Commission's actions. He said he thought Senator Gaeth and Representative Gerberry were better informed on the Commission than someone who got together once every couple of years to take a look at it.

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

Mr. Fleischman said that since the last Commission meeting the consulting engineers had completed their annual inspection. He said that at the time of the last Commission meeting the consulting engineers had not inspected the service plazas, but waited until after summer vacation traffic had ended.

Mr. Fleischman said that, as a result of that inspection, he certainly concurred in the Senator's evaluation of those buildings. He said roof leaks were found in nearly all of them. He said that, obviously, the rest room facilities were worn out. He said that, due to the layout of the buildings, the facilities were not totally utilized. He said that at some buildings areas were just boarded up or used for storage, where in the past they may have been used for other functions. He said the mechanical equipment in the

buildings was 40 years old. He said he didn't feel that the buildings were very economic to operate at that time. He said Greiner's annual report had been furnished to the Commission on October 1st.

The Chairman said the report of the consulting engineers was accepted as offered. He ascertained there would be no report from the trustee. He said the report of the financial advisor would be received.

Mr. Reis said he congratulated the Commission and Mr. Rudolphy for the implementation of the Commission's investment policy.

The Chairman said the report of the financial advisor was accepted as offered. He said the Commission continued to take a very conservative approach to its investments. He said the Commission had around \$142 to \$143 million invested in short-term instruments. He said the Commission was not leveraging its portfolio. He said the Commission was not interested in doing anything exciting with its investments.

The Chairman ascertained there would be no report from General Counsel.

The Chairman said he was going to ask Mr. Disantis to set up some more meetings with Commission employees. He said he had met with some 300 employees to date. He said meetings would be set up for some of the employees working on the eastern end of the Turnpike, who were unable to attend the earlier meetings. He said he was going to host a luncheon in his office for some employees. He said it was his goal to meet all 1100 employees of the Commission and share the Commission's mission, goals and accomplishments.

The Chairman said further that he spent most of his time at the meetings listening to the employees as they expressed their recommendations, as well as those told to them by Turnpike patrons. He said that, if the Commission took good care of its employees, they in turn would take good care of its customers.

There being no further business to come before the Commission a motion was made by Mr. Williams, seconded by Mr. Wray, that the meeting adjourn until the next meeting on November 14.

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

Ayes: Mr. Williams, Mr. Wray, Mrs. Leever, Mr. Fedeli

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 11:04 a.m.

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



Allan V. Johnson
Assistant Secretary-Treasurer