

**MINUTES OF THE 461st MEETING OF  
THE OHIO TURNPIKE COMMISSION**

**August 7, 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 August 7, 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, Rob Fleischman, Asst. Chief Engineer, James Steiner, CFO/Comptroller, Pat Patton, Government Liaison Officer, Thomas Amato, General Counsel, Richard Morgan, Director of Information Systems; Tim Ujvari, Maintenance Engineer and Kathy Dolbin, Human Resources Manager.

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

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

Nays :           None.

The Assistant Secretary-Treasurer advised that Representative Buehrer could not attend today's meeting. 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:

Vince Chiarucci, business consultant; G. Alan Plain; Bobby Everhart, Mike Burgess, URS; Leo Spellacy, Ralph Streza, Porter, Wright, Morris & Arthur; Mike Schipper, HNTB; St. Lt. Tom Tornabene, OSHP; Howard O'Malley, B & T Express; Gordon Reis, Seasongood & Mayer; Stephen Szanto, Public Financial Management; Eric Carmichael, Pryor Counts; Jim Calpin, PaineWebber; Dave Bennett, Wingfield, Bennett & Baer; Tom Travis, HMS Host; Alan Hirth, Climaco, Lefkowitz; Larry Davis, Ohio Trucking Association; Nate Green, Ohio Dept. of Development; Pat Anaszewicz, Advanced Restaurant Concepts, Inc. (ARCI); Joseph Anthony, Heidi Jedel, Tracy Cowley and Diane Pring.

The Chairman said Good Morning and welcomed Mr. Larry Davis, President of the Ohio Trucking Association. This is the 461st 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 June 12, 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 Greenwood and seconded by Mr. Williams. A vote of ayes and nays was taken and all Members present responded to roll call. The vote was as follows:

Ayes: Mr. Greenwood, Mr. Williams, Mr. Strnisha, Mr. Blair,  
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 June 12, 2000:

1. Draft of Commission Meeting Minutes of June 12, 2000
2. Traffic and Revenue Report, June 2000
3. Traffic Accident Summary Report, May, June 2000
4. Traffic Accident Summary (*Revised 1999 Annual Report*)
5. Financial Statement, June 2000
6. Revenue by Month & Year, June 2000
7. Investment Report, June 2000
8. Budget Report for the six-month period, 2000
9. Litigation Report for the period ending June 30, 2000
10. Various News Releases

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

Steiner: Madame Chairman, Members of the Commission, June was the 16th consecutive month during which we have set new, all-time records for both passenger car and commercial vehicles. Passenger car traffic for the first six months of the year 2000 totaled 16.9-M vehicles surpassing last year's record by 542,000 vehicles or 3.3%. Commercial traffic for the first six months of the year totaled 4.6-M vehicles surpassing last year's record by 237,000 vehicles or 5.4%.

Total traffic for the first six months of the year totaled 21.5-M vehicles surpassing previous record set last year by 780,000 vehicles or 3.8%. 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 half of the year exceeded the amount budgeted by \$3.1-M. Operating, maintenance and administrative expenses for that period were \$2.8-M less than the amount budgeted and as I reported previously, most of these expense savings, result from the mild winter and the savings from the snow removal costs.

Unfortunately, all streaks eventually come to an end. After setting records for the past 16 months, traffic for the month of July was somewhat below last year's record. Passenger traffic for July totaled 3.8-M vehicles which was 0.6% below July of 1999; commercial traffic for July totaled 769,000 vehicles or 5.5% below July of last year. And total traffic for the month of July was 4.6-M vehicles or 1.5% below July 1999. I think it's important, however, to keep these numbers in prospective. Traffic for July 1999 was exceptionally high and prior to 1999, the previous records for the month of July went back to 1998 and looking at a comparison between 2000 and 1998, July 2000 exceeded the traffic by 1.2% for passenger cars, 3.1% for commercial vehicles; and 1.5% for total traffic. In addition, even though the number of passenger cars was slightly down from last year, the number of miles traveled was actually up. Consequently, we did set another all time record for passenger car revenue for the month of July. Of course, all of our year-to-date amounts continue to set all-time records. Year-to-date traffic exceeded the record set last year by 2.6% for passenger cars, 3.7% for commercial vehicles and 2.8% for total traffic. Madame Chairman, that completes my report and I'll be happy to respond to any questions.

Leever: Thank you, Mr. Steiner?

We have no report from Kathy Dolbin on Employee Relations today. Onto our staff reports, our Executive Director, Mr. Zomparelli.

Zomparelli: Thank you Madame Chair, Good Morning, Commission Members. Before I get started with my report, we have a guest from the Governor's Office, Ohio Dept. of Development – Nate Green. He wished a moment of the Commission's time to make a short presentation to the Commission.

Green: As Gino said, my name is Nate Green and I'm from the Ohio Dept. of Development. I am the transportation liaison for the Ohio Dept. of Development so what that basically means is that any issues that the Dept. of Development is involved in that are transportation-related, I have

to be involved in. Also, my background is I've worked in the Governor's Office in Toledo for 1-1/2 years. We had a lot to do with the Turnpike because in northwest Ohio it's a big part of our region and a big part of what we do out there. I am very familiar with what the Turnpike does and I know Gino from being in the Toledo office, and I wanted to come today and see what's going on with the Turnpike, see what I could do to be of assistance to you. I know there is a study going on that we will be talking about later today with Mr. Steiner to see if we can help out with that a little bit.

That's about all my presentation. I just wanted to introduce myself and tell you a little about myself. Thanks, Gino for having me come.

Zomparelli: Madame Chair, Commission Members, I had asked Mr. Green to come and assist our CFO in our presentation to Moody's – the bond rating firm. We wanted to get some background information on what role the Ohio Turnpike has played in economic development for the State of Ohio especially in northwest part of Ohio and he will also help us with the rest of the northern part of the State. It won't be limited to the northern part because we found out the Ohio Turnpike has impacted the entire state as far as economic development and accessibility.

We will be going to New York in September to update Moody's and make our pitch for an upgrade. As the Commission Members recall, we got upgraded by Fitch and we are AA rated by Fitch and Standard & Poor's. Moody's has been a little more difficult for us so we are going to attack it very diligently.

Leever: We're counting on you, Steve.

Strnisha: They were my former employer – a long time ago, though.

Zomparelli: We hope to make a nice presentation and answer any questions they have. Madame Chair, I have three resolutions to report to the

Commission Members. In your packets, General Counsel has prepared draft resolutions – the first one is captioned, “Resolution Rejecting Bids for Contract No. 77-00-02.”

The Commission went out for bid on a third lane project split up into two parts – Part A and Part B. Part A was from Milepost 72.59 – 76.95; Part B was Milepost 76.95 – 81.31. The Commission received three bids. Unfortunately, the low bidder had a defect in its bid guaranty. We didn’t say the lowest responsible responsive bid, but the bidder who submitted the lowest dollar amount in his bid. I have conferred with General Counsel and with our Deputy Executive Director, Robert Arlow, and our Chief Engineer, Dan Castrigano whether the Commission would be authorized to reject all bids and whether it would impact our construction schedule. I have been advised by our Deputy Executive Director and our Chief Engineer because the Commission plans to meet in September that we could go out to bid and be in a position to re-advertise, re-bid and make a recommendation at our September meeting. Hopefully, we will at least have the same three bidders bid and possibly lower. My recommendation to the Commission would be to reject all bids and re-advertise. I’ll read the Resolved paragraph of the resolution:

“RESOLVED that the above-mentioned bids, hereto received pursuant to the advertisement for bids upon Contract No. 77-00-02, (Part A and Part B) for third lane construction, which contract also includes grading, drainage, pavement widening and deck replacement of steel bridges located in Wood, Ottawa and Sandusky Counties, Ohio, be and the same hereby are rejected, and the executive director is authorized to notify the bidders in writing of said action, to return to the bidders the bid security furnished by it and take whatever steps are necessary to re-advertise, forthwith.”

I am not asking the Commission Members for authority to award a contract. We will be back here at our next public meeting and review the bids. I don’t want to give away our estimate amounts since we will be asking the Commission to re-bid and re-advertise. But E. S. Wagner Co.’s low bid was \$24,568,000 and the next lowest bid was submitted by

S. E. Johnson Cos. At \$24,879,000. I think there is enough money left on the table and not having any of the time constraints, it would be prudent to re-advertise. I recommend the Commission move to adopt this resolution.

Greenwood: I move to adopt this resolution.

Blair: I have a question – Gino, you are \$3-M under the estimate. Have you given any thought, you might go higher.

Zomparelli: Well, they might go higher, that is a risk. But we expect these three contractors to bid competitively and aggressively as they have in the past for this job. They were all three good contractors and I would expect that all three would re-bid. S. E. Johnson Cos. has done a lot of work on the Turnpike – probably the most of our third-lane work. E. S. Wagner is a very qualified company. They made a mistake on their bid bond. Instead of submitting the bond for 100% of the bid amount, they only submitted it for 10%. I don't know what the reason for that was, maybe it is was an insurance carrier making a mistake. Miller Bros. us also a good contractor. With all three bids coming in so close, it probably would be a bad business decision for any one to come back higher knowing what the others are bidding. The cat's out of the bag as far as what their bids are and what number they need to beat. If they come back higher, the Commission can come back and reject the bids and do it a third time. That is always a risk.

After this meeting we will immediately contact our Purchasing Agent to go out and re-advertise with the Daily Reporter. If later on, we are planning to come back on September 11<sup>th</sup> for the Commission Meeting and make a recommendation.

Strnisha: I had the same concern as Mr. Blair – sort of a calculated type of thing. You all have to get a sense of where they guys are at these days in terms of bidding in a competitive nature.

Arlow: Madame Chairman, we have done this in the past and they have never, never come in higher. They always have come in lower.

Zomparelli: In fairness to the bidders and we are reluctant in most time to go out and re-bid because there is a lot of work and effort spent in the re-bidding process. This is rare and there is over \$300,000 on the table. Since we don't have the time constraint, the project will start in the September time frame anyways. This is one reason why you go out as early as possible so you can take advantage. I hope our Deputy Executive Director hasn't jinxed us now.

Strnisha; I'll second.

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

The resolution rejecting the bids for Contract 77-00-02 is adopted.

Zomparelli: The second resolution in your packet is a resolution awarding a contract for the purchase of gasoline and diesel fuel for a one-year period. The bid tab is attached at the very back with the supporting documentation. This would be a contract known as Invitation No. 3749 for the furnishing of gasoline and diesel fuel for a one-year period. We received three bids. The bids all exceeded \$500,000. The bids have been reviewed by our General Counsel, Maintenance Engineer, Deputy Executive Director. The lowest bid was submitted by Seaway Fuel, Ltd. and Petroleum Traders Corp. The resolved of the resolution reads:

“RESOLVED that the bid of **Seaway Fuels, Ltd.** of Toledo, Ohio for Groups I, III and IV and **Petroleum Traders Corporation** of Fort Wayne, Indiana for Group II of Invitation No. 3749 is, and is by the Commission deemed to be the lowest responsive and responsible bids received and are accepted and the chairperson and executive director, or either of them, is hereby authorized (1) to execute a contract with the successful bidders in the form heretofore prescribed by the Commission pursuant to the aforesaid invitation; (2) to direct the return to the other bidder of its bid security at such time as Seaway Fuels, Ltd. and Petroleum Traders Corporation have entered into a contract and furnished a performance bond required thereby; and (3) to take any and all action necessary to properly carry out the terms of said contract.



As the Commission Members should note, the bids were separated into four different groups. The Maintenance Engineer has reviewed the bids. They also have been reviewed based on the OPIS Index dated July 24, 2000. Mr. Castrigano and can answer any questions the Commission Members may have regarding this bid, but I would recommend the Commission adopt this resolution awarding Bid Inv. No. 3749.

Strnisha: How do these prices compare with last year? We do this every year and prices are generally higher.

Castrigano: Madame Chairman, our method of bidding uses as Mr. Zomparelli stated, the Ohio Petroleum Informational Services publication which gives an average price of the fuel itself. The prices that are bid – the price differentials or their profit margin has basically stayed the same since last year. The cost of the fuel itself is higher than last year.

Strnisha: How much higher? Does it track what we experience as consumers?

Castrigano; No, not nearly as high as what we have been paying at the pumps.

Zomparelli: Madame Chairman, Commission Members, our Maintenance Engineer, Tim Ujvari, may recall or be familiar with last year's amount.

Ujvari: The unit price that Mr. Castrigano referred to – the OPIS price compared from last year to this year was approximately \$.28 per gallon which includes the unleaded fuels as well as the diesel fuel.

Zomparelli: Madame Chair, Commission Members, on the last three or four pages, you can see the breakdown, the price differential, the OPIS price and you can also see the breakdown between the state and federal fuel tax.

These are three good competitive bids. I have no reason to believe the Commission didn't receive good bids.

Greenwood: I move for the adoption of the resolution.

Williams: Second.

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

The resolution awarding contracts for the purchase of gasoline and diesel fuel for a one-year period is adopted.

Zomparelli: The third draft resolution before the Commission Members is a resolution concerning the financial condition of the Commission. Our CFO, Jim Steiner, is here to answer any questions the Commission Members may have regarding this resolution. This is a resolution done in compliance to meet the requirements of Section 4.04(a) of our Master Trust Agreement which the Commission entered into with our bondholders. The Resolved paragraph of the resolution reads:

“RESOLVED that the Commission having reviewed the analysis prepared by the CFO/Comptroller determines that there will be sufficient Gross Revenues for fiscal year 2000 together with Series Payments, Additional System Payments and Supplemental Payments to meet the requirements of §4.04(a) of the Trust Agreement and hereby authorizes and directs the CFO/Comptroller to issue a certificate required by §4.04(b) of the Trust Agreement; and

“FURTHER RESOLVED that copies of such certification and a certified copy of this resolution shall be transmitted to the trustee, the rating agencies and shall be available to any interested party. “

This is just a technicality requirement that the Commission must meet. Marty Vogtsberger, from our financial advisor's office is also here to

answer any questions the Commission Members may have. I recommend the adoption of this resolution.

Williams: Madame Chairman, I move for adoption.

Strnisha: Second.

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

The resolution concerning the financial condition of the Commission is adopted.

Zomparelli: It's nice to have only three resolutions for a change and not 8, 9 or 10 to present to the Commission Members. Madame Chair, Commission Members, there is several in-house items I'd like to make the Commission aware of. At our last Commission Meeting I had talked about our search for a new Director of Management Information Systems. After review with our staff and the help of Kathy Dolbin, Human Resources Manager, and conference with our Deputy Executive Director, Robert Arlow, we recommended and have appointed Dick Morgan who was second to Mr. Mitchell who resigned to accept another job. Dick, if you could stand, Dick is our new Director of Information Systems. He is an in-house employee. When we interviewed Mr. Morgan, one of the questions posed to him was his ability to take over if something should happen to our Director of MIS. He reminded me of that interview question when I interviewed him. It's funny how history repeats itself. We have been pleased with Mr. Morgan when we hired him. He's done a great job for the Commission. His familiarity with our system and his hard work has paid off for him. Mr. Morgan, would you please give the Commission a little brief background, your life before the Turnpike and how it related to the Turnpike Commission.

Morgan: Madame Chairman, Commission Members, I actually became involved with the Commission 22 years ago when I worked for a third-party maintenance company called Syntonic. I went through a progression of

jobs from there. Over the years, I have done consulting work for a maintenance company doing maintenance here and was involved off and on. It's like coming back home.

Zomparelli: Thanks Mr. Morgan. We have been pleased and it turned out that it was good that we had someone in house. He was the best candidate; we interviewed several candidates. What we will do is try and bolster on the lower entry level and look to hire one or two MIS System Managers or Programmers out of college with two or three years of experience. That way we can train them into our system, the languages we use, hardware, firmware we use – it's a very difficult field to match an employee with our requirements.

The second item I have relates to our Customer Advisory Board. Our retired Executive Director, Mr. G. Alan Plain, who is in the audience today, had started the Customer Advisory Group. It hasn't met for the last year. On August 1, 1999 it was one-year since I have been Executive Director, and with all the things going on, changes in the staff, we took a hiatus for about a year. We will start again and our first meeting will be scheduled on August 24, 2000. That's to get input from people with varied backgrounds with larger trucking industry to the smaller trucking industry to a non-commercial user of the Turnpike to people in the tourism industry – basically to brainstorm and get their feedback on our operations and how we can improve. We will try to meet three times a year.

Next item relates to our service plazas – in your packet you will find a copy of an article from the N Y Times. There is not a new employee at the Turnpike – I am Enrico Zamparelli -- you mean they didn't get the last name right, either? Most important thing is the Commission got recognized in the N Y. Times on Thursday, July 27, 2000. That's no small achievement. I'm sure we are the envy of airports, toll roads and other restaurants to get such a favorable article. I'd like to read a few of the quotes:

“ ... a new generation of service plazas

“ In Ohio, the buckle on the Rust Belt, the turnpike commission has decreed a new family of pleasure domes. Little colonies of comfort just off the exist ramps.

“They catch the eye immediately, suggesting the town hall of a midsize Swedish municipality or perhaps an American high school ...”

“They replace drab and dingy facilities dating from 1954 and 1955.”

“Rather than rehash the old concept of service plazas, the commission has instead redefined the concept for the 21<sup>st</sup> century, a legend on the turnpike map boasts.

This is something the Commission should be very proud of. Although our architects had a lot to do with the concept and exterior, I think we have to give a lot more credit to our staff who was really intimately involved with strongful suggestions as to how the building should be built, how they should look and function. An endless amount of time has been devoted by Alan Plain, myself, Bob Arlow, Dan Castrigano, Mike Phillips, Dave Ransbury. I’m sure I’m forgetting some people, but I’m sure there are other people on our staff that have worked for the last five years on this project before the architects were even involved. Over five years, because I started in February 1995 and the Commission was already working on redesign of the service plazas. Also, it didn’t come out in the article – the creativity, the trendsetting, how we are operating with our vendors. We really are establishing a first as how we have separated the plazas in terms of separate contracts for janitorial, food operations, concessions. They have turned out to be a nice profit center – more than we had expected.

We are out to bid right now for the pair under construction now – Portage and Brady’s Leap (eastern path of the Turnpike.) We will have our first

pre-bid meeting on August 15<sup>th</sup> for all interested food vendors and we hope to open bids on September 5<sup>th</sup>. We'll have to work real quick in order to make a recommendation at our Sept. 11<sup>th</sup> meeting. We are interested to see what kind of competition now that we have had almost a year of operations with our other four buildings. I have no further report.

Oh yes, one more thing – I did receive an e-mail from the General Manager of the Indiana Toll Road. His e-mail read:

“On a recent vacation I had my first opportunity to visit your new Service Plazas. They are great. The subdued colors and the spaciousness do a lot to sooth the jangled nerves of interstate travelers. The sit down restaurant was appreciated by my family. With your new facilities, Ohio is certainly presenting a very positive and professional image to Toll Road customers.”

Mike Puro, General Manager, Indiana Toll Road

This was totally unsolicited. This is just to let you know that the Ohio Turnpike definitely has enhanced the image of the State and the travelers at our plazas. With that, I conclude my report.

Leever: Thank you, Enrico.

Zomparelli: If anyone does anything wrong, it's Enrico.

Leever: So many people from our staff and former staff works so very hard to see this come to fruition. I am relatively new to the Turnpike Commission. I have been here 8-1/2 years. But I remember when I first came on this Commission there was talk about doing this at that time. It took a long time but it was well worth the wait. Because it has been done properly. We have every right to be very proud of this achievement. Mr. Arlow, we'll call on you now.

Arlow: Thank you Madame Chairman, Commission Members, we have 17 construction projects underway right now: (4) third-lane projects which will

be completed in November 2000. This totals 18 miles and that will bring us to approximately 110 miles of completed third lane out of 160 miles. We have two major bridges under construction that will be completed in December 2000 and one major bridge, the Cuyahoga River Bridge, will be completed two years from now.

We have four overhead bridges which will be completed in November 2000.

We have three toll plazas under construction right now. The Eastgate toll plaza is open. It is not totally completed yet but we did switch over from the old plaza to the new plaza and that will be completed in November 2000. Exit 10 is scheduled to open at the end of this year. Exit 11 is a two-year project which connects I-77 to the Turnpike. We have one pair of service plazas – Portage/Brady's Leap – under construction. They will be completed and open April 1, 2001. That's what the Director was referring to in his report. The concessions are out for bid right now. Hopefully we will have those bids reviewed and ready for award at our next Commission Meeting.

We have two Maintenance Building expansions – one in the east and one in the west that are under construction. They will be completed within the next 60 days. That concludes my report.

Leever: Thank you, Mr. Arlow. Is there a report from our financial advisor, Marty Vogtsberger?

Vogtsberger: Madame Chair, Commission Members, we don't have a report other than to say we are looking forward to the meeting with Moody's in September. Hopefully, we can bring home an upgrade.

Leever: There's no report from our trustee, Huntington Bank. And now it is time for the Ohio State Highway Patrol report, Lt. Turnabeane?

Turnabene: Thank you Madame Chair, Commission Members, unfortunately, the month of July was not a very good month on the toll road. There were three fatal crashes during the month with four persons killed. One of the crashes was a nine-vehicle crash. It occurred to a crash ahead that was slowing traffic and one vehicle came into the slowed traffic at a high rate of speed and was not able to stop and caused a nine-vehicle crash in which two people were killed. That was at the 87.5 milepost.

We had two other fatal crashes – one at MP 72. One vehicle crash where the vehicle lost control and went off the road and struck a sign post and one at the MP 187.4 (westbound) where a one vehicle went off the road and attempting to exit there, suddenly saw the exit, swerved, lost control of the vehicle and went off the road and struck a light pole and killed one of the passengers.

So July was not a good month for fatal crashes. Year to date we are currently at 6 fatal crashes with 7 persons killed on the Turnpike. As a follow-up to the Trooper Perez investigation, that investigation into that crash is completed. The Coroner's Report in both Erie and Cuyahoga County have ruled all deaths accidental. That's all I have.

Leever: Thank you, Lt. We can regulate a lot and keep our highways safe but you can't regular stupidity in a lot of cases.

Turnabene: That is very true.

Leever: General consultant, Mike Schipper (HNTB)?

Schipper: Madame Chair, we have completed all the physical inspections of the bridges and buildings, and we have supplied the Commission with reports for roadway bridges and culverts for our annual inspection.

Leever: Thank you. Before I ask Tom Amato, our General Counsel, to give his report, I would like to say that I made it a mission of my very own and no one asked me to do it, no one told me that I should do it, but I started at the Westgate and worked my way through the Eastgate and Mr. Arlow



was gracious enough to bear with me and he took me to the Pennsylvania border and we worked our way back here. I worked my way from the other end up --not all in one day - I stopped at every interchange, maintenance building, OSHP post, for my own information and I think to let the employees know -- that is the Ohio Turnpike out there sitting here we are not the Ohio Turnpike. It's the employees out there who work day to day, keep the road safe, keep it maintained, greet our customers. These people deal with our customers every day -- day in and day out. Some of their reactions were kind of cute. I knock on the door because they are always locked. The doors opens about 3 inches --the supervisor says, yes, may I help you? I say I'm Ruth Ann Leever and it takes about two seconds and you see this little light come on. Oh -- come in, as long it's not a surprise inspection they are very pleased to see me. And but it was very informative and very interesting and it was something I felt I needed to do for me -- not for anyone else or not for any specific reason. It was very informative and I feel I am a better person for having done it and I enjoyed it very much. It certainly takes all kinds of people and a lot of people working together -- 1200 employees. I didn't see them all but it's really amazing. We can sit here and we can make decisions and hopefully they are very informed decisions, but these people work on the Turnpike every day -- day in and day out. I just found it very interesting and very informative. Now, Tom it's your turn.

Amato: Madame Chairman, Commission Members, I have distributed the Litigation Report for the period ending June 30, 2000. It's in all of your folders. At this point I would like to recommend adjourning to executive session for discussion of pending legal matters.

Williams: I'd like to move to adjourn this meeting to hold an executive session in order that the General Counsel may confer with Commission Members on legal disputes which are the subject of pending court actions. At the end of such session, the Commission Meeting shall re-convene.

Greenwood: Second the motion (10:45 a.m.)

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

Leever: Before we go into executive session, there will be no further business when our session is concluded so those of you who would like to stay are certainly welcome to stay and those of you who have other obligations, please feel free to go.

Our next Oversight Meeting is scheduled for September 15<sup>th</sup>. The time and place will be given to you at a later time. Please hold that date on your calendar.

The next Commission Meeting will be September 11, 2000.

Leever: We have re-convened from executive session, I need a motion to officially adjourn until September 11<sup>th</sup>. *(Time 11:50 a.m.)*

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

/dsp

