

**MINUTES OF THE 460th MEETING OF
THE OHIO TURNPIKE COMMISSION
JUNE 12, 2000**

Pursuant to the bylaws, the Ohio Turnpike Commission met for a meeting at the Commission's Administration Building at 10:00 a.m. on June 12, 2000, with members of the staff: Gino Zomparelli, Executive Director and Assistant-Secretary Treasurer, Deputy Executive Director; Robert Arlow; Deputy Executive Director; Dan Castrigano, Asst. Deputy Executive Director/Chief Engineer, James Steiner, CFO/Comptroller, David Miller, Chief Auditor; Pat Patton, Government Liaison Officer, Thomas Amato, General Counsel, Richard Morgan, System Administrator; Tim Ujvari, Maintenance Engineer, Kathy Dolbin, Human Resources Manager and Sharon Isaac, Director of Toll Operations.

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

Ayes: Mr. Strnisha, Mr. Greenwood, Mr. Williams,
 Mr. Blair and Mrs. Leever

Nays : None.

The Assistant Secretary-Treasurer advised that Representative Buehrer could not attend today's meeting and Senator Armbruster may be late. The Chairman also said Robert Blair is here today representing the Ohio Department of Transportation Director, Gordon Proctor, and is authorized to vote for him.

The Chairman advised that a number of guests were in attendance, and she would like them to introduce themselves.

The following representatives attended the meeting:

John Peca, Thomas Tarantino, Climaco, Lefkowitz; Eric Erickson, Fifth Third/The Ohio Co.; Mary Sullivan, Peck, Shaffer & Williams; Howard O'Malley, B & T Express; Frank Lamb, Huntington Bank; Steve Delung, Pat Sink, Kenny Triplet, Floyd S. Jeffres, I.U.O.E., Local 18; Mike Schipper, HNTB; Ray Kajajic, Solomon Smith Barney; Bobby Everhart, Michael Burgess, URS-Greiner; Lieutenant Derr, OSHP; Bob Hudecek, McDonald/Key; Ryan Conners, Conners & Co.; Steve Wood, Tom Hensen, PaineWebber, Tom Travis, MHS Host; Christine Robinette, National City Bank; Mike Kurey, Advanced Restaurant Concepts (ARCI); Stefan Holmes, First Merit Bank; Sery Petras, Nat City Investments, Mrs. Anita Carrion (mother of Trooper Robert Perez) and friend; Heidi Jedel, Tracy Cowley and Diane Pring.

The Chairman said Good Morning and asked all in attendance to be careful driving home with these wet roads – but you are safest on the Turnpike. This is the 460th meeting of the Ohio Turnpike, and we are meeting here in the Commission's headquarters as provided for in the Commission's Code of Bylaws.

The minutes of the last Commission Meeting of April 10, 2000 have been distributed to the Members for their comments, and I will accept a motion to adopt them without reading.

The minutes were moved for adoption by Commissioner Williams and seconded by Mr. Greenwood. A vote of ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Williams, Mr. Greenwood, Mr. Blair, Mr. Strnisha,
and Mrs. Leever

Nays : None.

The Chairman advised that various reports would be received and the Commission will act on various resolutions, draft copies of which have

previously been set to the Members and updated drafts are also in the Members' folders. The resolutions will be explained during the appropriate reports.

If there are no further questions at this time, we will proceed with the report of the Secretary-Treasurer, Mr. Greenwood:

The following items have been sent to the members since the last regularly scheduled meeting of the Commission on April 10, 2000:

1. Draft of Commission Meeting Minutes of April 10, 2000
2. Traffic and Revenue Report, April 2000
3. Traffic and Revenue Report, May 2000
4. Financial Statement, March, April 2000
5. Financial Statement, May 2000
6. Investment Report, May 2000
7. Traffic Accident Summary Report, April 2000
8. Revenue by Month & Year, April 2000
9. Revenue by Month & Year, May 2000
10. Budget Report for the three-month period, 2000
11. Various News Releases

Leever: Report on Financial & Budgetary Matters – Mr. Steiner:

Steiner: Madame Chairman, Members of the Commission, May marks the 15th consecutive month during which we have set new, all-time records for both passenger car and commercial traffic. Passenger car traffic exceeded the previous records set last year by 1.4% in April and 0.6% in May. Passenger car traffic for the first five months of the year totaled 13.5-M vehicles surpassing last year's record by 4%. Commercial traffic exceeded the previous records by 2.8% in April and 7% in May. Traffic for the first five months of the year totaled 3.8-M surpassing last year's record by 6.5%.

Total traffic exceeded the previous records by 1.7% in April, 1.9% in May and 4.5% for the first five months of 2000. As a result of

the increased traffic and the growth in the concession revenues from the new service plazas, our General Fund revenues for the first five months of the year exceeded the amount budgeted by \$2.1-M. Operating, maintenance and administrative expenses for that period were \$2.4-M less than the amount budgeted and most of these expense savings, as I reported previously, result from the mild winter and the savings from the snow removal costs.

Madame Chairman, that completes my report and I'll be happy to respond to any questions.

Leever: Thank you, are there any questions for Mr. Steiner?
The report on Employee Relations? Kathy Dolbin.

Dolbin: Madame Chairman, Commission Members, I have researched some comparative data regarding the cost of living increases for non-bargaining employees. The last increase was issued to the Commission's non-bargaining employees on July 11, 1999. This is the first payroll for July which reflected this 3% increase.

Comparison data was based on general increases from the State of Ohio, and the Indiana, New York and Pennsylvania toll roads and the negotiated increases provided to the Commission's union employees as well as prior increases granted to the Commission's non-bargaining unit employees.

The Consumer Price Index was also reviewed for July 9, 1999 to the most recent published document of April 2000. Based on these documents, I would recommend a 3% general increase be considered for the full-time, non-bargaining unit employees effective July 9, 2000 which is the first payroll period in July.

Leever: Thank you, are there any questions? Thank you.

(Welcome Senator Armbruster, 10:15 a.m.) Now we will go forward with our staff reports – our Executive Director, Mr. Zomparelli?

Zomparelli: Thank you Madame Chairman, Commission Members, I'd like to report to the Commission that the next Oversight Committee Meeting is scheduled for Monday, June 26, 2000 at 11:00 a.m. on the western portion of the Ohio Turnpike – near Sauder Village.

I'd also like to report that on a previous action taken by the Commission to give me authority to award Contract No. 43-00-01 for bridge deck replacement in Lorain County, we did receive bids. We had the same low bidder, S. E. Johnson Companies, Inc. of Maumee, OH. The bid came in about 5% lower than the original bid (\$.1.732-M). We did award that contract on May 17th and just wanted to report and update the Commission on the action that I took with the authority granted.

Third, I'm very happy to report to the Commission that Fitch revised its bond rating and we were upgraded from –AA to AA. We have the highest rating from Fitch. We now have the two highest ratings – two out of three bond rating firms – Standard & Poor's and Fitch and we are rated the highest toll road. No one else the AA rating by those two bond rating firms. I also have three draft resolutions. Before you, the most important of which relates to the resolution honoring Trooper Robert Perez. (I'm going to wait until the end of the meeting as his mother has not arrived as yet, and we were told that she was going to attend the meeting.)

I'll move to the second item on the agenda – A resolution Approving and Adopting a General 2000 Wage Increase for certain Commission employees. These would be the employees

that are not part of our Collective Bargaining Units that are not represented by the Union. They are in-house staff and administrative personnel. As our Human Resources Manager, Mrs. Kathy Dolbin, reported that the last increase was given last year at the same time in July and we are still off-schedule and hope to get back on the schedule. Usually these were done at budget time and hopefully for next year, we will try to do that to coincide with our budget if we proposed a general wage increase.

We were looking to make it effective on July 9th in the year 2000. It would be a 3% rate that I am recommending along with the concurrence of our Chief Financial Officer (CFO) and Human Resources Manager. Again, this would only apply to full-time employees who are not part of the collective bargaining unit.

The Resolved of the resolutions reads:

“RESOLVED that the Ohio Turnpike Commission hereby approves the recommendation of the Human Resources Manager and CFO/Comptroller which recommendation has had prior approval of the Chairperson and the Executive Director, and adopts such recommendations granting regular, full-time Commission employees, who are not members of a collective bargaining unit, a general wage or salary increase of 3% effective July 9, 2000.”

If the Commission is in agreement, I would recommend approval of this general wage increase.

Leever: We need a motion.

Strnisha: Madame Chairman, two questions – the number of employees approximately affected and I heard there was a survey of other Toll Roads. This sounds right given where things are at economically. Where were some of those Commissions located?

Zomparelli: Oh the other toll roads?

Dolbin: Sure. Indiana Toll Road was tolled and they have a 4% increase in 1999 and 4% in year 2000. Pennsylvania had a 3% increase in

1999 and data for 2000 was not available. New York was 3% in 1999 and 2000.

As far as the number of employees affected: 214 administrative/supervisory and 82 clerical professionals which total 296.

Armbruster: Gino, I see that you have 15 administrative positions that are taking early retirement and you are only going to replace 5, could you characterize the types of positions you are replacing?

Zomparelli: Well, the Early Retirement Program applies to both the bargaining and non-bargaining units. The roadway/ maintenance workers – we are replacing those and will not be reductions in staff. We are holding stable. The toll collectors are not wholesally being replaced, we are re-assigning toll collectors from the entrance lanes to the exit lanes as we install our automatic ticket issuing machines. We are not increasing capacity of our toll collectors even though we have increased a number of interchanges. We have also increased the number of lanes within the interchanges. We are holding within the same ballpark of roughly around 300 toll collectors. We also utilize the part-time toll collector staff which is a separate bargaining unit, but represented by the same Union.

We are replacing a lot of these workers, but replacing them at a lower scale and we are savings a lot with the unemployment liability. In 1992 the Commission had changed the way it handled sick leave. Prior action taken by the Commission as to try and remove this unfunded liability on the books and the buy-out in the VERI Program has enabled us to go with the new sick leave employees. Toll supervisors we are adding. It's important with the 24 hour operation we are adding toll supervisors to the staff. That's where our increases are coming in. I'd like to note that the

Program ends on November 30, 2000 and we will see a lot more employees take the early retirement as we start getting nearer the November date.

Jim Steiner, our CFO, you were going to report a little later on that. Is there anything you want to add? I think that covers it unless there are any other questions. As Gino indicated, I'm sure there will be more people signing up. The program runs through November 30th, but people can actually retire as late as February 1, 2001. (That's the last date to actually take retirement. They have to sign the papers agreeing to retire by the end of November.)

Zomparelli: Madame Chairman, Commission Members, the only other thing I want to add generally even though it is not specific, we are seeing a change in technology and technology mandates, we haven't replaced a couple clerical positions on the Turnpike and the reason was to save those positions so I can bring in a little more technically trained. As we start to get into the areas of more electronic toll collection, the CADD (for Engineering). Computers have become a big part of everybody's world – just as the pen is on everyone's desk, now everyone has a computer. We are looking for more assistant/paraprofessional positions. Positions that we won't be replacing in-house would be more than clerical. I'm sure that is happening and I'm sure it's not unusual in other businesses.

Williams: Director, will you be advertising for these technical positions or how do you go about getting employees to fill them?

Zomparelli: Well the No. 1 technical position we need to replace is our MIS Director. John Mitchell has accepted employment with another state agency – LNOCA – I can't remember what it stands for. It deals with the educational school districts in Ohio and he'll be representing the north area and he has taken a job as the

Executive Director there. We are having some difficulty looking for MIS candidates and people who have computer training. We have advertised in the paper, in the Tollway website, IBTTA. We have financial constraints being a public agency and what we can offer as far as pay. We are all competing with the most valid employees. The first step would be to bring in a very technical person as our MIS Director and once we hire that person, I will sit down and develop a plan how we should be expanding our MIS Department. We are looking for a good MIS Director. If anyone has any candidates, send the resume to Kathy Dolbin. (I do want to point out regarding the wage increase, when we did go to the Commission for the preliminary budget last year and for the ultimate budget, we did factor in the anticipation of a wage increases and that's why we talked the CFO and I want to bring and co-incide this increase in the future having the wage increase in the same discussion as we talked about budget with all other areas of expenditures for the Turnpike. It really doesn't make sense to do it in different points of time in the middle of the year.

Financially, Mr. Steiner, will this jeopardize our operation? That's an important question for the Commission.

Steiner: Madame Chairman, Mr. Zomparelli, as I previously reported our revenue is exceeding our budget right now and our expenses are \$2.5-M less than budget and this salary has already been factored into that budget.

Zomparelli: Again, I would recommend if the Commission so desires to adopt this or take the lead from Indiana if they want to (4%), I would need a motion and a second.

Greenwood: I'll move to adopt the resolution.

Strnisha: Second.

Roll: Mr. Greenwood-yes; Mr. Strnisha-yes; Mr. Blair-yes; Mr. Williams-yes; Mrs. Leever-yes.

(The resolution adopting a 3% wage increase effective July 9, 2000 is granted, and I would thank the Commission on behalf of all the employees and staff.)

Zomparelli: The second draft resolution in your packet is captioned, "Resolution Authorizing the Execution of the Tenth Supplemental Trust Agreement." Our bond counsel, Mary Sullivan, is present at the meeting. She prepared this draft resolution which relates to a change to our supplemental trust agreement that will enable us to purchase a surety bond.

At the meeting – last February, we talked about it and I won't read the whole thing but Mrs. Sullivan, Mr. Steiner and Mr. Eric Erickson, our financial advisor, has also reviewed the resolution and concurs with the action taken. I guess it's more of a technicality that was requested by the surety bond provider. In this case the low bid was submitted by Financial Security Assurance, Inc. You'll see attached to the resolution is a bid tab from the three bidders. The percentage rate bid was 1.28% bid by FSA. The second bid was Financial Guaranty Insurance Company at 1.4% and Ambac Assurance Corporation bid 1.42%. I want to note for the Commission that these were the second round of bids that we received. We had the initial bid and one of the bidders' bid was submitted late. We didn't open that bid and we decided to make sure we were getting the best rates possible and make sure we didn't miss anything. We decided to re-bid it a second time and the bidders bid and as Mr. Erickson, our financial advisor will attest, the bidders bid the same rate. It didn't work that time, it worked with the bridge but it didn't work with the surety bond. Pertinent language in the resolution is on page two, Section 2. I'll read that for the Commission Members:

Section 2. Tenth Supplemental Trust Agreement. The Chairman, Vice Chairman, Secretary-Treasurer and Executive Director are each alone, or in any combination, hereby authorized, empowered and directed to execute, acknowledge and deliver on behalf of the Commission, a Tenth Supplemental Trust Agreement and documents related thereto, the general provisions of which are contained in the commitment letter of the Surety Bond Provider which has been presented at this meeting, which provisions are hereby approved, with such changes or revisions therein not inconsistent with the Act and not substantially adverse to the Commission as may be permitted by the Act and approved, upon advice of counsel to the Commission and Bond Counsel, by the Executive Director and the officers executing the same. The final form of the Tenth Supplemental Trust Agreement and the approval of such changes and insertions by such officers, and that such changes are not substantially adverse to the Commission, shall be conclusively evidenced by the execution of a Tenth Supplemental Trust Agreement and documents related thereto, by such persons. The Tenth Supplemental Trust Agreement previously authorized by Resolution No. 58-1999 on December 20, 1999 shall heretofore be referred to as the Eleventh Supplemental Trust Agreement, and all other provisions of such Supplemental Trust Agreement, when executed, and all other provisions of Resolution No. 6-1999 shall remain in full force and effect.

Section 3. Reserve Account Credit Facility. (referenced)

Section 4. Repeal of Conflicting Resolutions. (Referenced – language relating to in case there are any conflicting provisions in prior resolutions.)

Section 5. Compliance With Sunshine Law. (referenced – points out that this action will be taken by the Commission in compliance with the Sunshine laws of the State of Ohio.)

Eric, would you like to add anything?

Erickson: As you recall, we have gone over the economic package in February and really not a lot has changed other than the interest rates have gone down slightly since we talked about it prior to this. Today it cost approximately 5.8-5.9 to borrow same reserve fund. In February we discussed the original estimate was approximately 1%. Insurance rates have gone up slightly since then so 1.28% is not too far off the original estimate. It still has approximately less than a 2 year payback to recover the actual investment in surety bond policy, but more importantly if you recall Mr. Zomparelli had indicated that you had just had your ratings increased. One of the key things I heard a discussion from Fitch to all toll roads and they

pointed out the importance of a low debt load that Ohio has and their rating. This really does help lower the overall debt burden of the Commission by \$50-M and it further pushes out the next issue – probably next year and hopefully we'll have a better interest rate environment.

So I think all those considerations come into play as you move forward with this discussion. The fact that it does make sense to take the money sitting there current in the Reserve Fund and put it into construction projects. It is economically sound as well as the intangibles. Thank you.

Zomparelli: Thank you, Mr. Erickson. We will recommend adoption and we will need a motion and a second. We are recommending adoption so we can comply with the request of the surety bond provider and in turn to a surety bond.

Strnisha: I'll move for adoption.

Williams: Second.

Roll: Mr. Strnisha-yes; Mr. Williams-yes; Mr. Greenwood-yes; Mr. Blair-yes; Mrs. Leever-yes.

Zomparelli: The resolution authorizing execution of the 10th Supplemental Trust Agreement is adopted.

I understand that the family of Trooper Perez is present, and I'd like to go to the first item I had on the agenda for resolution. It's a resolution that is captioned, Resolution Expressing the Commission's sorrow and extending sympathy to the family on the death of Trooper Robert Perez. Trooper Robert Perez died on May 15, 2000 due to injuries sustained while he was patrolling the Ohio Turnpike and performing his official duties. An accident occurred on May 12, 2000 and we have come to learn that Trooper Perez was a very special person, he was a very dedicated trooper even though he was very young. He had

already set an example for all the troopers and our employees on how someone should do any job with the highest degree of integrity, highest degree of respect and probably the most important element with the highest level of pride. We wanted to take action at this meeting to have the Commission Members adopt a resolution so that we would have it in our public records that we are attesting to the fine work and fine individual that Trooper Perez was and that the example he set for all our Highway Patrol officers. A lot of the people from the public don't realize that the Turnpike contracts with the OSHP to patrol the Ohio Turnpike. Although they are not our employees, they are an extension of our staff. They are as much responsible as just the same and equally as our own maintenance crew and toll workers for the safety that our traveling public receives on the Ohio Turnpike. It is well recognized that the toll road is three times safer than most roads, but no matter how safe you try to make it, you still have unfortunate situations that occur – just the accident with Trooper Robert Perez, who was putting his life on the line for all of us so we would be safe. So when you pull over at a service plaza, you have a high degree of safety or if your vehicle breaks down on the road, a Highway Patrol officer always comes to assist. The Highway Patrol not only reports on accidents that occur on the Turnpike, but they also report to the Commission on the number of assists – that means the aide, help they give the Ohio traveling public.

I think it's very important to note in the record that Robert Perez died while performing his official duties. We have drafted a resolution that I know the Chairman would like to read to the family and Trooper Perez's mother is here. If you would stand yourself and who else you brought with you.

Carrion: I'm Anita Carrion and this lady is a good friend of my family.

Zomparelli: I'd like you to come up front.

Leever: I think it would be appropriate if we all stood at this time.

Zomparelli (Mr. Zomparelli introduced himself, all the Commission Members and staff members at the head table.) These are the people who represent the whole state of Ohio in different parts, and we have come to learn what a great person he was. I definitely can identify how he was and how much respect he had for his family, the uniform and I think we all try to do our jobs the same way and hopefully we can live up to simple things by doing your job right and respecting yourself more than anything else as well as your family.

Leever: **Resolution Expressing Commission's Sorrow and Extending Sympathy to his Family on the Death of Trooper Robert Perez**

WHEREAS, Trooper Robert Perez of the Milan Post of the Ohio State Highway Patrol was injured on the Ohio Turnpike on May 12, 2000, while in the course of performing his official duties, and died on May 15, 2000 due to the injuries sustained in the accident;

WHEREAS, Trooper Robert Perez graduated from the Ohio State Highway Patrol's Training Academy on April 2, 1999 and was assigned to its Fremont Post;

WHEREAS, during his short tenure with the Ohio State Highway Patrol, Trooper Perez had been assigned to the Fremont Post and, as a result of his request, was transferred to the Milan Post on March 5, 2000 to be closer to his family;

WHEREAS, Trooper Perez was not only a valued employee of the Ohio State Highway Patrol who demonstrated honorable, exceptionally dedicated and effective service, but also was an asset to the Lorain community devoting much of his time to charitable endeavors;

WHEREAS, Trooper Perez was dedicated to law enforcement and was respected by his fellow officers and those who knew him in many other activities for his dedication to his responsibilities to his family, his employer and the Lorain community;

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby acknowledges the services rendered by Trooper Robert Perez to the Ohio State Highway Patrol and to the Commission during his first year of service and expresses its appreciation for the diligent, active and valuable service rendered by Trooper Perez to the Ohio State Highway Patrol;

RESOLVED that the Commission expresses its sorrow on the passing of one who contributed much to his family, his employer and his community;

RESOLVED that the Commission, by the adoption of this resolution, extends its sympathy to his parents, Anita Carrion and Robert Perez; and his sister, Amanda and brother, Anthony;

FURTHER RESOLVED that the assistant secretary-treasurer be, and he hereby is, instructed to transmit a certified copy of this resolution to Ms. Anita Carrion.

(Resolution No. 14–2000 adopted June 12, 2000)

(Applause from all in attendance.)

Leever: We have a lady here on our staff, Mrs. Heidi Jedel, and she spent a lot of time working on this book for you. It is full of clippings of your son – from one mother to another. (Mrs. Leever presented Mrs. Carrion with a memory book.)

Zomparelli: Thank you very much and if you have to leave now or want to say anything, you may do so now.

Carrion: May I say something? (Sure-Gino.) I'd just like to take this opportunity to thank everyone for their prayers and support. My son always wanted to be in law enforcement, but he wanted to be a Lorain police officer. He took so much pride in being in law

enforcement and he thought the OSHP – they gain so much respect and proudly wear the uniform. He always admired Trooper Fontanez from the Elyria Post and when he became a state trooper and when he graduated he told me, “Mom, God has answered my prayers. I’m going to be a fine trooper. “

He did, he put the uniform on with pride. He went on the road. I got so many letters that a lot of people don’t realize from people he gave tickets to. If you get a ticket from a law enforcement officer, that’s the last person you are going to thank. But he gave them tickets with such gentleness and kindness. Because he was abiding with the law, but he also felt sorry for the person receiving the ticket. One lady he gave a ticket because he was using the scanner for radar. She was being very belligerent, and he talked to her afterwards and showed her how the equipment worked. He took time to instruct that citizen on how he gave her that ticket. He took that time and someone else you get the ticket and that’s it. He didn’t let the arrogance of that uniform belittle that citizen. He took the time and that was how he was. So many times as a state trooper he wore that uniform proudly. I pray that there will be troopers like him because he proudly wore it and never let the arrogance of that uniform show. He loved people and he loved God first. He let that shine through with all people. I was so proud he was my son and everything I instructed him as a young child, as a parent, you give to your children hoping they will grab something from it. He grabbed everything I taught him. He really did. He had a caring and giving heart. I know his short life impacted many people and I pray the Lord continues to use me to continue to let his legacy go on. To let all law enforcement employees realize to abide by the law but do it not with arrogance, but with gentleness. Thank you so much for everything; this is such a great honor. It means so much to me because he was my everything. He was my best friend, a good brother and I’m going

to miss him. He was strong and he always wanted me to be strong. I thank all of you from the bottom of my heart. It was such a great honor today for my son. Thank you. (applause.)

Zomparelli: Madame Chairman, the resolution, I'm sure we all agree and we need a motion and a second.

Greenwood: I move for adoption of the resolution for Trooper Perez.

Williams: Second:

Roll: Mr. Greenwood-yes; Mr. Williams-yes; Mr. Blair-yes; Mr. Strnisha-yes; Mrs. Leever-yes. (The resolution expressing the Commission's sorrow and extending sympathy to the family of Trooper Robert Perez is adopted.)

Leever: I would like to say one further thing while we are still on this topic. I would like to extend our gratitude to Captain Farris, Lt. Derr, Lt. Tornabean, and Andrea who stepped in and took care of all the arrangements. We are not talking about having a month to plan this. It was done immediately. They did it willingly. It was a dreadful task but they stepped forward and handled it so very, very well. It was a marvelous tribute to Trooper Perez, and I wanted to say the Commission thanks the gentlemen from our Patrol right here and Andrea, of course.

Zomparelli: I have no further resolutions, Madame Chairman. I will request some time during the end of the meeting to show a brief tape from a Toledo TV newscast.

Leever: Mr. Arlow?

Arlow: Thank you Madame Chairman, Commission Members. We have 22 construction projects underway on the Turnpike right now. We have five third-lane projects, four of which will be completed in November of this year which constitutes 18 miles. This brings us

up to 109 miles completed third lane. Eight miles will still be under construction until the end of next year.

We have three major bridges under construction (Maumee and Sandusky River Bridge which will be completed in November 2000. The Cuyahoga River Bridge under construction which will take at least three more years to complete.

We have five overhead bridges under construction right now – all of which will be completed this year.

Resurfacing: We have 17.5 miles that will be completed this week (June 16th) and all lanes will be open for the resurfacing projects.

Toll Plaza program, we have 3 renovations projects going forward: Eastgate (completed November 2000) Exit 10 and 11 which are major construction projects. These are 2-year projects.

Upgrading the I-77 interchange project (Exit 11) which ties into I-77 from the Turnpike. That will be completed next year.

We have one set of service plazas: Portage/Brady's Leap (*Milepost 197*) in Portage County under construction right now. That will be completed April 1, 2001.

Those are our construction projects underway right now. We have a short film that our Assistant Deputy Executive Director/Chief Engineer, Dan Castrigano, will show and narrate for you. It will only take a few minutes.

(Dan narrated a short video which showed progress on the Cuyahoga River Bridge Project, etc.)

Castrigano: Thank you Mr. Arlow. Madame Chair, Commission Members, I have a short video approximately 7 minutes detailing three of our largest construction projects currently under construction: Cuyahoga River Bridges, Exit 11 direct connection and also the third lane section between Exit 11 and the Cuyahoga River.

This is the Cuyahoga River Bridge looking east through the valley. Currently the work consists primarily of sub-structure work working on the piers. This incidentally is the first pier to be completed up to design level.

This is the third pier where they are approaching up to the gap. They are working in stages. They are progressing the form from one pier to the next. You can see some of the forms in various stages of construction. It's a little high to get down from there. It's over 100 feet. This is looking north, the old bridges are in the background. New piers are in the foreground. This particular day they were pouring concrete for the piers. The concrete is pumped from the truck to the pump next to it up to the pier cap and comes down from that hose on the right portion of the picture. Again, trying to bring those piers up to grate.

A couple constraints we had to deal with on this project was the Towpath that ran through the National Parks Recreational Trail and also the scenic railroad. This is the Towpath where we staged flagmen at the Towpath crossing to safely direct construction vehicles across the path of recreational traffic. I don't know if this was staged or not, but you can see when the truck goes by we have somebody riding a bike there. We are keeping both projects going on once.

The second constraint we had to deal with was the railroad. This is the low water crossing of the Cuyahoga River. This crossing

will be installed and removed numerous times throughout the project. The reason for this crossing was to maintain access to some of the piers you can see in the background. There is the Cuyahoga Valley scenic railroad. This is construction of the crossing. During the heavy rains last week, we sustained some damage to the crossing, some of the flow washing away and they re-filled it. Again this is a shot down the center of the old bridge. This is looking east across the Cuyahoga River Valley. The new bridge is being built south of the existing bridges.

Moving onto Exit 11, the direct connection with I-77. The majority of the work going on there right now is embankment and excavation for the ramps that provide the direct connection from I-77 to the Turnpike. We have some impressive pieces of equipment out there. We have three of the largest construction projects in this part of the State going on right now.

This is the grand connector over I-77. Those are the piers of the structure. They are pouring concrete on those piers. Again, the embankment through the ramps which will provide access off the Turnpike.

The last shot of this project is the temporary toll plaza at Exit 11. We will build a temporary toll plaza, tear down the existing plaza and construct the permanent plazas and maintain traffic through the area.

The last shot is the third lane project between Exit 11 and the Cuyahoga River Bridge. This is a unique project because we are using a pre-cast retaining wall due to the difference in elevation between the eastbound lanes and westbound lanes. You can see the pre-cast wall up on the left side of the picture. We are also widening the bridges out to the third lane. This again is looking

east down at the Cuyahoga River Valley. They are just about ready to put the surface on the third lane in this area. That's it. Thank you.

Leever: What an excellent idea. We spend a lot of money and it's very nice to see in country where it's going and why we need to spend it. I did notice, Dan in those segments, there wasn't one drop of rain. Those were wonderful, clear sunny days.

Castrigano: Well, we had to pick and choose the days we were out there because we have had quite a bit of rain so far.

Zomparelli: Madame Chairman, Commission members, this is to illustrate one reason why we re-did the room and talk about changes in technology trying to hire employees that we can see technically what is happening – tying into our fiber-optic cable one day and being able to show you in the future. At a time in a meeting and if any Commission Member want to say so what's the traffic look like at Exit 15, we will be able to punch into it and have a view for the Commission Members on line as it's happening. It's good to see that the room is working good. Is everyone able to hear back there fine? Thank you.

Leever: Thank you, gentlemen. Do we have a report from our Chief Auditor, David Miller?

Miller: Thank you Madame Chair, As you are aware, the 1999 independent audit conducted by Deloitte & Touche is complete. The Commission received an unqualified report for the period ending December 31, 1999. With the information received today in your folders contained in the supplemental reports prepared by Deloitte & Touche in conjunction with that audit, each of these reports contain good opinions and found nothing in non-

compliance with anything the Commission should be doing. That's all and if there are any questions, I'd be happy to respond.

Leever: Are there any questions at this time? Thank you, Mr. Miller.
Do we have any financial report, Eric above and beyond what we have already discussed today?

Erickson: No, Madame Chair.

Leever: Frank Lamb?

Lamb: No report, Madame Chair.

Leever: Lieutenant Derr?

Derr: I have a few items to cover. The first thing is (*Gino- we didn't set up the podium today*). In 1999, we need to amend some of our records. We recently had a determination by the Sandusky County Coroner that one of the traffic crashes has now been ruled a suicide so that drops our fatalities for 1999 from 8 to 7 which makes 1999 the safest year for the Turnpike since it has been in existence. We have dropped down the fatality rate to .26 fatalities per million miles traveled.

Also, during Memorial Day weekend, we had another safe year. This is the 6th year in the row that we have not had any fatalities on the Ohio Turnpike. We made nearly 2,000 arrests, removed nine potential killers by arresting 9 people for DWI (driving under the influence of alcohol) and in our assistance to the public, we assisted 1,643 people during that time frame. We had a busy and safe weekend. With the heavy rains that weekend, there were no fatalities. Thank you.

Leever; Our general consultant, Mike Schipper (HNTB)?

Schipper: Our annual bridge, culvert, pavement inspections are ongoing for the next month.

Leever: Last but not least, our General Counsel, Mr. Amato?

Amato: Madame Chairman, Commission Members, in 1997 a law was passed which required periodic review of administrative rules by agencies. The Joint Committee on Agency Rule Review (JCAR) was enacted and in conformity therewith we have looked at our administrative rules which appear in Section 5537 of the Administrative Code. I have worked with Tom Tarantino and we have gone over the rules – mostly updating to reference our third-lane. Some modern terms were employed. The process is that these are submitted to JCAR. If they don't approve them, they review them and give us the OK and send them back to us. Then by resolution which I'll ask for in the fall or in the next couple months, we will adopt the rule changes. I distributed the rules to the Commission Members and I'll field any questions over the additions, if there are any. If not, we will submit them to the Joint Committee on Agency Rule Review, JCAR, and await their determination. Thank you, that's all I have to report today.

Zomparelli: Madame Chair, Commission Members, I think the last time the rules were updated was 1979. So it was time to update. The Highway Patrol doesn't cite under Ohio Administrative Code for speeding violations. They cite for moving violations under the Ohio Revised Code, but we got some rules in here that we'd like to speak – trucks, weights, lost tickets, hitchhiking and loitering. It's just to handle some day to day affairs that occur while someone is driving along the Turnpike or using one of our service plaza facilities. Read it and if there are comments over the next couple months, please call General Counsel and let him know. This is probably something we'll probably look at every year or two. As we need to change, we will change.

The other thing I have for the Commission is I'd like to show that little tape from the Toledo TV news station. I thought it would be a good tape to show that news crews went out without Commission permission. We usually require prior permission before anyone is

on the road and they tried to ascertain comments from the traveling public. We happened to see it on the news and we got a copy. We thought this something good, that wasn't prepared this was something like real-life comments from our patrons and customers. I thought it would be a short item of interest.

(We are challenging the technical capabilities of our Commission Room today.) It's a Toledo news station (Channel 11 or 13). It might be in the beginning. Turn it off and then on again. OK

Video reporter: "Travel on the Ohio Turnpike has been a record high. Despite rising tolls and construction projects, drivers are still jumping on 80. Channel 13 reporter, Dala Anderson, reporting.

They attribute most of the increase to truck travel and just to give you an idea if you are driving your car from end to end on the Turnpike in Ohio, it will cost you about \$9.00. Just take a look and as you see here, many people still coming through here even though it's an 83% increase since 1995, most the drivers we talked to say it's worth the extra bucks.

More truckers are taking the Ohio Turnpike. (Truck driver) "It's basically straight thru and no stops; minimal traffic jams.

Most cars are also pulling in for a ticket. In 1999 a record 45-M vehicles hit the Turnpike that's up from 43.6-M in 1998. Over the past five years, tolls have gone up 82%. Driver: I don't think any of us are happy about it but when you compare to some states, it still is pretty cheap.

Driver: What's \$.50 to drive across town ... Another Driver: There's always a place to pull over to get water or food, I'd gladly take the tollway.

Another driver: “I don’t think the tolls have increased drastically compared to the repair and condition of the road.”

The increase is paying for 150 miles of an additional lane under construction between Toledo and Youngstown. A Turnpike spokesperson said this is both phenomenal for them and us and they don’t want it to slow down any time soon.

Another reason more people are taking the Turnpike is the economy. More people are vacationing, more people are driving and more people are taking the Turnpike.” (“Applause”)

Zomparelli: Unsolicited. The reason why I thought it was important to show this to the Commission and at a public meeting, we have been criticized a lot especially in the Toledo area about having the Turnpike coming through so close to their metropolitan area and they wanted commuter discounts etc. What happens sometimes and it depends on who you talk to, they almost try to influence the public opinion. If we were giving a class today, we could see how the reporter started in the beginning with showing the \$9.00 in the front, repeating 82% increase even though it wasn’t an 82% increase. It was a gradual increase over several years – almost trying to lead the witnesses – in legal terms – and try to get the kind of answer to the question that you are asking. You can see even the drivers were goaded a little bit, they still came out and said \$.50 is not a lot to go in between interchanges or it is not a lot of money compared to other roads. A lot of times you will read a newspaper story and they will put the article by the one patron who is not happy with the rates even though they talked to 20 other people. They don’t put their names or comments down, only that one negative comment. I just thought this was excellent example even despite the way questions were asked, you can tell

by the responses that they didn't get the answers they were looking for – controversy – in an area where we have been criticized geographically in Toledo. I thought it was a very positive piece and a way to get back some information to the Commission Members.

Williams: I think this is a tribute to our staff and good planning that has taken place at the Turnpike and it is really great to see positive publicity based on what you have seen and what has taken place in the past. I really think that our staff here at the Turnpike is second to none in the State of Ohio.

Zomparelli: On that positive note, I have no further comments.

Leever: If there is no further business, I will accept a motion to adjourn. We do not have a specific meeting date, the Executive Director, after conferring with the Chairman, I'm sure will set the next Commission Meeting date. As of today, we do not have another date, but we will certainly let you know as soon as possible. I do need a motion to adjourn. We will not have a meeting in July for certain.

Williams: I move to adjourn.

Greenwood: Second.

Roll: Mr. Williams-yes; Mr. Greenwood-yes; Mr. Strnisha-yes; Mr. Blair-yes; Mrs. Leever-yes. Time: 11:00 a.m.

/dsp