

## MINUTES OF THE 426TH MEETING OF THE OHIO TURNPIKE COMMISSION

December 16, 1996

Pursuant to the bylaws, the Ohio Turnpike Commission met in regular session in the Administration Building at 682 Prospect Street, Berea, Ohio at 11:07 a.m. on December 16, 1996, with members of the staff: G. Alan Plain, Executive Director; Gino Zomparelli, General Counsel and Deputy Executive Director-External Affairs; Robert Arlow, Deputy Executive Director-Operations; Stephen G. Lorton, Director of Public Affairs & Marketing; Craig Rudolphy, Comptroller; David H. Ransbury, Chief Engineer; Daniel F. Castrigano, Maintenance Engineer; Sharon D. Isaac, Director of Toll Operations; and others in attendance.

Present: M. Ben Gaeth, Richard A. Hodges, Gary Joseph, Earl W. Williams, Marilyn R. Baker, Ruth Ann Leever, Umberto P. Fedeli

Absent: Jerry Wray

The Chairman said the minutes of the last Commission meeting of November 12, 1996, had been distributed to the Members for their comments and he would accept a motion to adopt them 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, Mrs. Baker, Mr. Williams, Mr. Joseph, Mr. Fedeli

Nays: None

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

The Chairman said the meeting was the 426th meeting of the Commission. He said it was being held at the Commission's headquarters as provided for in the Commission's Code of Bylaws. He said Jerry Wray was unable to attend the day's meeting, but that Gary Joseph, Deputy Executive Director of Economic Development for ODOT, was authorized to represent and vote for Mr. Wray.

The Chairman said there were a number of guests at the meeting and he would ask them to identify themselves as follows: Eric Erickson, The Ohio Company; Dick Stillman, The Ohio Company; Cleve Brooks, SBK Brooks; Captain Paul Ash, Ohio State Highway Patrol; Fred McFall, Host Marriott; Mike Kurey, Advanced Restaurant Concepts; Herb Gill, Gladioux Enterprises; Ed Presley, Key Bank; Ken Zapinski, The (Cleveland) Plain Dealer; Jennifer Garvey, McDonald & Co.; Vince Chiarucci, Consultant; Carol Mueller, PaineWebber; Bobby Everhart, URS Greiner; Allan V. Johnson, retired Executive Director; James C. McGrath, retired General Counsel; Bob Barnett, Public Affairs & Marketing; Barb Lesko, Executive Director's Secretary; and Diane Pring, Legal Department.

The Chairman asked Mr. Johnson and Mr. McGrath how many years they had combined with the Commission.

Mr. McGrath said they had over 60.

Mr. Johnson said Mr. McGrath had 37 and he had 25.

The Chairman said Mr. McGrath was the Commission's former General Counsel and started in 1957. He said that was two years after the Turnpike had completely opened.

The Chairman said he would ask Senator Gaeth to report on Service Plazas.

Senator Gaeth said he had not had time to stop at a service plaza on the way to the meeting that morning. He said that he had not received any complaints. He said he wanted to take that opportunity to tell everyone that he had missed three Commission meetings because of back surgery, but he was getting along fine. He said he was glad to be back.

The Chairman asked Representative Hodges if he had anything to say.

Representative Hodges said that in the most recent newspaper clippings there were some articles critical of the Commission for scheduling public hearings on the days that the Legislature was in session. He said that although the situation had dramatically improved from the previous regime there were times when he didn't have advance knowledge when the House was going to have sessions. He said that, certainly, he didn't know about committee meetings.

Representative Hodges said further that sometimes he found himself in the unfortunate position of either being at a Commission meeting or being at committee meetings or casting votes on the House floor. He said that, obviously, the choice had to be Columbus.

Representative Hodges said that he thought some of the criticism of the Commission was unfair and he thought that should be said at the meeting. He said it was tough for him to plan his own schedule around the Legislature and he wouldn't force that on anybody.

The Chairman said the next time such a public meeting were held more advance notice would be given. He said the legislators were welcome to attend Commission meetings and very few of them took that advantage.

The Chairman said the report on Service Plazas was accepted as offered. He said the report of the Secretary-Treasurer, Mrs. Baker, would be received.

Mrs. Baker said that the following items had been sent to the Members since the last regularly scheduled meeting held on November 12, 1996:

1. Weekly Traffic Statistics
2. Traffic Accident Summary for November 1996
3. Traffic and Revenue Report for November 1996
4. Financial Statement for November 1996
5. Draft of Commission Meeting Minutes, November 12, 1996
6. Investment Transactions-November 1996
7. News Releases: #36 Ohio Turnpike Commission holds November meeting  
#37 Information Meeting Scheduled for SR 11 interchange  
#38 Ohio Turnpike Commission reconsiders SR 11 interchange

The Chairman said the report of the Secretary-Treasurer was accepted as offered. He ascertained there would be no report on Budget and Finance. He said the report on Audit & Legal would be received.

Mr. Rudolphy said he had no formal report. He said he would like to note that he failed to mention at the last meeting that the Commission had received another recognition from the Government Finance Officers' Association. He said the Commission had been awarded the certificate of achievement for excellence in financial reporting for the 1995 annual report. He said the plaques were resting on the side wall of the meeting room. He said they dated back to 1985, and gave an indication of the Commission's financial performance and quality of reporting to the public, the rating agencies and to anyone who was in need of knowing.

The Chairman said there were some new guests at the meeting, and he would like to mention again that the Commission had the highest rating that Standard & Poor's and Moody's gave to any Turnpike facility in the country. He said that as far as he was concerned that meant the Ohio Turnpike was ranked number one in the country.

The Chairman said the report on Audit & Legal was accepted as offered. He said the report of the Executive Director would be received.

The Executive Director said he had a number of resolutions and a couple of short reports. He said the first resolution was a Resolution Adopting the Proposed Budget for the Year 1997 and Providing for Deposits Required Under the 1994 Trust Agreement During Said Year.

The Executive Director said that by Resolution No. 65-1996 of November 12, 1996, the Commission adopted the preliminary budget for the year and he would like to read the Resolved as follows:

"RESOLVED that the Commission hereby adopts the following as its Proposed Annual Budget for the Year 1997 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)."

The Executive Director said it was the same budget the Commission passed at the last meeting.

The Chairman said the budget was reviewed at one of the last couple of Commission meetings and he had a lengthy meeting with some of the department heads. He said the Commission's whole budget was up a little bit over one point including some of the built-in pay increases, which was very low. He said a lot of the things the Commission had done had come into play such as cutting payroll costs by about \$2-1/2 million and cutting insurance costs, which are now trending at about \$3 million. He said that even with adding the third lane and building new facilities the budget was pretty good and, hopefully, the Commission would come in under budget.

A Resolution Adopting Proposed Budget for the Year 1997 and Providing for Deposits Required Under the 1994 Trust Agreement During said Year was moved for adoption by Mrs. Baker, seconded by Mr. Joseph as follows:

**RESOLUTION NO. 71-1996**

"WHEREAS, the Commission by Resolution No. 65-1996 of November 12, 1996, adopted its Preliminary Budget for the Year 1997;

"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 1997 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).

**1997**  
**Proposed Budget of Revenues, Expenditures**  
**and Deposits for Projects**

	<u>Pledged</u>	<u>Non- Pledged</u>	<u>Total</u>
<b>REVENUES</b>	\$155,317,865	\$11,700,537	\$167,018,402
<b>EXPENDITURES</b>			
Administration & Insurance	\$ 19,064,000		
Total Administration & Insurance	\$ 19,064,000		
Maintenance of Roadway & Structures	\$ 20,784,906		
Services & Toll Operations	\$ 23,376,453		
Traffic Control, Safety & Patrol	<u>\$ 9,623,994</u>		
TOTAL OPERATIONS	\$ 53,785,353		
TOTAL OPERATIONS, MAIN- TENANCE & ADMINISTRATION (OM&A)	\$ 72,849,353		
<b>BOND INTEREST FUNDING</b>	\$ 26,650,229		
<b>BOND PRINCIPAL FUNDING</b>	\$ 7,682,084		
<b>RENEWAL &amp; REPLACEMENT FUND REQUIREMENT</b>	\$ 12,000,000		
<b>TRANSFER TO SYSTEM PROJECTS FUND</b>	\$ 36,136,199"		

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

Ayes: Mrs. Baker, Mr. Joseph, 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. 71-1996.

The Executive Director said also that, as the Members were aware, the staff had been working and trying to review with a working group to put together a plan for architectural services to do the renovation of the Turnpike's service plazas. He said the Commission had a resolution which authorized the Executive Director to take further action concerning the services of an architectural consultant and he would read the Resolved as follows:

"RESOLVED that the Commission hereby authorizes the Executive Director to select either Gilberti, Spittler International (GSI) of Cleveland, Ohio, and/or Wolfgang Doerschlag Architects Limited, Inc. of Columbus, Ohio, to provide preliminary studies, final design and assist with the construction management in connection with the construction/renovation of the Commission's sixteen service plazas; and authorizes and directs the executive director and general counsel to enter into negotiations with either firm or both firms to formalize a contract for architectural services, all in accordance with the terms and conditions of the Commission's letter of interest and their respective architectural proposal and presentation."

The Executive Director said further that the staff felt the resolution was necessary. He said the project was very complex and complicated. He said the authority was needed to acquire the services of one or both firms.

Mr. Williams asked if the service plaza concessionaire contracts were still on a short-term basis.

Mr. Zomparelli said the restaurant operators were in a contract extension period. He said the extension period for Hardee's and Marriott was the same as discussed at the last Commission meeting. He said the status of the contracts was not related to the design issue. He said that once the design process was started the staff would have to come back to the Commission with a recommendation as to how the RFPs would be packaged to secure bids for the operations of the food service. He said that had not been done.

Mr. Williams asked if the present agreements were month-to-month.

Mr. Zomparelli said they were for 60 days and renewed themselves on their own by the terms of the agreements. He said the present extension would expire in January 1997. He said that if the Commission decided not to renew any of those extension periods they had to give the restaurant operators 60 days notice before that action could be taken.

Mr. Williams said he wondered why the contracts could not be extended for a longer period of time than just 60 days since it would be a long while before the new service plaza facilities could be occupied.

Mr. Zomparelli said the staff was trying to decide the construction schedule, but they had not gotten that far yet. He said the review group and Mr. Plain had discussed possibly splitting the 16 buildings by doing 8 in 1997 and 8 in 1998. He said that, until a decision was made as to which buildings would be done and when, the staff was not seeking to determine which contracts would be extended.

The Chairman said that he wanted to make sure that the current facilities were kept open as the new ones were being built so there was continuity for Turnpike customers. He said he was sure the restaurant operators were apprehensive about the situation with regard to whether they would be running the restaurants for two months or one or two years. He said it would be good to have some type of conclusion within a month or two.

Mr. Zomparelli said it was a large task. He said the resolution gave the Executive Director and him the authority to go ahead with two firms so the process could be expedited as soon as possible. He said that by contracting with two architectural firms the job could be done quicker.

Mr. Plain said attempts would be made to keep all the restaurants open while the new facilities were being built. He said it was going to be disruptive to the services at the plazas. He said that once the architectural firms were on board the staff would have a better idea of the construction schedules. He said that then bids would be sought for operating the restaurants. He said the company or companies awarded the contracts would be contacted in order for the interiors of the new facilities to be coordinated with their operations.

The Chairman asked if there was enough land to build new facilities and keep the old ones open.

Mr. Plain said there was enough land to do that and how it could be accomplished was one of the things the staff would be seeking from the architectural firms.

The Chairman said he was on record as saying that if the project was done right with fresh concepts he anticipated a minimum of a 50% increase in sales. He said a customer questionnaire listed restrooms as a major consideration for the service plazas. He said another major consideration was breakfast, lunch and dinner 24 hours a day because truckers and the general public traveled on different schedules. He said that when truckers eat breakfast, someone else might be eating dinner. He said he thought a 50% sales increase was reasonable and perhaps it would be much more. He said that whatever the Commission did it would probably have to live with for many years to come.

Mr. Plain said that he doubted that he would be around then, but the staff was hoping the restaurant changes would last for another 40 years.

The Chairman said it was important that it be done right and the Commission had to take its time. He said some of the Commission Members and staff had taken one trip to visit a number of service plaza operations at other toll roads in the country. He said a lot had been crammed into that day. He said they left at 6:00 a.m. and came home about midnight. He said they went to a number of places.

The Chairman said further that one thing that stuck in his mind was when the group went to New York and New Jersey. He said that New Jersey had doubled their sales when

they went with a new design in cooperation with Host Marriott. He said it was interesting that they had doubled their sales after spending about \$5 million for a new service plaza. He said that in New York they spent \$13 million for an elaborate cabin-type facility in the Adirondack Mountains offering too many choices that were not successful. He said that on the other hand New Jersey said they wished they had one or two more of their flourishing plaza.

Mr. Zomparelli said the staff would give notice to the current food-service operators as soon as they knew the construction schedule. He said they then could plan their operations accordingly with regard to staffing and employment.

Mr. Plain said the staff appreciated the restaurant operators cooperation in going through the growing pains with the Commission.

A Resolution Authorizing the Executive Director to take Further Action Concerning the Services of an Architectural Consultant was moved for adoption by Mr. Williams, seconded by Mr. Joseph as follows:

#### **RESOLUTION NO. 72-1996**

"WHEREAS, on July 18, 1996, the Commission issued a Letter of Interest to solicit responses from architectural firms to provide preliminary studies, final design and assist with the construction management in connection with the renovation of the Commission's sixteen service plazas;

"WHEREAS, responses were received on August 2, 1996, from ten architectural firms expressing an interest in serving the Commission and such responses were studied by the Commission's staff and the Commission's Service Plaza Review Group;

"WHEREAS, the Service Plaza Review Group, after reviewing the proposals submitted, selected three of the firms to be interviewed, such interviews being held on September 3 and 4, 1996;

"WHEREAS, the Service Plaza Review Group, after analyzing the proposals received and completing the interviews aforesaid met with the three firms on September 19 to discuss the forum for a competitive design process involving two sites, i.e., Middle Ridge and Tiffin River Service Plazas;

"WHEREAS, each firm agreed to provide a conceptual floor plan of the buildings, complete with elevation views, renderings and a conceptual site plan, and the Commission agreed to contribute \$20,000 to each firm to defray the cost of competition;

"WHEREAS, each firm's proposals were due on November 7, 1996, and each firm agreed to make a brief presentation, which presentations were conducted on November 7 and November 8, 1996;

"WHEREAS, it is in the best interests of the Commission and its patrons to have the option to contract with up to two firms for architectural services given the large scope and magnitude of the project to construct/renovate the Commission's sixteen service plazas located along the 241.2 mile Turnpike;



"WHEREAS, the selection of two architectural firms provides the potential for an expedited construction schedule and provides the Commission with the benefit of the expertise of two firms;

"WHEREAS, the Service Plaza Review Group, after analyzing the proposals received, completing the interviews aforesaid and attending the respective presentations aforesaid, made recommendations to the Commission, and the Commission has duly considered such recommendations;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby authorizes the Executive Director to select either **Gilberti, Spittler International (GSI)** of Cleveland, Ohio, and/or **Wolfgang Doerschlag Architects Limited, Inc.** of Columbus, Ohio to provide preliminary studies, final design and assist with the construction management in connection with the construction/renovation of the Commission's sixteen service plazas; and authorizes and directs the executive director and general counsel to enter into negotiations with either firm or both firms to formalize a contract for architectural services, all in accordance with the terms and conditions of the Commission's letter of interest and their respective architectural proposal and presentation."

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. Joseph, Mr. Baker, 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. 72-1996.

The Executive Director said also that the next resolution was a resolution awarding a contract for engineering design and construction inspection services for 3rd land construction for System Design Project 71-96-43 and that's for third-lane construction for 1997, Milepost 81.34 to 86.16. He said he would read the Resolved as follows:

"RESOLVED that the Commission hereby selects Mannik & Smith, Inc. as most qualified to perform the services required under the above-mentioned RFP and authorizes the executive director and the general counsel to execute the Engineering Services Agreement, a copy of which is before the Commission, with Mannik & Smith, Inc., all in accordance with the terms and conditions of the Commission's Request for Proposals and its responses thereto."

A Resolution Awarding a Contract for Engineering, Design and Construction Inspection Services for 3rd Lane Construction for System Design Project 71-96-43 was moved for adoption by Mrs. Baker, seconded by Mrs. Leever as follows:

## RESOLUTION NO. 73-1996

"WHEREAS, on August 14, 1996, the Commission issued its Request for Proposals (RFP) for Engineering, Design and Construction Inspection Services for "3rd" Lane Construction from Milepost 81.34 to Milepost 86.16 to three consulting engineering firms which previously expressed an interest in performing such work for the Commission, and who are appropriately prequalified, and on August 28, 1996, responses were received from three firms confirming their interest in serving the Commission;

"WHEREAS, the Commission's chief engineer and URS Greiner, Inc.'s project manager have reviewed the proposals submitted and concluded, on the basis of the proposals, that Mannik & Smith, Inc. was most qualified to perform the services required and recommends that the contract be awarded to Mannik & Smith, Inc.;

"WHEREAS, on October 28, 1996, Mannik & Smith, Inc. submitted its Cost Proposal for Phase I in the total lump sum of \$515,535.00 and a schedule of hourly rates for Phase II;

"WHEREAS, the executive director has also reviewed the proposals submitted and concurs in the recommendation of the chief engineer and project manager that the contract be awarded to Mannik & Smith, Inc. on the basis of their superior technical rating and favorable negotiated fee;

"WHEREAS, the Commission has duly considered such recommendations;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby selects **Mannik & Smith, Inc.** as most qualified to perform the services required under the above-mentioned RFP and authorizes and directs the executive director and the general counsel to execute the Engineering Services Agreement, a copy of which is before the Commission, with **Mannik & Smith, Inc.** all in accordance with the terms and conditions of the Commission's Request for Proposals and its responses thereto."

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

Ayes: Mrs. Baker, Mrs. Leever, Mr. Joseph, 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. 73-1996.

The Executive Director said the next resolution was a resolution awarding a contract for engineering, design and construction inspection services for the Cuyahoga River Bridge Replacement to accommodate 3rd lane construction for System Project 71-96-48. He said he would read the Resolved as follows:

"RESOLVED that the Commission hereby selects HNTB Ohio, Inc. as most qualified to perform the services required under the above-mentioned RFP and authorizes and directs the executive director and the general counsel to execute the Engineering Services Agreement, a copy of which is before the Commission, with HNTB Ohio, Inc., all in accordance with the terms and conditions of the Commission's Request for Proposals and its responses thereto."

Mr. Plain said that there was a steel alternative and a concrete alternative in the resolution. He said that those were some of the things that are usually required by the federal government to insure that the Commission got fair prices for each. He said that if contractors knew in advance that it would be one or the other then you tended to get inflated prices. He said the staff was trying to keep the price of construction to a minimum.

A Resolution Awarding a Contract for Engineering, Design and Construction Inspection Services for The Cuyahoga River Bridge Replacement to Accommodate 3rd Lane Construction for System Design Project 71-96-48 was moved for adoption by Mr. Joseph, seconded by Mr. Williams as follows:

**RESOLUTION NO. 74-1996**

"WHEREAS, on October 11, 1996, the Commission issued its Request for Proposals (RFP) for Engineering, Design and Construction Inspection Services for "3rd" Lane Construction, Cuyahoga River Valley Bridges and Approaches, Milepost 177.0 to six consulting engineering firms which previously expressed an interest in performing such work for the Commission, and who are appropriately prequalified, and on October 30, 1996, responses were received from six firms confirming their interest in serving the Commission;

"WHEREAS, the Commission's chief engineer and URS Greiner, Inc.'s project manager have reviewed the proposals submitted and concluded, on the basis of the proposals, that HNTB Ohio, Inc. was most qualified to perform the services required and recommends that the contract be awarded to HNTB Ohio, Inc.;

"WHEREAS, on December 9, 1996, HNTB Ohio, Inc. Inc. submitted its Cost Proposal for Phase I and a schedule of hourly rates for Phase II and as a result of a December 11, 1996, fee negotiation meeting, the following design costs were agreed and accepted by HNTB in the total lump sum of \$2,019,508:

Preliminary Design	
(Steel & Concrete Alternatives)	\$ 162,260
Roadway Plans	317,228
Detailed Design (Steel Alternative)	764,604
Detailed Design (Concrete Alternative)	<u>775,416</u>

TOTAL ..... \$2,019,508

"WHEREAS, the executive director has also reviewed the proposals submitted and concurs in the recommendation of the chief engineer and project manager that the contract be awarded to HNTB Ohio, Inc. on the basis of their superior technical rating and favorable negotiated fee;

"WHEREAS, the Commission has duly considered such recommendations;

"NOW, THEREFORE, BE IT

"RESOLVED that the Commission hereby selects **HNTB, Ohio, Inc.** as most qualified to perform the services required under the above-mentioned RFP and authorizes and directs the executive director and the general counsel to execute the Engineering Services Agreement, a copy of which is before the Commission, with **HNTB Ohio, Inc.** all in accordance with the terms and conditions of the Commission's Request for Proposals and its responses thereto."

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

Ayes: Mr. Joseph, Mr. Williams, Mrs. Baker, 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. 74-1996.

Mr. Plain said the next resolution was a resolution designating certain projects as System Projects which we have done previously a number of times under the Commission's Master Trust Agreement of 1994. He said he would read the Resolved as follows:

"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."

A Resolution Designating Certain Projects as "System Projects" under the Commission's Master Trust Agreement of 1994 was moved for adoption by Mrs. Baker, seconded by Mrs. Leever as follows:

#### **RESOLUTION NO. 75-1996**

"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 16, 1996, meeting:

The projects are as follows:

- 38-96-06            Communications Equipment - removal of 2 GHz analog system and installation of 6 GHz analog system at MB-5 and TP-9; 6 GHz digital at Great Lakes, MB-6, Shalersville and MB-7.
  
- 38-96-09            Communications Equipment - to interface the Commission's communications equipment to the new 6 GHz digital microwave at TP-2 to MB-1; TP-4 to MB-2; TP-13 to MB-6; TP 16 to MB-8 and TP-17 to MB-8.
  
- 38-96-11            Communications Equipment - installation of a reverse exit lane #6 at Westgate Toll Plaza.

**Exhibit "A"**

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

Ayes: Mrs. Baker, Mrs. Leever, Mr. Williams, Mr. Joseph, 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. 75-1996.

The Executive Director said he had another resolution that was not on the original agenda. He said it was a resolution authorizing the Executive Director to take further action concerning award of contract for improvements at Interchange 7 and U.S. 250 in Erie County. He said that for a number of years there had been problems with traffic backing up through the interchange because of some restrictions and inadequate width of U.S. 250. He said traffic backed up through the toll plaza, back on both ramps and sometimes back on the mainline, both eastbound and westbound, creating a hazard for the traveling public.

The Executive Director said further he would ask Mr. Joseph to explain ODOT's role in trying to put the project together and requesting that the Commission participate to help clear up the situation.

Mr. Joseph said it was an ODOT project that ranked under the top five projects in the state. He said it involved the widening of U.S. Route 250 from the Turnpike interchange to State Route 2, approximately five miles. He said ODOT had been working with the Commission on coordinating its construction of the road widening with the improvements to the interchange and ramps that lead on and off U.S. Route 250.

Mr. Joseph said further that Erie County had contributed almost \$3 million to the project to have that road widened and to accelerate the process. He said that was a good example of state, local and private businesses stepping up and all contributing to a project that was badly needed. He said the 3-1/2 million tourists that visited the region each summer were pretty important to the economy and they would be the ones best served by widening the roadway.

The Executive Director said the region was probably the major summer vacation area in the state. He said the huge number of summer vacationers, boaters, fisherman and those attracted to Cedar Point put a tremendous strain on Interchange 7. He said he would go through the Resolveds because the staff was asking for several things and when he read those it would make it clear what they were trying to do.

"RESOLVED that the authority hereby granted to the executive director and general counsel shall include authority, if deemed appropriate, to execute an agreement with ODOT and any other agency or department, including but not limited to, counties, municipalities or townships; and

"RESOLVED that the executive director is authorized and directed to prepare and issue a Request for Proposals (RFP) for the services of an engineering consulting firm to assist in implementing this Interchange 7/U.S. 250 project for the Turnpike and to take such other actions as are necessary to proceed with the project, provided, however, that the executive director shall keep the Commission apprised of such action and obtain the approval of the

Commission for any actions not authorized to be performed by him under this resolution and the Code of Bylaws;

"FURTHER RESOLVED that the executive director may take such action aforesaid provided the chief engineer recommends the award for planning and design services, and the general counsel issues an opinion that the successful bidder complies with all statutory requirements of the State of Ohio and complies with the policies of the Commission; and

"RESOLVED that the executive director of the Ohio Turnpike Commission is hereby authorized to take any action necessary concerning award and execution of a contract for planning and design services, prior to the next meeting of the Commission, including the award in response thereto; and

"FURTHER RESOLVED that the executive director and the comptroller take any and all necessary action, if appropriate, to designate this Interchange 7/U.S. Route 250 project a System Project under the terms and provisions of the Commission's Master Trust Agreement of 1994 and therefore payable from the System Project Fund."

Representative Hodges asked if there was a sense of urgency that he was missing that a lot of these things had to be done in between Commission meetings.

Mr. Plain said that it was important to get the project underway as quickly as possible. He said ODOT was trying to line up their own consultant for the project. He said ODOT was attempting to get the work completed by 1999 and the Commission wanted to do its part. He said the staff would bring everything to the Commission for approval, but they wanted to get a RFP process in motion.

Mr. Plain said further that, in addition, the staff had a design contract in progress to do the improvements at Interchange 7 for renovation to add exiting lanes and other things necessary to accommodate the heavy increase in traffic. He said that work would extend into the summer period, which would cause problems. He said all aspects of the Interchange 7/U.S. 250 project would be difficult so it was important that the Commission get a jump on it.

The Chairman asked that before funds in excess of the estimated cost were expended the Executive Director would come back to the Commission for approval.

Mr. Plain said that would absolutely be done.

Mr. Plain said that it was not an award of a contract for construction. He said it was a resolution to get the design process going and to coordinate it with ODOT's consultant, when one was selected, and to coordinate the two projects.

A Resolution Authorizing the Executive Director to take Further Action Concerning Award of Contract for Improvements at Interchange 7 and U.S. 250 in Erie County was moved for adoption by Mrs. Baker, seconded by Mrs. Leever as follows:

**RESOLUTION NO. 76-1996**

"WHEREAS, in order to remove potential and anticipated hazards on the mainline of the Ohio Turnpike at Interchange 7 and U.S. Route 250 and to facilitate vehicular traffic in



the State of Ohio pursuant to the Ohio Revised Code including, but not limited to, Sections 5537.03, 5537.05, 5537.17; and

"WHEREAS, the Commission desires to improve Interchange 7 of the Turnpike providing for the safe flow of ingress and egress to U.S. 250; and

"WHEREAS, the improvements to Interchange 7 shall require the replacement of a railroad bridge located just north of Interchange 7 and over U.S. Route 250; and

"WHEREAS, the improvements to Interchange 7 shall require widening of U.S. Route 250; and

"WHEREAS, the Commission desires to commence planning, design and construction of this project as soon as possible, and the amount necessary to retain an engineering consulting firm may exceed the authority of the executive director to award and contract;

"WHEREAS, the Commission desires to delegate to the executive director authority to take action on behalf of the Commission concerning the award of a contract to an engineering consultant firm to provide planning and design services for improvements to Interchange 7, replacement of a railroad bridge just north of Interchange 7 and over U.S. Route 250, and widening approximately 1,300 feet of U.S. 250 just north of the Interchange 7 ramp; and if such action is deemed necessary prior to the next Commission meeting so that the work called for under a Request for Proposals (RFP) for the services of an engineering consultant can move forward as promptly as possible;

"NOW, THEREFORE, BE IT

"RESOLVED that the authority hereby granted to the executive director and general counsel shall include authority, if deemed appropriate, to execute an agreement with ODOT and any other agency or department, including but not limited to, counties, municipalities or township; and

"RESOLVED that the executive director is authorized and directed to prepare and issue a Request for Proposals (RFP) for the services of an engineering consulting firm to assist in implementing this Interchange 7/U.S. 250 project for the Turnpike and to take such other actions as are necessary to proceed with the project, provided, however, that the executive director shall keep the Commission apprised of such action and obtain the approval of the Commission for any actions not authorized to be performed by him under this resolution and the Code of Bylaws;

"FURTHER RESOLVED that the executive director may take such action aforesaid provided the chief engineer recommends the award for planning and design services, and the general counsel issues an opinion that the successful bidder complies with all statutory requirements of the State of Ohio and complies with the policies of the Commission; and

"RESOLVED that the executive director of the Ohio Turnpike Commission is hereby authorized to take any action necessary concerning award and execution of a contract for planning and design services, prior to the next meeting of the Commission, including the

award of contract for such invitation or the rejection of all proposals received in response thereto; and

"FURTHER RESOLVED that the executive director and the comptroller take any and all necessary action, if appropriate, to designate this Interchange 7/U.S. Route 250 project a System Project under the terms and provisions of the Commission's Master Trust Agreement of 1994 and therefore payable from the System Project Fund."

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

Ayes: Mrs. Baker, Mrs. Leever, Mr. Joseph, 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. 76-1996.

Mr. Plain said that was the end of the resolutions, but he had a couple of other items that he would report on quickly. He said the first one was that on Wednesday, November 13, in accordance with the provisions of House Bill 335, the Commission held a public meeting at Owens Community College in Perrysburg to hear public comment on the 20% toll increase that will go into effect on January 1, 1997. He said Mrs. Baker moderated the meeting and he made a presentation and played the Commission's video showing the construction of the third lane and the reasons why it was needed.

Mr. Plain said further that other staff members present at the meeting were: Gino Zomparelli, General Counsel and Deputy Executive Director-External Services; Robert Arlow, Deputy Executive Director-Operations; Steve Lorton, Director of Public Affairs; Bob Barnett and Heidi Jedel. He said that included in the Members' folders was the transcript of the entire meeting with the comments expressed by the public and the staff was putting together all the written comments that came in by letter. He said all of that information would be provided to the Oversight Committee and to any of the legislative members that may desire it and anyone else who was interested in seeing it.

Mr. Plain said also that on Monday, December 9, he attended the public meeting in Canfield to present the results of the engineering/environmental access justification studies conducted by the Commission's consultants, MS Consultants, and to collect public comments on the proposed interchange between S.R 11 and the Ohio Turnpike. He said that approximately 482 people including public officials attended the meeting which was well covered by the news media. He said public comments overwhelmingly opposed building the interchange. He said he recommended the Commission not proceed to construct the interchange.

Mr. Plain said further that he would turn the information produced for the access justification study including all the written public comments, which would be accepted until December 31st, over to ODOT for their review and any further consideration. He said ODOT might want it included in their transportation system at a later date.

Mr. Plain said also that he had set up an Ohio Turnpike Customer Advisory Group and he would like to read the names of the group members at the meeting. He said he had asked Mr. Vincent Chiarucci of Pepper Pike to serve as Moderator. He said Mr. Chiarucci was the retired President and CEO of Figgie International and former President of White Consolidated and a member of the Kent State University Board of Trustees.

Mr. Plain said further that the other members were: Ferris Anthony, Ph.D., Dean, Division of Continuing Education, Cleveland State University; Freda Davis, AAA Ohio Auto Club from Worthington, Ohio; Wesley R. Fahrback, Governor's Regional Economic Development Representative; Richard L. Kinzel, President & CEO of Cedar Fair, L.P., which includes Cedar Point and another amusement park; Bert Hackenberg, Linehaul Operations Mgr., Yellow Freight Systems, Inc. in Brecksville; Howard O'Malley, Secretary-Treasurer, B&T Express, another trucking firm; Tom Goebel, Vice President-Lake Front Lines (Trailways Buses); Norman J. Colonna, North Royalton (private citizen and frequent user of the Ohio Turnpike); and Mary Shirley, retired Assistant Superintendent of Toll Operations, from Columbia Station.

Mr. Plain said further that the people selected for the group would be a pulse of our customers to provide us with information and feedback.

The Chairman said it appeared that there was a balance among the group members with a business person, AAA representing the motoring public, big and small trucking companies and a traveling sales person. He asked if there should be someone from Sea World or Geauga Lake in the group.

Mr. Plain said that the Commission could go on and on and pretty soon they could end up with a huge list. He said that the group membership might be expanded in the future and that was only a starting list.

The Chairman said that they obviously had someone from Cedar Point on the west side of the Turnpike, but perhaps there should be a representative from either Sea World or Geauga Lake on the east side. He asked if Mr. Colonna represented the traveling salesman and personally traveled the Turnpike.

Mr. Plain stated that Mr. Colonna was a frequent traveler of the Turnpike.

The Chairman said the Turnpike had 43 or 44 million customers and the Commission was trying to get a handful that could be representative so that we could be more sensitive to the public needs.

Representative Hodges asked how the private citizen was chosen.

Mr. Plain said Mr. Zomparelli had come up with the name. He said that after Mr. Colonna heard about the group he expressed an interest in serving as a customer advisor so we put him on the group.

Mr. Plain said some of the people in the group might not want to serve for a long period of time and the staff would be supplementing it. He said the Chairman's ideas were good. He said that since this was the first time the full Commission was able to see who was on the list he was open to suggestions. He said that if the Members had other people they thought should be added to the group he would be happy to try to accommodate them.

Mrs. Baker said she would like to suggest another private citizen, perhaps an alternate, if some group members drop out. She said the one she was thinking of was the former Mayor of Rossford. She said he was a very vocal gentleman who drove the Turnpike every weekend. She said he had called her in the past.

Mr. Plain said Mrs. Baker should give him the former Mayor's name, address and phone number because the list could always be supplemented. He said that, as the Chairman had suggested, the staff would call Sea World and Geauga Lake.

The Chairman said that the Commission could end up having hundreds of people in the group when all was said and done. He said that Peter Drucker, who was considered one of the best management consultants, talked about once you got much beyond 5 to 7 people you started becoming very ineffective because its too hard to get anything done.

Mr. Plain said those were his thoughts.

The Chairman said he just wanted to make sure that the Commission didn't miss out on any major group. He said the Commission had tourism, economic development, trucking, business people and a retired employee.

Mr. Williams asked if the Commission had specifically told the group what was expected of them.

Mr. Plain said he was going to meet with Mr. Chiarucci to set up some guidelines, tell him what was expected and how the meetings would be held. He said that the meetings could be held quarterly or maybe semi-annually, depending upon what kind of feedback and what the group presented to the Commission. He said that the group would have to play some of those things by ear and at their first meeting they could get a better handle and make recommendations to the Commission on how the rest of it should be conducted.

The Chairman said he was not against a similar type of advisory board made up of Commission employees with somebody representing Toll Operations, Maintenance and someone representing all the other employees. He said that when he met with the employees there were a lot of very good ideas presented. He said it was interesting how many ideas were repeated. He said that by the third meeting he could tell you the top five ideas. He said they were pretty consistent. He said he also could tell when someone had their own agenda versus some real concerns.

The Chairman said further that he had been asked by a reporter if the decision not to build an interchange at Canfield meant the Commission was becoming more sensitive to the public. He said that was not the case. He said the people at Canfield just got what they wanted so they thought the Commission was listening. He said that sometimes you listen to everyone and end up making a decision that is not universally accepted. He said those opposed to the decision will say that you were not listening. He said that didn't mean you changed your listening, but meant that they didn't get what they wanted. He said that happens sometimes. He said the Commission was sensitive to the people's needs. He said that on the other hand you are going to make decisions that not everyone will find acceptable.

The Chairman said the report of the Executive Director was accepted as offered. He ascertained there would be no report from the trustee and Captain Ash.

The Chairman said that before receiving the report from the consulting engineers he wanted to talk about some of the Commission's accomplishments for 1996 and some of the goals for next year.

The Chairman said further that looking back on 1996, he wanted to say that 34 miles of third lane had been constructed, and two new interchanges, 3B and 5A, neared completion. He said renovations of two existing toll plazas, Exits 14 and 15, were done and work started on another. He said lanes were added where needed and automatic toll ticket machines were installed at entry lanes to help hold down costs. He said 27 miles of mainline were resurfaced and twin bridges that carried I-480 over the Turnpike were replaced.

The Chairman said further that about \$175 million was spent on construction. He said the Commission went out for bonds and had good luck again with the help of our financial advisors and Paine Webber. He said that looking at the twelve months the Commission's bonds came out at the bottom of the rates. He said the rate was under 6% and the Commission would save literally tens of millions of dollars over the next twenty or thirty years. The Chairman said that maybe it was luck or maybe it was smart people helping or a combination of both.

The Chairman said further that almost 27% of the bonds went to Ohio investors. He said there was something good for people who live and work in our communities to be bondholders. He said the Commission also participated quite a bit with four minority firms. He said the Commission tried to be very sensitive to minorities any way it could.

The Chairman said further that there were a number of areas where the Commission had cut costs. He said \$2-1/2 million had been cut from payroll and insurance costs were trending at that point to almost \$3 million or less than 4-5 years ago.

The Chairman said the staff was looking at all kinds of new business applications utilizing a new computer system. He said it would be used for equipment, maintenance, financial reporting, human resources, inventory, purchasing and payroll. He said the staff was actually going through every business process with our consultants to try to do what was being done in a better manner. He said business was good, but that was when those type of things were accomplished. He said you didn't wait for times to get bad.

The Chairman said further that he would like to have the staff management team visit the field to talk to people and find out what was going on. He said establishing the Customer Advisory Group was an excellent idea. He said that listening to your customers and employees you would find out about 99% of what you needed to know.

The Chairman said further that some 68 miles of SNAP alerts were milled during the year to reduce drift-off accidents. He said two new salt storage domes were built and the implementation of a digital 6 Gigahertz microwave system was begun.

The Chairman said further that the Commission had strengthened its management team following the retirement of Allan V. Johnson, who had served as Executive Director for 25 years and was the only person in the history of any Turnpike facility in the world who lasted 25 years. He said that he came from the private sector and he never realized how hard people in the public sector worked and how much criticism they took from the public, legislators, employees and everybody.

The Chairman said further that he took his hat off to Mr. Johnson and Jim McGrath. He said the Commission now had three Deputy Executive Directors. He said Bob Arlow was in charge of all construction, Tony DiPietro handled administration, including Human Resources, and General Counsel Gino Zomparelli also was responsible for Minority Business Enterprise Services and Purchasing as Deputy Executive Director for External Services. He said a separate department had been established for Management Information Services and John Mitchell had done a very nice job for the Commission with computers in using that information to manage. He said the three Deputy Executive Directors were EVPs and Alan Plain was the Chief Operating Officer/Chief Executive Officer. He said the Commission was the Board of Directors. He said the organization had been flattened.

The Chairman said the Commission expected to complete 25 miles plus of the third lane in each direction next year and to start 23 miles to be completed in 1998. He said that was nearly 50 miles of third lane including 30 bridges. He said mainline resurfacing would be done on 23 and 1/2 miles. He said construction would start next year on interchanges with State Route 66 in Fulton County and State Route 58 in Lorain County and the connection of Mahoning County Road 18 with the Turnpike would be restored using existing Gate 15.

The Chairman said further that Mahoning County Road 18 was in an area which State Representative Ronald Gerberry mentioned that everybody wanted the Turnpike connection and they did not want a new interchange built in Canfield. He said that when those interchanges were built there will have been 12 constructed since 1991.

The Chairman said further that when Governor Voinovich asked the Commission to take a more active role in economic development the only request was to work harder and smarter, to do more with less and try to make the Turnpike more than just a 241-mile road. He said he was pleased with the success the Commission had experienced. He said that for three straight years in a row the Governor had been quoted as saying that Site Selection magazine rated Ohio as number one for job creation and plant expansion of all 50 states. He said a significant amount of that growth had been along and around the Turnpike.

The Chairman said that among the fastest growing areas in the country were in northwest Ohio and even out toward Youngstown. He said those were two areas that were devastated by major industries moving out. He said that Ohio was back on the map and he really thought that the Turnpike had been a catalyst for economic development.

The Chairman said further that in 1997, the Commission would be looking at the Turnpike's service plazas to make sure that they complemented the great road that we had. He said that there would be fresh choices and new ideas that would take the Commission to the year 2000 and beyond.

The Chairman said further that 10 to 15 years from now people would come back and say that this Commission had the courage to make some difficult decisions that were not popular and also had the vision to look into the future to see what needed to be done. He said that once they left their terms as Commission Members they would not place the new Members in a position where they were unpopular people. He said anytime you took a leadership role you took the chance of being criticized. He said the only time you didn't get criticized in life was when you didn't do anything, but if you didn't do anything he wondered if you were anything at the end of the day. He said he was proud of the accomplishments in 1996 and looked forward to next year.

The Chairman asked Mr. Plain if he had anything to add.

Mr. Plain said he neglected to mention that on Friday the Commission would complete a major accomplishment with the opening of a new interchange with State Route 109 in Fulton County. He said it was another interchange that was designed and built in record time to provide service and give access to North Star Steel, Worthington Steel and other future industries in the area. He said the staff had hoped to have the Governor attend, but the Governor could not make it so they were seeking to have someone at the opening to represent him.

The Chairman said he hoped to have Senator Gaeth at the opening because he was also instrumental in having the interchange built at State Route 109. He said the Senator had talked to him personally about the interchange a number of times. He said at that time the Commission had its Development Coordinator, Jim Brennan, looking at it. He said constructing the interchange initially didn't make sense from a dollar standpoint. He said that, however, it did make sense when the Commission looked at what it did for the economy of northwest Ohio by encouraging the investment of half a billion dollars. He said the multiplier effect, which he estimated at 6 or 7, would result in billions being pumped in Ohio's economy and the state would receive in excess of \$20 million in tax revenue because of the plants. He said that if the Commission had the opportunity to attract major industry they would look at building more interchanges.

Mr. Plain said that he would like Mr. Arlow to make some comments in regard to the opening of the SR 109 interchange and also the Elmore interchange, which was set to open before the next Commission meeting.

Mr. Arlow said that the interchange at SR 109 (No. 3B) in Fulton County would be opened on Friday at 10:00 a.m. with ceremonies, including a ribbon cutting. He said that would complete the project and it would be opened to the public. He said that North Star and Worthington were anxious to start moving their trucks. He said the companies estimated they would be moving about 200 trucks per day through the interchange, which was a significant amount of vehicles.

Mr. Arlow said further that the new interchange at Elmore should be opened in January 1997. He said that all the other projects for 1996 were essentially finished and at that time he wanted to thank all of the staff in tolls, engineering and maintenance for their diligence and hard work in getting all of the projects completed. He said they also should be commended for keeping the complaints from the Commission's customers to a minimum during some of the most trying times.

The Chairman said he also wanted to commend Mr. Arlow because it was a tough year for construction due to the wet spring and early snow of winter.

Senator Gaeth asked when the interchange opening ceremonies started.

Mr. Plain said the proceedings would commence at 10:00 a.m.

Senator Gaeth said he apologized because he had a personal commitment in Defiance on that day and could not attend the interchange opening. He said he could not change the commitment because he set it up. He said the interchange was very important to his district, as well as that of Representative Hodges. He said he was glad it was being opened.

Senator Gaeth said further that he was amazed at the public's perception of the Commission. He said he would consider the Members to be volunteers, while the public seemed to think they were paid \$40,000 to \$50,000 per year in salary. He said the Commission Members' annual salary of \$5,000 took the job out of the money-making category and placed it in a volunteer situation. He said the public should be made aware of that situation. He said he was very prejudiced because he thought the road was absolutely an example for the State of Ohio and that the Commission Members were doing an outstanding job. He said it was certainly not a job they did for the money they got. He said he wanted to wish all the Members a happy holiday season because they certainly earned it.

The Chairman said the funny thing is that the press failed to acknowledge the cooperation the Commission had with the Governor's office, the Department of Transportation, Commission Members and Commission employees in achieving its goals. He said things were working very, very well. He said those things would come out in future years.

The Chairman said that the Commission wanted to continue to work on improving its communications with employees, the public and the legislators. He said Commission employees received a monthly news publication to keep them informed on what was happening on the Turnpike.

Senator Gaeth said he had been surprised that morning when entering the Turnpike because a young lady Toll Collector gave him a ticket and said, "Merry Christmas." He said all he could say was "And a happy New Year to you." He said he was really surprised, but that was positive public relations of the finest character.

The Chairman said that 44 million people used the Turnpike and every one was a salesman. He said that if everyone told just one person and that person told another person it started to add up. He said that the best thing the Commission could do was take care of its customers.

The Chairman asked Mr. Zomparelli if he had anything to add.

Mr. Zomparelli said he also had a compliment to pay. He said Alan Hirth and Tom Wilson of the Climaco law firm did an excellent job on the R.J. Wildner case of which the Commission received a favorable outcome. He said Mr. Ransbury and Kerry Ferrier spent a lot of time with the attorneys in preparing for the case. He said Mr. Rudolphy and Ms. Isaac also were involved. He said the win in the claim filed against the Commission made a strong statement for all the contractors doing work on the Turnpike now and in the future. He said that statement was that the Commission did hold people to what was specified in its RFPs and expected them to complete the job as contracted for and nothing else.

The Chairman said they would confirm the date of the next meeting as being Tuesday, January 21.

Mr. Plain said they were trying to select that date because of the number of construction projects the Commission had to award in January. He said the staff was trying to get an earlier start so the contractors could order their materials. He said there had been some problems with delivery of steel and other things for the 1996 construction season.

The Chairman said he hoped to work out a date that was agreeable to all the Members.



Senator Gaeth asked why the meeting was scheduled for a Tuesday.

Mr. Plain said that Monday, January 20, was a holiday.

Mrs. Baker asked if there would be a February meeting since the January meeting was scheduled so late in the month.

Mr. Plain said that there might have to be a meeting late in February because of other contracts. He said the staff was trying to schedule the meetings in order to get the construction contracts awarded and it was difficult. He said it had been a very difficult season in 1996 and many adjustments had to be made. He said he appreciated that the Members accommodated the staff in those matters.

Mr. Plain said further that it was hard to get the contracts awarded and under construction unless they were done in that fashion. He said he was open to suggestions for meeting dates from the Members. He said that if they could tell him what dates they were available in January he would try to work something out to make sure there was a quorum.

Mr. Arlow said that January, February and March were critical for all the contracts that the Commission was going to have for next year. He said those were the critical months and, thereafter, he thought they could be adjusted.

Mr. Plain said he would like to get back to normalcy, too. He said it had been a very tough year for everyone and also he'd like to thank the administrative staff for their support and really hard work to make everything happen. He said he thought some major construction activities had been completed in a very short period of time despite the wet spring and early winter and all the other distractions faced by the staff.

Mr. Plain said further that he was not looking for the credit, but he thought that sometimes the press neglected the positive things the Commission had done not only in 1996, but in its over 40-year history. He said that a lot of hard work went into those projects or they would not get done. He said he thought credit should go to the Commission, its staff and employees for a job well done for 1996.

Mr. Plain said further that he also wanted to thank the Commission's consultant, URS Greiner, and Mr. Everhart in making sure everything got done on time. He said he wished to thank PaineWebber and the Ohio Company and everybody else that worked with the Commission and helped get it into position with regard to financial matters.

There being no further business before the Commission, a motion was made by Mrs. Baker, seconded by Mr. Joseph that the meeting adjourn until the next meeting to be determined at a later date. The vote was as follows:

Ayes: Mrs. Baker, Mr. Joseph, Mr. Williams, Mrs. Leever, 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

  
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Marilyn R. Baker, Secretary-Treasurer