

MINUTES OF THE 404th MEETING OF THE OHIO TURNPIKE COMMISSION

December 19, 1994

Pursuant to the bylaws, the Ohio Turnpike met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio at 11:12 a.m., on December 19, 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; David H. Ransbury, Chief Engineer; James H. Brennan, Development Coordinator; and others in attendance.

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

Absent: Jerry Wray

A motion was made by Mr. Bergsmark, seconded by Mr. Williams, that the minutes of the meeting of November 14, 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: Mr. Bergsmark, Mr. Williams, Mrs. Leever, 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. He said he wanted to welcome Colonel Warren Davies, Superintendent of the Ohio State Highway Patrol, and Lieutenant Colonel Ken Marshall, who served on the Turnpike before moving to Patrol headquarters in Columbus. He said that also at the meeting was "Bear", the newest Turnpike drug-sniffing dog. He said Bear would be joining the other drug-sniffing dog, Ork, to serve as a team on the Turnpike. He said Bear would be led through the meeting room to greet everyone.

The Chairman said he would ask everyone in attendance to identify themselves as follows: Jim Conroy, Porter, Wright, Morris and Arthur; Bob Arlow, Construction Coordinator; David Ransbury, Chief Engineer; Dan Becker, OCDC; Gillett Cobb,

OCDC; Rob Fleischman, Greiner Engineering; Joe Rice, Rice Consultants; John Gabriel, ATC; Joe Grabeay, APC; Louis Disantis, Director of Administrative Services; Captain Paul Ash, O.S.H.P.; Paul Sciria, Sciria and Associates; Charles Pinzone, Minority Business Enterprise Coordinator; Fred Newman, Society Bank; Ed Presley, Society Bank; Colonel Warren Davies, O.S.H.P.; Lt. Colonel Ken Marshall, O.S.H.P.; Craig Rudolphy, Comptroller; Pat Patton, Government Liaison Officer; Heidi Jedel, Information and Research; Lois Scott, Donaldson, Lufkin and Jenrette; Cleve Brooks, SBK; Tony Palombo, Legal Department; Joe Disantis, Legal Department; Sharon Isaac, Staff Counsel; Don Sharp, Director of Operations; Leah Fox, ODOT; Diane Pring, Legal Department; Frank Lamb, Huntington Trust; and Michelle Wintering, Toll Collector.

The Chairman said the meeting was the 404th of the Ohio Turnpike Commission. He said the meeting was being held at the Commission's headquarters as provided for in the Commission's Code of Bylaws.

The Chairman said also that he wanted to take the opportunity to make some comments regarding what the Commission had done in 1994 and some of the things the Commission would be doing in 1995.

The Chairman said further that December marked the second anniversary of his election as Chairman of the Commission. He said it was a job he enjoyed very much. He said he was very proud of the other Commission Members, Executive Director Allan Johnson, and the other 1100 employees of the Commission. He said that, together, they had worked very hard to maintain the Turnpike's position as America's premier toll road and to help promote economic growth in the State of Ohio.

The Chairman said further that the Commission's development of new interchanges was a prime example of how the Commission was working closely with Governor Voinovich and the Ohio Department of Transportation to use the Turnpike to foster economic growth.

The Chairman said further that the Commission was honored the previous Thursday to have the Governor attend the opening of the new Sandusky-Bellevue Interchange, Exit 6A, at State Route 4 in Erie County. He said residents of the area were almost unanimous in wanting that interchange. He said business leaders from Cedar Point to the General Motors Corporation told the Commission that the interchange would help existing businesses and would attract new businesses. He said the Commission was confident that that would continue to happen.

The Chairman said further that two weeks earlier the Commission also opened the new Ravenna Interchange, Exit 13A, at State Route 44 in Portage County. He said he expected that interchange would be an economic boost to Geauga Lake, Sea World and many other businesses in the area.

The Chairman said further that the Commission would start work in 1995 on new interchanges at Baumhart Road, State Route 58, both in Lorain County, State Route 51 in Ottawa County, and State Route 66 in Fulton County. He said he hoped one or more of those interchanges could be opened in 1995.

The Chairman said further that by the time the Commission was done the number of interchanges that the Turnpike had would have almost doubled since it opened in 1955.

The Chairman said further that in November 1993, Governor Voinovich asked the Commission to become involved in the Great Lakes/Mid Atlantic Corridor project. He said the undertaking would create highways that met Interstate standards from Toledo to Portsmouth, and Portsmouth to Cincinnati.

The Chairman said further that the Commission retained the Ohio Corridor Development Consortium last April to conduct a feasibility study of the project. He said a lot of work had already been done and the Commission looked forward to receiving their report next spring. He said the Commission did receive a report every month on their progress.

The Chairman said further that the Commission also was working with ODOT on the proposed Maumee River Crossing in Toledo. He said that, at the moment, the Commission's role was to monitor studies of the project being conducted by ODOT.

The Chairman said further that, on the Turnpike itself, the Commission was presently studying the need to add a third lane in some of the high density traffic areas. He said that would be a major capital improvement costing millions of dollars. He said that, in addition, the Commission was planning to renovate and expand the capacity of the Turnpike's older toll plazas.

The Chairman said further that, fortunately, the Commission's revenues had continued to grow each year. He said that for 1994, it would exceed \$100 million for the first time. He said that, in fact, revenues would be closer to \$110 to \$111 million. He said the total volume of traffic was also expected to set a new record of about 40 million vehicles. He said that represented a six percent increase over 1993.

The Chairman said the Commission was constantly looking for ways to save money and increase efficiency. He said that one step that had been taken, which ultimately would reduce labor costs through attrition, was the automation of some entrance lanes with equipment purchased from a French company.

The Chairman said further that in 1994, the Commission went to the bond market for the first time since the Turnpike was built. He said that with the help of the Commission's financial advisor, Gordon Reis, of Seasongood and Mayer, and a

consortium of underwriters headed by the Paine Webber team, the Commission marketed a \$125 million bond offering at probably the best time that it could have been done. He said the market was at its lowest possible point and the Commission saved millions of dollars in interest. He said the Commission would probably save \$20 to \$30 million over a period of time.

The Chairman said further that the Commission's success in that venture was due in large part to the excellent credit ratings received from Standard & Poor, Moody's and Fitch's, the top three Wall Street credit rating firms. He said that, in fact, the Commission had almost the highest rating ever given to any toll facility in the country.

The Commission was also realizing more money from its contract to operate service stations at the 16 plazas along the Turnpike. He said the Sun Oil Company, which was new to the Turnpike, was paying the Commission 6.5 cents for each gallon of fuel sold, as compared to three cents received from the previous operator. He said the new contract would mean an extra \$1.5 million a year for the Commission.

The Chairman said further that in 1995, the Commission would advertise for bids to operate the food concessions along the Turnpike. He said that several Members of the Commission and staff representatives had already toured restaurant facilities on toll roads in New York, New Jersey and Pennsylvania to see what improvements had been made.

The Chairman said further that the Commission expected the food vendors who serviced the patrons on the Turnpike to provide good food at reasonable prices. He said that in 1995 the Commission would be seeking to diversify the types of food and eating facilities on the Turnpike. He said the Commission planned extensive renovation of all 16 service plazas.

The Chairman said further that the Commission was trying to encourage the many out-of-state motorists that use the Turnpike to stop in Ohio for a few days and explore the many attractions that were within a short drive from the Turnpike. He said last summer the Commission began distributing a million copies of a brochure that was produced by the Commission's staff and consultants to show visitors the many attractions Ohio had to offer. He said many motorists have taken that brochure.

The Chairman said further that he had conducted seven employee meetings where he met with at least several hundred of the Commission's 1100 employees to get their input of how the Commission could improve the Turnpike since they talked to the customers. He said he was interested in getting their ideas and recommendations. He said the Commission would have an employee newsletter and the first issue would sum up a lot of the recommendations that were made.

The Chairman said further that last year he had said that 1993 had been a good year for the Turnpike, but that 1994 would even be better. He said that he had been right. He said he predicted that 1995 would even be a greater year for the Commission. He said that also the Commission would celebrate the 40th anniversary of the total opening of the Turnpike in 1995. He said that he had been told that, at 40, the Turnpike was in the prime of its life. He said that, to borrow a trite phrase, "You haven't seen nothin yet!"

The Chairman said further that he had meetings that week and next in an effort to cut costs from the Commission budget. He said that he hoped that working with the staff and possibly with some outside help probably \$5 million could be taken off the proposed budget for 1995. He said the Commission would continue to be more and more efficient.

The Chairman said he had completed his comments. He said the report of the Secretary-Treasurer would be received.

The Secretary-Treasurer, Mr. Bergsmark, said that the following listed items had been sent to the Members since the last regular meeting of the Commission, November 14, 1994:

1. Weekly Traffic Statistics.
2. Draft of the Commission Meeting Minutes of November 14, 1994.
3. Investment Transactions which occurred during November 1994.
4. Financial Statement for November 1994.
5. Traffic Accident Summary Reports for October and November 1994.
6. Traffic and Revenue Report for November 1994.
7. News Release #21 - Opening of Interchange 13A
News Release #22 - Opening of Interchange 6A.

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

Mr. Johnson said he would begin that report by saying that it was a requirement under the Trust Agreement that the Commission adopt the budget for 1995 prior to the end of 1994. He said that at the last Commission meeting the Commission adopted the preliminary budget. He said he was recommending that the Commission adopt the preliminary budget as the final budget and a resolution had been prepared to do that. He said that after the resolution was adopted it would be distributed as the Commission was required to do both under the Turnpike Act and the Trust Agreement. He said that did not prevent the Commission from continuing to review the budget during the year.

The Chairman said he would spend the weekend going through the last two years of the Commission's financial statements. He said he would be going through every line item, as he had done the last two years, and go through every cost with the

department head. He said he would have the department head justify every cost. He said it was not uncommon during that time to say, "Well, you know, maybe those new trucks will be delayed and those other trucks will be delayed and those other trucks can be used another year." He said that he anticipated that the Commission was going to cut that budget substantially. He said that if any of the other Commission Members would like to sit in on those meetings they were welcome to do so.

The Chairman said he thought it was important to keep strict control of expenses when business was good because it was very difficult to go back and cut. He said the Turnpike was an efficient operation. He said the installation of the automatic toll ticket dispensers would help the Commission save dollars. He said the Commission also had taken the position that it was not going to fire a hundred or two hundred employees because of automation. He said that over the next two or three years there might be some buyouts of some employees who might want to retire a little sooner.

The Chairman said further that the Commission was not going to do something that would hurt anyone, but, by the same token, it was going to save some costs. He said he thought that was very important because the Commission was looked at to do a lot of projects. He said the Commission was going to need a lot of money to do those projects.

Mr. Johnson said that he would read the Resolved of the resolution as follows:

"RESOLVED that the Commission hereby adopts the following as its Proposed Annual Budget for the Year 1995 and the executive director and comptroller are directed to transmit a copy of the budget to the appropriate officials set forth in Section 5537.17 (F) and to The Huntington National Bank, trustee, under the Commission's Trust Agreement as is provided in Section 5.01 (a) (iii)."

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

A resolution adopting the proposed budget for the year 1995 and providing for deposits required under the 1994 trust agreement during said year was moved for adoption by Mr. Bergsmark, seconded by Mrs. Leever as follows:

RESOLUTION NO. 55-1994

"WHEREAS, the Commission by Resolution No. 48-1994 of November 14, 1994, adopted its Preliminary Budget for the Year 1995;

"WHEREAS, Section 5537.17(F), Revised Code of Ohio, requires the Commission to submit a copy of its Proposed Annual Budget to the Governor, the Presiding Officers of each House of the General Assembly, the Director of Budget &

Management, and the Legislative Budget Office of the Legislative Service Commission, no later than the first day of the calendar or fiscal year;

"WHEREAS, the Master Trust Agreement between the Commission and The Huntington National Bank (Trust Agreement) provides that the Commission shall adopt an annual budget on or before the first day of each fiscal year and shall file same with the trustee;

"WHEREAS, the Commission in order to comply with the provisions of Section 5537.17(F) of the Revised Code of Ohio, and the provisions of the Trust Agreement, takes the following action;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby adopts the following as its Proposed Annual Budget for the Year 1995 and the executive director and comptroller are directed to transmit a copy of the budget to the appropriate officials set forth in Section 5537.17(F) and to The Huntington National Bank, trustee, under the Commission's Trust Agreement as is provided in Section 5.01(a)(iii).

Proposed Budget of Revenues, Expenditures
and Deposits for Projects

	<u>Pledged</u>	<u>Non- Pledged</u>	<u>Total</u>
REVENUES	\$98,728,657	\$14,766,343	\$113,495,000
EXPENDITURES			
Administration	\$ 5,866,639		
Insurance & Retirement	<u>\$13,381,000</u>		
Total Administration & Insurance	\$19,247,639		
Maintenance of Roadway & Structures	\$19,137,250		
Services & Toll Collections	\$20,776,255		
Traffic Control, Safety & Patrol	<u>\$ 9,012,950</u>		
TOTAL OPERATIONS	\$48,926,455		
TOTAL OPERATIONS, MAIN- TENANCE & ADMINISTRATION (OM&A)	\$68,174,093		
BOND INTEREST FUNDING	\$ 6,666,274		
BOND PRINCIPAL FUNDING	\$ 1,968,333		
RENEWAL & REPLACEMENT FUND REQUIREMENT	\$ 6,000,000		
TRANSFER TO SYSTEM PROJECTS FUND	\$15,919,957		

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

Ayes: Mr. Bergsmark, 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. 55-1994.

Mr. Williams asked if any changes to the budget following further analysis would come back before the Commission before any action would be taken.

Mr. Johnson said he expected that any major changes to the budget would come back to the Commission to be approved by another resolution.

The Chairman said that would happen if there were any drastic changes. He said that minor reductions in spending such as keeping some trucks in operation an additional year or two would not merit Commission approval.

Mr. Johnson said that the trust agreement allowed the Commission to amend and supplement its budget at any time it chooses. He said that minor changes could be made without redoing the entire budget.

Mr. Johnson said further that the Commission customarily had operated within its budget. He said that if one particular category was going to be exceeded then it would be mandatory for the Commission to amend or supplement the budget by resolution.

The Chairman said that an example was the salt contract for 1994. He said that because of the harsh weather conditions a lot more salt was used than had been anticipated.

The Chairman said the report on Budget and Finance was accepted as offered. He ascertained there would be no report on Audit/Legal. He said the report on Service Plazas would be received.

Senator Gaeth said he had stopped at the Hardee's restaurant which was the first Turnpike plaza he encountered as he drove to the meeting from Defiance. He said he certainly encouraged the Commission to update those plazas as soon as possible.

The Chairman said that he was asked by a reporter who did a recent story in the Sandusky Register if the Turnpike had any weaknesses. He said he was quoted as saying some facilities were outdated and worn.

Mr. Johnson said that the restaurant contracts expire at the end of November 1995. He said the staff had been working on developing the bidding documents for the contract. He said that he hoped that sometime within the next month those bidding documents would be ready for advertising. He said the Commission was in the process of conducting a survey of customer expectations for the new restaurants. He said that 9,000 copies of the comprehensive survey had been distributed at the service plazas and some 2,100 of those surveys had been returned. He said the results of that survey were being compiled at that time. He said he thought the survey would give the Commission some good information about what the customers were looking for and expected.

Mr. Johnson said further that Mr. McGrath might want to add something on the development of the bidding documents. He said a group of the staff would need to make some important decisions on the format of the bidding documents and the responses. He said he expected those decisions would be made within the next month.

Mr. McGrath said that, in effect, the bidding documents were ready, subject to adoption of certain policy procedures. He said that those procedures or decisions were still being studied. He said the survey would be most helpful in the process.

Mr. Johnson said that the policy decisions mainly involved how the improvements would be financed.

Mr. Johnson said that, for example, the successful bidders could finance the improvements or they could be financed partially by the successful bidders and the Commission.

Mr. McGrath said other decisions to be considered were how many buildings were going to be replaced, were they all to be updated and whether or not the existing structures were going to be knocked down.

The Chairman said that the cost estimate of the improvements was \$3.8 million to \$4.8 million per building. He said that, with 16 service plazas at \$4 million to \$5 million per building, the total cost would be quite high. He said that at plazas with low traffic volume the improvements would probably be a food mart and a gas station. He said that all the existing plaza facilities were pretty much built the same.

The Chairman said further that at those service plazas with high traffic volume the improvements could end up taking the form of a mini-food court like those found at major shopping malls. He said that also there would probably be some outside restaurants to choose from at certain locations. He said there could be a Bob Evans, a Perkins or a Country Kitchen. He said it was important to maintain the 24-hour service at the restaurants and provide breakfast, lunch and dinner at all times of the day to

accommodate the varied lifestyles of patrons. He said the restaurants had to be competitive, clean and provide a variety of menu choices.

The Chairman said the financing could be done by a major firm, such as the current concessionaire, Marriott, which would pay all the costs in exchange for a long-term contract. He said that, on the other hand, the Commission could look at paying the cost of the improvements if those funds could be recovered from restaurant profits over a period of time. He said another option was to look to an outside developer to put together the restaurant contracts.

Senator Gaeth said that at the last Commission meeting he attended he took a couple of cases of the new Turnpike brochures and they were very popular. He said he thought the brochures were a big plus for the Turnpike.

The Chairman said he got a letter from the Governor the week before the meeting in which he related a story of being in Florida and asking a toll collector there about a big tourist attraction and the collector had no idea of its location. He said the Governor asked if there was a map available that would show him the site of the attraction and he was told that a map was not available. He said the Governor said he hoped a similar situation would not occur on the Ohio Turnpike. He said he assured the Governor that the toll collectors on the Ohio Turnpike were very friendly and brochures and maps were available. He said the brochures were put together by Paul Sciria, Joe Rice and the Commission's staff. He said they were very attractive, informative and they helped promote tourism in Ohio.

Mr. Williams asked if work on the plaza improvements would begin as soon as the new contracts for operation were awarded.

The Chairman said a decision had yet to be made since there were several options. He said one was to get sites close to the existing facilities and start building new structures while keeping the current facilities open for business. He said the other option was to shut down the current facilities, demolish them and build new ones.

The Chairman said his guess was that the Commission would be better off if the current facilities were kept open so that business was not lost and customers were informed that rebuilding was going on. He said the Commission had new concepts and he thought restaurant profits could increase by a minimum of 50 percent. He said he wouldn't be shocked if food profits didn't double within three years. He said the Commission received around \$5 million to \$6 million a year from the concession operation of all 16 service stations and restaurants on the Turnpike.

The Chairman said further he thought the Commission could expect concession profits at the service plazas to increase to \$7 million or \$8 million and possibly \$10 million.

Mr. Johnson said that the bidding process was designed in such a way that bids would be solicited on alternatives of all the concepts. He said the Commission could then pick and choose just how to decide on what action it would take.

Mr. Johnson said further that he would close his comments by mentioning that a couple of weeks ago the Indiana Toll Road opened bids for their ten restaurants. He said that, interestingly enough, they did not get any bids on four of the ten units. He said that two of the four which were not bid required the food court concept with at least four different choices. He said that, obviously, they had proposed too many concepts at those locations.

The Chairman said that there were certain Ohio Turnpike service plaza restaurants that were losing money. He said he met with a restaurant operator from the Toledo area about losing money on their operations. He said it was a big corporation and they were able to lose the money, but nobody liked to lose money. He said the Commission wanted the restaurant operators to make money and be successful on the Turnpike.

The Chairman said further the Commission had the financial statistics so it was not hard to figure out which locations were losing money. He said that whatever the Commission did with the new restaurant contracts it was something it would have to live with for at least 20 or 30 years. He said it was not a decision that the Commission would take lightly. He said the Commission also had to anticipate food concepts in the next 10 or 15 years. He said that the service plaza they visited in New Jersey had modular walls. He said that as food concepts changed and people's palates changed it would be easy to move the walls so concepts could be changed.

The Chairman said further that the Commission would probably take one more trip to visit additional service plazas on other toll roads before a decision was made on the Ohio Turnpike service plaza improvements. He said he would encourage Mr. Bergsmark and Mr. Williams, who had not been on the last inspection trip, to go on the next one. He said Mr. Arlow had video taped portions of the last trip and it was available for viewing.

Mrs. Leever asked if the costs projected for the service plaza improvements included the parking areas.

The Chairman said the parking areas were a big cost. He said he thought the cost was almost \$800,000 per location, just for site work.

The Chairman said further that if the Commission rebuilt all 16 service plazas at a cost of between \$4 to \$5 million the total would approach \$80 million to \$100 million. He said the Commission was also looking at adding a third lane on 150 miles of the Turnpike at a cost of \$2 million a mile or a total of \$300 million. He said the

Commission hadn't even gotten into the Maumee River Crossing or the Mid-Atlantic Corridor projects yet. He said that, therefore, it was important for the Commission to cut expenses and watch costs.

Mr. Johnson said the Commission also was talking about renovating all the old toll plazas.

Mr. Bergsmark said it was very important for the Commission to decide on a plan for improving the service plazas whether bringing in a third party or providing the funds through its own bonding capacity. He said the Commission didn't have \$100 million that could be used on the project unless the funds were borrowed.

The Chairman said he always liked the idea of putting up no money and getting a return on no money. He said he personally preferred that, but the Commission would have to look at the situation.

Mr. Bergsmark said he forgot to mention in the Secretary-Treasurer's report that the Commission had the RFP completed for banking services. He said Mr. Rudolph had put together a final mailing list to send out the RFP.

Mr. Rudolph said the RFP would be mailed out on the Wednesday after the Commission meeting.

The Chairman said the report on Service Plazas was accepted as offered. He said the report on Employee Relations would be received.

Mr. Disantis said he had no report, but he had been asked by the employees who attended a luncheon at the Chairman's personal office last month to express their thanks.

The Chairman said he enjoyed having the 15 employees to his office for lunch. He said he sometimes wished he could have all 1100 employees, but, obviously, that was very difficult.

Mr. Disantis said there was a representative from every department in the administration building.

The Chairman said the report on Employee Relations was accepted as offered. He said the report of the Development Coordinator would be received.

Mr. Brennan said that maybe Mr. Arlow would like to give his construction report at that time.

Mr. Arlow said he was happy to report that all the Commission's 1994 construction projects were completed on time. He said the engineering staff was busy working on plans and specifications for the 1995 projects.

The Chairman said that maybe Mr. Arlow could give the Commission a summary of the 1995 projects at the next meeting.

Mr. Brennan said that he would begin his report at the western end of the Turnpike at the County Road 24/State Route 66 interchange in Fulton County. He said the U.S. Army Corps of Engineers was reviewing the interchange plans. He said the purpose and need study had been completed.

Mr. Brennan said further that design engineering continued at the 5A interchange with State Route 51 in Ottawa/Sandusky Counties.

Mr. Brennan said further that design plans should be finished about January 31 for the 7A interchange with Baumhart Road in Lorain County. He said the interchange might be opened in 1995.

Mr. Brennan said further that the Corps of Engineers was reviewing the interchange plans for the State Route 58 interchange in Lorain County. He said the purpose and need study was being prepared.

Mr. Brennan said further that the staff met with interested parties at ODOT District 12 headquarters on November 21 to review the justification study for the Interstate Route 77 interchange in Summit/Cuyahoga Counties. He said another meeting was held at the administration building the Friday before the Commission meeting. He said that everyone seemed satisfied with the Commission's plans and they were continuing.

Mr. Brennan said further that responses to the Commission's RFP for design engineering for the proposed County Road 18 interchange in Mahoning County were due on January 10. He said an award probably will be made in February.

Mr. Brennan said further that the access point study contract for the proposed State Route 11 interchange in Mahoning County had been awarded and it would be completed in six to seven months.

Mr. Brennan said further that public meetings were held in Toledo on November 15 and 16 for the Maumee River Crossing at Toledo. He said ODOT did a very good job of preparing for those meetings. He said attendance was good and there were a lot of good comments made. He said formal results had not yet been released, but apparently a significant percentage of the comments made favored a high-level bridge

rather than a tunnel. He said almost everyone was in favor of retaining the existing Interstate Route 280 bridge.

Mr. Brennan said further that work continued on the traffic and economic data collection task for the Great Lakes/Mid-Atlantic Corridor using the field information collected by Wilbur Smith and Associates. He said preliminary purpose, need and screening reports were prepared and were being reviewed.

Mr. Brennan said further that the Corridor had been divided into six segments. He said they were:

Segment 1 - Michigan State line to Carey.

Segment 2 - Carey to North of Delaware.

Segment 3 - North of Delaware to Circleville, which was about 20 miles south of the Interstate Route 270 circle around Columbus.

Segment 4 - Circleville to Piketon.

Segment 5 - Piketon to Chesapeake, which was in Lawrence County, right across the river from Huntington, West Virginia.

Segment 6 - Cincinnati to Piketon.

Mr. Brennan said further that requests for qualifications for preliminary development consultants for those segments were advertised on ODOT's bulletin board system as of December 5.

Mr. Brennan said further that on November 22 a meeting was held at OCDC's Strongsville headquarters. He said representatives of the Commission, ODOT, FHWA, OCDC and Wilbur Smith Associates attended.

Mr. Brennan said further that the status of the project's five tasks were:

1. Consultant selection - 45 percent complete.
2. Preliminary corridor selection - 95 percent complete.
3. Preparation of study manual - 30 percent complete.
4. Traffic and Economic Data - 50 percent complete.
5. Communication plan assistance - 10 percent complete.

Mr. Brennan said further that the Commission's financial commitment increased by about \$170,000 through December 12 due to an expansion of task 2, making the total approximately \$1,720,000.

Mr. Brennan said further that on December 13 he attended a meeting of the Anderson Township Transportation Advisory Committee in Hamilton County. He said also attending were township trustees, township staff, OKI, the metropolitan planning organization in that area, Hamilton County commissioners, neighboring elected and appointed officials. He said the Mayor and the City Council of Cincinnati had been invited. Several attended.

Mr. Brennan said further that it was a stimulating meeting. He said that, unfortunately, many rumors had been circulated and very little was understood of the Commission's involvement in the project. He said that he hoped some misconceptions were clarified.

Mr. Brennan said further that on December 14 the I-73/I-74 statewide group met in Columbus for their regular monthly meeting. He said Dan Becker and Gillett Cobb of OCDC attended and gave the group an update of their work and progress. He said the report was well received.

Senator Gaeth asked if he could have some additional information on the County Road 24/State Route 66 interchange in Fulton County.

Mr. Plain said representatives of the Commission's Engineering Department had met with the U.S. Army Corps of Engineers and all the other concerned agencies to review the plans for the interchange. He said the Commission needed a wetlands mitigation plan for that particular area, which hadn't been submitted until it was known whether the Corps of Engineers was in agreement with the location. He said the Corps of Engineers approved the location and the Commission's consultants were preparing that mitigation plan. He said that once that was submitted it should receive routine approval. He said the Commission would then have a permit to construct the interchange.

Mr. Plain said further that plans for the interchange were rapidly being completed and a contract would be awarded in 1995. He said the interchange might not be completed in 1995, but it would be done as quickly as possible.

Mrs. Leever asked if the Commission was still in litigation on that interchange.

Mr. McGrath said the Commission was in litigation and the case was in the Court of Appeals. He said the hearing would come up sometime in the spring.

Mrs. Leever asked what would happen in the Court of Appeals.

Mr. McGrath said the Commission would win.

Mr. Plain said the outcome of the case would not affect the building of the interchange. He said construction would go ahead on schedule.

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

Mr. Johnson said that he was pleased to advise the Commission that just that morning the staff received notice from the Government Finance Officers Association

that the Commission had been awarded, once again, a Certificate of Achievement for Excellence in Financial Reporting.

Mr. Johnson said further that resting against one of the walls in the meeting room were four such Certificates of Achievement. He said the Ohio Turnpike was the first toll road in the country ever to get one in 1985. He said the Commission received them in successive years in 1985, 1986, 1987 and 1988. He said that a dispute then arose questioning whether or not the Commission should be treated as a component unit of the state rather than an independent agency. He said that dispute went on for several years and it was finally resolved to the extent that, with the approval of the state, the Commission was an independent agency. He said that even though the Commission had applied every year for renewal of the certificate there was a holdup on getting it.

Mr. Johnson said the Commission was getting the certificate again. He said there was a little mix-up in sending it to the Commission. He said the Association called the Commission the very thing that the dispute arose over. He said they called the Commission a component unit of the state.

Mr. Johnson said further that Mr. Rudolphy had called the Association that morning and they acknowledged their mistake. He said the mistake would be corrected. He said the certificate was another feather in the Commission's cap. He said he thought everyone knew that the Commission had an outstanding accounting and financial reporting department.

Mr. Johnson said he had two other resolutions to introduce. He said the first was a resolution designating certain projects as "Systems Projects" under the Commission's master trust agreement of 1994. He said the resolution was a last minute one because the staff didn't realize it needed to do it until the middle of the last week. He said it was needed to confirm projects that needed to be designated under the trust agreement. He said the other types of projects came under renewal and replacement projects.

Mr. Johnson said further that attached to the resolution was a list of projects considered "System Projects." He said that one of the projects listed, 71-94-13, renovation design for TP 14 and 15, had to be amended to include the Eastgate Toll Plaza.

Mr. Johnson said he would read the resolved of the resolution as follows:

"RESOLVED that the Commission hereby designated the projects set forth in "Exhibit A" as System Projects under the terms and provisions of the Commission's Master Trust Agreement of 1994 and payable from the System Project Fund."

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

The Chairman said he would like the approval of Jerry Wray, who was not at the meeting, on the resolution.

Mr. McGrath said the resolution was really only a housekeeping provision. He said it just designated what projects were paid from the system project fund.

The Chairman said he didn't have a problem with adopting the resolution, but wanted to make sure Mr. Wray got a copy of it.

Mr. Johnson said Mr. Wray would be sent a copy of the resolution.

A resolution designating certain projects as "System Projects" under the Commission's master trust agreement of 1994 was moved for adoption by Mr. Williams, seconded by Mr. Bergsmark as follows:

RESOLUTION NO. 56-1994

"WHEREAS, on February 15, 1994, the Ohio Turnpike Commission adopted the Master Trust Agreement with Huntington National Bank, as trustee, ("Trust Agreement") securing State of Ohio, Turnpike Revenue Bonds;

"WHEREAS, the Trust Agreement of 1994 established certain Projects and certain Project Funds, including System Projects and System Project Funds;

"WHEREAS, the comptroller has reviewed proposed projects and recommends that certain projects shall be paid from the System Project Fund and in order to make such payment, these projects must be officially designated by the Commission as "System Projects";

"WHEREAS, there is attached hereto "Exhibit A" which lists a number of the ongoing projects, and the Commission, pursuant to the request of its comptroller, desires to designate these projects as "System Projects"

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby designates the projects set forth in "Exhibit A" as System Projects under the terms and provisions of the Commission's Master Trust Agreement of 1994 and payable from the System Project Fund."

The following projects have been authorized and established as "System Projects" but have not been officially designated as "System Projects" prior to the Commission's December 19, 1994, meeting:

The projects are as follows:

38-94-02	Microwave conver. TP6A, TP7, Humm Rd. & MB4
38-94-03	Digital microwave equipment
38-94-07	Weather/Road monitoring system
38-95-01	Fiber-optic channel bank
48-94-02	Administration Building improvements
53-94-04	Buy-out of BP fuel dispensing equipment
53-94-05	Spill/overflow protection SP's
56-94-01	Four equipment storage buildings
64-94-04	Test/evaluate 12 DATIM & software
67-94-01	Computer storage subsystem
71-94-01	Study I-77 interchange
71-94-09	Study Mid-Atlantic Corridor project
71-94-10	Renovation design TP 4 & 5
71-94-11	Renovation design TP 6 & 8
71-94-12	Renovation design TP 10 & 12
71-94-13	Renovation design TP 14, 15 & 17
71-94-14	I-73/74 traffic and revenue study
71-94-16	Oak Openings SP sanitary sewer
71-94-17	Justification Report for State Route 11 interchange
	Stage I Environmental Studies for six segments of the Great Lakes/Mid-Atlantic Corridor Project
71-94-18	Segment 1
71-94-19	Segment 2
71-94-20	Segment 3
71-94-21	Segment 4
71-94-22	Segment 5
71-94-23	Segment 6
74-94-06	Right- of- Way appraisal and acquisition thereof at Commission's service plazas

"Exhibit A"

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. Bergsmark, Mrs. Leever, 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. 56-1994.

Mr. Johnson said the next item was a resolution entitled a resolution awarding a contract for currency and toll ticket pickup. He said that, actually, the contract, the background work in issuing the RFP and receiving the responses was handled by Mr. Rudolphy and his department.

The Chairman said he noticed that Mr. Rudolphy was recommending the second lowest bidder because he didn't think the lowest bidder was qualified. He said he just wanted to make sure that the Commission had enough support in not selecting the lowest bidder because that bidder called him last year.

Mr. Rudolphy said he believed the second lowest bidder was adequately qualified to handle the contract.

Mr. McGrath said the Members had in their folders copies of a report from Mr. Rudolphy of his investigation into the bidders.

Mr. Johnson said that the currency and toll ticket pickup was a very important element of Turnpike operations. He said the current contract had been running month to month for some while as the process of soliciting RFPs continued. He said Mr. Rudolphy's analysis of the bids had been reviewed by him and Mr. McGrath. He said they found the analysis to be correct. He said he would read the resolved as follows:

"RESOLVED that the Commission hereby awards the contract for currency and toll ticket pickup to Metropolitan Armored Car, Inc. of Columbus, Ohio for a three-day per week pickup for a three-year period in the total amount of \$709,207.20 and authorized and directs the executive director to enter into a contract with Metropolitan Armored Car, Inc. for such services in accordance with the Commission's Request for Proposals and the response thereto by Metropolitan Armored Car, Inc."

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

Mr. Williams asked if the bidding companies were required to fill out any kind of EEO report in their information with their bids.

Mr. Rudolphy said he didn't believe any MBE requirements were included in the RFP.

Mr. McGrath said a contract was sought with a company for a particular service and there were no subcontractors involved in that particular operation. He said that, basically, the Commission's MBE program looked at subcontracting in construction and in other areas in which the Commission could get subcontracting. He said the Commission couldn't get any subcontracting in that area.

Mr. McGrath said further that there were only five or six companies that provided the service in question. He said that if there was a minority company that supplied the service they could bid. He said the contract was with Metropolitan and they would not hire a subcontractor to do the work.

Mr. Williams asked what happened when subcontractors could be hired to do specific work.

Mr. McGrath said that, in that case, bidders were required to have a certain percentage of the contract handled by the minority subcontractor. He said the MBE had to be certified under the Commission's system. He said all the construction contracts were handled in that manner and in every other contract in which it could be done. He said that in that particular case the Commission was buying a service from a company and there were no minorities in that field.

Mr. Williams asked who looked into the availability of minority subcontractors for specific projects.

Mr. McGrath said it would be his responsibility to some extent. He said it would also be the responsibility of the Purchasing Agent and also Mr. Charles Pinzone, the MBE Coordinator. He said that in every instance where minority subcontractors could be employed for a project the primary contractor was required to do so.

Mr. Bergsmark asked Mr. Rudolphy if the Commission had the flexibility to modify the contract for banking services after it had been awarded.

Mr. Rudolphy said there were provisions for revisions subject to mutual agreement. He said he didn't anticipate any possible revisions other than the addition of more Turnpike interchanges.

A resolution awarding a contract for currency and toll ticket pickup was moved for adoption by Mr. Bergsmark, seconded by Mrs. Leever as follows:

RESOLUTION NO. 57-1994

"WHEREAS, on October 11, 1994, the Commission issued a Request for Proposals (RFP) for Currency and Toll Ticket Pickup;

"WHEREAS, proposals were received on November 9, 1994, from five firms to perform this contract, and such proposals were reviewed and analyzed by the Commission's comptroller and his staff, including an inspection of the facilities of the low bidder and the second low bidder, and a report concerning such inspections is before the Commission;

"WHEREAS, the comptroller has submitted a report to the Commission recommending that the contract be awarded to the second low bidder, Metropolitan Armored Car, Inc. of Columbus, Ohio on its proposal for a three-day per week pickup for a three-year period in the total amount of \$709,207.20, and the Commission's executive director having reviewed the reports and recommendations of the comptroller concurs and has so advised the Commission in writing;

"WHEREAS, the general counsel has reviewed the proposals submitted, concurs in the recommendation of the comptroller and has advised the Commission that the bid submitted by Metropolitan Armored Car, Inc. for a three-day per week pickup for a three-year period conforms to the requirements of the Commission's Request for Proposals;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby awards the contract for currency and toll ticket pickup to Metropolitan Armored Car, Inc. of Columbus, Ohio for a three-day per week pickup for a three-year period in the total amount of \$709,207.20 and authorizes and directs the executive director to enter into a contract with Metropolitan Armored Car, Inc. for such services in accordance with the Commission's Request for Proposals and the response thereto by Metropolitan Armored Car, Inc."

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

Ayes: Mr. Bergsmark, 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. 57-1994.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no report from the consulting engineer or OCDC.

The Chairman said he had received the monthly report from OCDC and they had done a good job of keeping the Commission informed of the project. He said the report of General Counsel would be received.

Mr. McGrath said that he had two resolutions authorizing appropriations of property for the new interchange with Baumhart Road. He said the first dealt with the Golden property, which was Parcel 7A-17 WL. He said negotiations had taken place with the property owners and, at that time, a satisfactory resolution could not be reached. He said he was requesting the authority to go forward with an appropriation action, if necessary.

Mr. McGrath said the legal description of the property was attached to the resolution and he would read the resolved as follows:

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

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

A resolution declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved for adoption by Mr. Bergsmark, seconded by Mr. Williams as follows:

RESOLUTION NO. 58-1994

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the construction of an interchange with Baumhart Road and the Ohio Turnpike in the vicinity of Milepost 136.2 in Lorain County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owner and persons having an interest therein, to-wit:

Owners

Place of Residence

Jessy Golden and
Phyllis A. Golden

8847 Baumhart Road
Amherst, OH 44001

Julian Pijor
Auditor, Lorain County

226 Middle Avenue
Elyria, OH 44035

Daniel Talarek
Treasurer, Lorain County

226 Middle Avenue
Elyria, OH 44035

"The aforementioned property to be appropriated is described as follows:

Parcel No. 7A-17WL - Fee Simple

A legal description is attached as Exhibit "A";

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

Parcel 7A-17WL

Situated in the Township of Brownhelm, County of Lorain and State of Ohio; and known as being a part of Original Brownhelm Township Lot No. 71, and bounded and described as follows:

Beginning in the centerline of Baumhart Road at the Northwesterly corner of the first parcel of land conveyed to Albert H. Kuellmer by deed dated March 15, 1928 and recorded in Volume 236, Page 126 of Lorain County Deed Records; thence Northwesterly along the centerline of Baumhart Road, a distance of 250.00 feet to a point; thence Easterly, in a line parallel with the Northerly line of aforesaid first parcel of land conveyed to Albert H. Kuellmer, a distance of 245.00 feet to a point; thence Southeasterly in a line parallel to the centerline of Baumhart Road to a point in the Northerly line of aforesaid first parcel of land conveyed to Albert H. Kuellmer, a distance of 250.00 feet; thence Westerly in the Northerly line of aforesaid first parcel of land conveyed to Albert H. Kuellmer, a distance of 245.00 feet to the centerline of Baumhart Road and the place of beginning of lands herein described and containing within said bounds about 1.4 acres of land, be the same more or less, but subject to all legal highways.

Exhibit "A"

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

Ayes: Mr. Bergsmark, Mr. Williams, Mrs. Leever, 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. 58-1994.

Mr. McGrath said the second resolution involved the Gede property which was 7A-9 WL, again at Baumhart Road. He said that, once again, negotiations had taken place unsuccessfully and he requested that he be authorized to go forward with an appropriation, if that became necessary. He said he would read the resolved as follows:

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

Mr. McGrath said that, again, he recommended that the resolution be adopted.

A resolution declaring the necessity of appropriating property and directing that proceedings to effect such appropriation be begun and prosecuted was moved for adoption by Mr. Bergsmark, seconded by Mr. Williams as follows:

RESOLUTION 59-1994

"RESOLVED that the Commission has negotiated for a reasonable time for the purchase of the real estate described herein with the owner, but has been unable to enter into an agreement and has complied with the provisions of section 163.04 of the Revised Code; and said property is necessary for the construction of an interchange with Baumhart Road and the Ohio Turnpike in the vicinity of Milepost 136.2 in Lorain County, Ohio;

"BE IT FURTHER RESOLVED that proceedings be begun and prosecuted to effect the appropriation of the fee title and necessary easements on the following described property from the owner and persons having an interest therein, to-wit:

Owners

Steven M. Gede

Place of Residence

8808 Baumhart Road
Amherst, OH 44001

Julian Pijor
Auditor, Lorain County

226 Middle Avenue
Elyria, OH 44035

Daniel Talarek
Treasurer, Lorain County

226 Middle Avenue
Elyria, OH 44035

"The aforementioned property to be appropriated is described as follows:

Parcel No. 7A-9WL - Fee Simple

A legal description is attached as Exhibit "A";

"FURTHER RESOLVED that the general counsel be, and he hereby is instructed to do or cause to be done all things that may be necessary in the premises in order that proceedings for the appropriation of the property described above may be commenced."

Parcel No. 7A-9WL

Situated in the County of Lorain, in the State of Ohio and in the Township of Brownhelm, and known as being part of Original Lots Nos. 70 and 71 in said Township, bounded and described as follows:

Beginning in the center line of Baumhart Road at the Southeasterly corner of land conveyed to Blake Pinson and Pearl Pinson by Deed dated August 2, 1979 and recorded in Volume 1241, Page 706 of Lorain County Deed Records; thence Westerly along the Southerly line of land so conveyed to Blake Pinson and Pearl Pinson as aforesaid a distance of about 297 feet to the Southwest corner thereof; thence Northerly along the Westerly line of land so conveyed to Blake Pinson and Pearl Pinson as aforesaid a distance of about 150 feet to the Southerly line of land conveyed to Arthur A. Hasenpflug by Deed dated July 8, 1953 and recorded in Volume 575, Page 95 of Lorain County Deed Records; thence Westerly along the Southerly line of land so conveyed to Arthur A. Hasenpflug as aforesaid a distance of about 2219.79 feet to an Easterly line of land conveyed to Mary M. Baetz and Conrad Baetz by Deed dated December 3, 1914 and recorded in Volume 128, Page 429 of Lorain County Deed Records; thence Southerly along an Easterly line of land so conveyed to Mary M. Baetz and Conrad Baetz as aforesaid to the Northwest corner of land conveyed to Harry Stick and Lowella Stick by Deed dated February 12, 1955 and recorded in Volume 620, Page 228 of Lorain County Deed Records; thence Easterly along the Northerly line of land so conveyed to Harry Stick and Lowella Stick as aforesaid a distance of 1980 feet to the Easterly line of said Original Lot No. 70; thence Southerly along the Easterly line of said Original Lot No. 70 to the Northwesterly right of way line of the Ohio Turnpike; thence Northeasterly along the Northwesterly right of way line of the Ohio Turnpike to the center line of Baumhart Road; thence Northerly along the center line of Baumhart Road to the place of beginning, be the same more or less, but subject to all legal highways.

Exhibit "A"

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

Ayes: Mr. Bergsmark, Mr. Williams, Mrs. Leever, 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. 59-1994.

The Chairman said the report of General Counsel was accepted as offered. He ascertained there would be no reports from Captain Ash or the trustee.

The Chairman said that in January the date of the meeting would have to be changed. He said Governor Voinovich would be inaugurated on the second Monday in January, the day of the month normally reserved for Commission meetings. He said another problem was that the next Monday was a holiday, Martin Luther King Day.

The Executive Director said the staff wouldn't have anything formal to present to the Commission during the month of January. He said that all of the contracts that would be starting up for the 1995 construction season would not be ready for award until February.

Mr. Bergsmark said he suggested that the January meeting be waived.

The Executive Director said that, if the Commission decided to waive the January meeting, the next meeting date would be Monday, February 13.

The Chairman said the next meeting would be Monday, February 13th. He asked Representative Gerberry if he had any comments.

Representative Gerberry said that in light of the fact that Ohio House Speaker JoAnn Davidson would be making the appointment of a new House of Representatives Member of the Commission in January, that day's meeting would probably be his last as a Member of the Commission.

He said that was unless some of his friends on the other side of the aisle could persuade Mrs. Davidson that the position on the Commission should be bipartisan.

Representative Gerberry said he just wanted to say to the Commission and Mr. Johnson that his experience on the Commission had been very enlightening. He said he had enjoyed the eight or nine months he had been on the Commission. He said he hoped that he would be back in February, but, if not, he wished everyone well. He said

that if there was anything he could do as a member of the Legislative Oversight Committee to assist the operation of the Commission he would do so.

Representative Gerberry said that for a Commission which had taken some heat over the last couple of years for various things the Chairman's commitment should be applauded. He said the Chairman was really a public servant. He said he commended the Chairman for the time and effort he put in, because he knew the Chairman put in a lot of time. He said the people of the state appreciated that.

Representative Gerberry said he thanked everyone very much for their kindness over the last eight months and maybe he would see them in February and maybe he wouldn't. He said he thanked the Commission for the opportunity to serve.

Mr. Johnson said he wanted to say that the staff had been working closely with Representative Gerberry on the interchange proposed at County Road 18, which was in his old district. He said the staff would continue to work with him on that project, whether or not he remained on the Commission. He said Representative Gerberry also had an interest in a proposed interchange at State Route 11.

The Chairman said he shared Senator Gaeth's opinion that the Oversight Committee was not necessary. He said that having someone from the House of Representatives and someone from the Senate was a better way of overseeing the Commission at every meeting and getting all the Commission's information. He said it made no sense to get together periodically with an Oversight Committee which was not familiar with the operations of the Commission. He said that, especially in the last couple of years, he thought the committee met two or three times. He said he didn't feel the committee was necessary. He said that if the House and Senate wanted to have a committee, it was fine with him. He said he appreciated Mr. Gerberry's commitment, as well.

Mr. McGrath said that, since the Commission was waiving the January meeting, the day's meeting also was his last because he was going to retire at the end of January. He said he had enjoyed being of service to the Commission as its General Counsel and it had been a lot of fun. He said he was going to Florida, hit golf balls and have fun.

The Chairman said that Mr. McGrath had been involved with the Commission in one form or another since 1957. He said he thanked Mr. McGrath for his dedication throughout the years.

The Chairman said the meeting would adjourn and there was a Christmas luncheon for Commission Members and employees.

There being no further business to come before the Commission a motion was made by Mrs. Leever, seconded by Mr. Bergsmark, that the meeting adjourn until the next meeting on February 13.

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. Bergsmark, Mr. Williams, Mr. Fedeli

Nays: None

The Chairman declared the meeting adjourned. The time of adjournment was 12:15 p.m.

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



Allan V. Johnson
Assistant Secretary-Treasurer