

MINUTES OF THE 470th MEETING OF THE OHIO TURNPIKE COMMISSION

September 24, 2001

Pursuant to the bylaws, the Ohio Turnpike Commission met for a meeting at the Commission's Administration Building at 10:02 a.m. on September 24, 2001, with members of the staff: Gino Zomparelli, Executive Director and Assistant-Secretary Treasurer, Daniel Castrigano, Deputy Executive Director-Chief Engineer, Rob Fleischman, Asst. Chief Engineer, Pat Patton, Government Liaison Officer, Thomas Amato, General Counsel; James Steiner, CFO/Comptroller; Richard Morgan, Director of Information Systems; David Miller, Chief Auditor; Tim Ujvari, Maintenance Engineer; Kathy Dolbin, Manager, Human Relations; Reggie Williams, Community Liaison; Tim Escola, Asst. Director Safety Services; Fred McFall, Patron Services Manager and Lauren Hakos, Public Affairs Manager.

The Chairman said she wanted to remember all the victims of the terrorism and their families. She said it is imperative that we remember this horrific act of terrorism has not made us weaker; this really has made us stronger. So we will stand now for a moment of silence. She then asked everyone to join her in reciting the Pledge of Allegiance.

The Chairman then called the meeting to order and requested the Asst. Secretary-Treasurer to call the roll.

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. Strnisha,
 Mr. Greenwood, Mrs. Leever
Nays : None

The Chairman advised that Representative Buehrer was unable to attend today's meeting.

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, Tom Tarantino, Climaco, Lefkowitz; John Petty, Susan Nobile, Nat City Investments; Bobby Everhart, Mike Burgess, URS; Frank Lamb, Huntington Bank; Brett Bailey, McDonald Investments; Bill and Deborah MaKay, Amherst residents; Val and Sam Slack, Amherst residents; Howard O'Malley, B & T Express; Tony Yacobucci, HNTB; Tom Travis, HMS Host; Kevin Yarbrough (Elyria) Chronicle Telegram; Tracy Cowley and Diane Pring.

The Chairman welcomed all in attendance. This is the Commission's 470th meeting of the Ohio Turnpike Commission. 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 July 23, 2001 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 Mr. Greenwood and seconded by Mr. Strnisha. 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. Strnisha, Mr. Blair, Mrs. Leever.

Nays : None.

The Chairman advised that various reports would be received and the Commission will act on one resolution, a draft of which has previously been set to the Members and a copy has been placed in the Members' folders. The resolution 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.

Greenwood: Since our last regularly scheduled meeting of July 23, 2001, the following items have been sent to the members:

1. Draft of Commission Meeting Minutes of July 23, 2001
2. Traffic and Revenue Report, July, August, 2001
3. Traffic Accident Summary Report, June, July, 2001
4. Financial Statements, July, 2001
5. Financial Statements, August 31, 2001 *

6. OTC Budget Report, Six Months, 2001
7. Revenue by Month & Year, July, August 2001
8. Investment Report, July, August 2001
9. Litigation Report for the period ending August 31, 2001 *
10. IBTTA publication, "Facts & Myths about Tolls"
11. Various News Releases
 - copy included in the Commission Members' folders

Leever: If we read each and every one of those items, it does keep us busy, doesn't it?

Greenwood: Madame Chairman, I strongly recommend reading the IBTTA's "Facts and Myths about Tolls". It's a really good program and maybe our Director can share with us whether that's an ongoing work in progress.

Leever: Report on financial and budgetary matters, Mr. Steiner?

Steiner: Good Morning Madame Chairman, Members of the Commission, I'm happy to report that passenger car traffic volume continued to set all-time records. Passenger car traffic during the month of August totaled 3,999,000 vehicles exceeding the previous record set in 1999 by 105,000 cars or 2.7%.

Commercial traffic for August totaled 859,000 vehicles falling short of the previous record established last year by 34,000 vehicles or 3.8%.

Total traffic for the month of August totaled 4,858,000 vehicles exceeding the prior record set last year by 71,000 vehicles or 1.5%.

Passenger car traffic during the first 8 months of 2001 totaled 24.8-M cars surpassing the prior record set last year by 182,000 or 0.7%. Commercial traffic during the first eight months of the year totaled over 6-M vehicles falling short of the previous record set last year by 273,000 vehicles or 4.3% and despite the economic slowdown, the total traffic during the first eight months of 2001 totaled over 30.8-M vehicles falling short of the

previous record set last year by only 91,000 vehicles or just 0.3%. The preliminary data through September 19 indicates that the traffic volumes are somewhat lower than the corresponding period from last year, however, the average trip length appears to be somewhat longer and consequently, the revenue is very comparable to the same period of last September. That completes my report, Madame Chairman, and I'd be happy to answer any questions.

Leever: Are there any questions for Mr. Steiner? Thank you very much. I know the Turnpike was very busy last evening. We'll move on to our staff reports – our Executive Director, Mr. Zomparelli?

Zomparelli: Thank you Madame Chairman, The first draft resolution in the Commission Members' folders is captioned, "Resolution Concerning Award of Contract, Pursuant to Invitation No. 3823." This is a resolution advertising for bids for the furnishing to the Commission of sodium chloride (rock salt) approximately 57,800 tons. The Commission received three bids. Bids were broken up into 14 items. The 14 items are essentially the different locations along the Ohio Turnpike. They have been reviewed by Deputy Executive Director and Maintenance Engineer. The Resolved of the resolution reads:

"RESOLVED that the bids of the following companies:

| <u>Items</u> | <u>Company</u> | <u>Estimated Amount</u> |
|---------------------|---|-------------------------|
| 1 – 6 | The Detroit Salt Co., L.C. Detroit, Michigan | \$525,241.00 |
| 7,8,9, 11 | Cargill, Inc., Salt Division North Olmsted, Ohio | 485,140.00 |
| 10,12, 13 and 14 | Morton Salt Chicago, Illinois | <u>931,669.00</u> |
| | Total Awards | \$1,942,050.00 |

for Invitation No. 3823 are, and are 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 each successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid invitation; and (2) to take any and all action necessary to properly carry out the terms of said contract. "

The bids have also been reviewed by General Counsel and meet the legal requirements. I recommend that the Commission move to adopt this resolution. The bid tab and the recommendations are also attached to the draft resolution.

Leever: We go through this every year and this is northern Ohio. I was going to ask for a motion and if anyone had questions?

Greenwood: I move to adopt the resolution.

Strnisha: Second.

Leever: Any questions? I have a question for Mr. Castrigano – Could you just tell me concisely what conveyor system is?

Castrigano: Conveyor System – we store the salt in the domes (you’ve seen them as you travel the Turnpike). You can fit a certain amount of salt into those domes by backing a truck into it and dumping it. To get to their full capacity, the vendor actually brings in a portable conveyor, dumps it onto the conveyor and the conveyor carries it to the top of the dome and dumps it into a larger pile. We only use that conveyor if it’s required.

Leever: Hopefully, we will have a mild winter this year. Thank you for your explanation. Please call the roll?

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

The resolution is carried.

Zomparelli: Madame Chairman, Commission Members, I don’t have any other draft resolutions for review other than the report on two resolutions where I was given authority to award a contract. The back-up documentation has been previously sent to the members.

The first one was a contract which I awarded on behalf of the Commission on August 27, 2001. It was award of Contract No. 43-01-02 – that was the construction of the CSX Railroad Bridge. The contract was awarded to The Ruhlin Co. Their bid

amount of \$9,442,405.51. The Commission received 5 bids – the lowest responsive bid was submitted by Ruhlin and their bid amount was approximately 6% above the engineer’s estimate.

The second contract I’d like to report to the Commission on which I awarded on September 5, 2001 – that was the award of contract under Invitation No. 26-01-01 for the high-mast lighting at Interchanges 232 and 234 in Mahoning County. The contract was awarded to Miller Cable Company of Green Springs, OH. Their bid was below the engineering estimate. The Commission received two bids. The amount of Miller Cable Company’s bid was \$809,422.50. The first time the Commission tried to award this contract, the low bid was also submitted by Miller Cable. That amount of \$741,912.50. However, they did not provide the proper bid guaranty which forced the Commission to re-bid or award to the second lowest bidder. If we awarded to the second lowest bidder, that bid would have been higher than the one we presently received. It was advantageous for the Commission to re-bid.

If there are no other questions, I’ll move on to other things the staff has been busy since our last Commission Meeting.

Strnisha: Madame Chairman, just a question for the Director – as I recall, when we give you authority to get these things going, this year particularly – before the weather changes, correct?

Castrigano: Those both contracts have been awarded and Notice to Proceed has been issued.

Strnisha; So that was the basis to keep the projects moving – to keep the projects moving, particularly before the onset of the inclement weather.

Zomparelli: It’s important, especially during this time of the year the weather becomes very unpredictable. On the first award of the CSX project, by re-bidding we did take a look at making some changes in the bidding documents, and we realized a savings of \$440,000 on Contract 43-01-02.

Leever: Nice piece of change.

Zomparelli: It sure is. We received a letter from the Cuyahoga County Commissioners thanking Richard Lash and the Ohio Turnpike – the letter reads: “I write to thank you for your assistance in staging our successful full-scale exercise last May. This event would not have been possible without your generous commitment of time and resources. I have enclosed a resolution passed by the Cuyahoga County Local Emergency Planning Committee which offers its official thanks for your efforts.”

This was a letter for our assistance in full-scale hazardous material emergency responses which was held on May 31, 2001. The Commission has always been very responsive to the communities and working with hazardous emergency situations. We are happy to assist.

The Commission also received a letter from the Thousand Islands Bridge Authority. Their Executive Director, Russell Wilcox, congratulated the Commission on its high ratings, successful bond deals and also asked for our assistance in any way we can help them with their financing needs. I have included a copy of their letter thanking us in the Members’ folders. It shows that we try to work together with all the other agencies across the country and in the world which ties us into IBTTA – the International Bridge, Tunnel & Turnpike Association (“IBTTA”) that we are associated with.

Commission Member Greenwood talked about the “Universal Truths” and I know you attended, Madame Chairman, as well as Steve Strnisha. I don’t know if you received a copy of one of the pamphlets they presented. Our meeting was cut short with the situation in New York and Washington. This association lost the Executive Director of the Port Authority who happened to be in the World Trade Center at the time the incident occurred. More than one member of their organization was attending the annual IBTTA meeting when they were informed during the course of our meeting that the horrific terrorist acts had taken place.

Our members that are part of the IBTTA started working on a “Facts and Universal Truths” Program. There seems to be a lot of myths about toll roads that have been perpetuated over the

years – negative media reporting about toll roads. They are not getting good information as to how toll roads participate in the country and the world. So we decided in our Government Affairs Task Force which I am part of, to put together a brochure. We had assembled a large document that dispelled a lot of myths regarding toll facilities and one of the things I had requested while participating in the Government Affairs Task Force was come up with a simple brochure as a starting point which would incorporate somewhere between 3-7 universal truths about all toll facilities – even though each one is a little bit different from state to state or within states. This was the outcome.

The highlight points or bullet points are:

- There are no free roads;
- A toll is not a tax - it is a user fee;
- It's either a toll road or no road;
- Toll facilities relieve congestion;
- No one likes to wait in line to pay tolls,
- Toll facilities offer value and choice for everyone
- Toll facilities provide a safe trip

The Captain of OSHP can point out that toll roads across the United States are roads that are patrolled 24 hours a day, 7 days a week. Our fatality rates are significantly lower on our roads in comparison to the million of miles traveled than non-toll roads. They are also better maintained.

Each organization will take this document and use it for their own resources and we will try to develop our own brochure to be passed out at our service plaza facilities. Lauren – this will be the next project for you to start working on. The Ohio Turnpike did play a significant role in putting together this brochure. It was a task that we worked on for about a year.

We have a larger document which was sent to the Commission Members previously. It about 30 pages, but we think this is a good first step and it seems that the question we always seem to receive is “I thought that road was suppose to be paid for.” What people don't realize is that when the Turnpike was first built that was the first interstate in Ohio that's a modern

highway. The roads came later. I also find the other frequent question asked is “why do we pay double taxes?” That is also a myth. It is also misunderstood. We don’t receive any federal or state tax except for fuel purchased at our service plazas. That’s only 5 cents for each gallon. We are just trying to get the information so there’s an understanding on how the Turnpike operates and how it has operated over the last 50 years. That’s positive and it happened at IBTTA. Again, that meeting was basically cut short and ruined. It was held in Boston of all places.

Dan Castrigano and myself also met with the PA Turnpike on August 7th and 8th of this year to discuss their plans for service plazas construction at our PA/Ohio border. We have also worked on special editions of “Turnpike Today” which all the members have in their folders. It brings our employees up to date on what has taken place on the Turnpike as well as the tragedy that has occurred and how it did touch the toll road associations.

We are waiting for the responses to our RFP for food concessions for the Middle Ridge/Vermilion Valley Service Plazas– due on October 17th . We hope to have a recommendation for the Commission at our November meeting.

We have also arranged to have an Information Meeting held for Amherst residents scheduled for Monday, October 15th at 7:30 p.m., at the Holiday Inn, near Exit 8 which is near Midway Mall. On September 5th, myself and various members of the staff including Senator Armbruster met with the Mayor of Amherst, Mayor Higgins, and the President of City Council. When I read the articles in the local paper – Amherst News – it doesn’t seem like what we said and heard got properly communicated or was miscommunicated. That’s an all important reason why we plan to hold this informational meeting on October 15th at 7:30 p.m.

The purpose of the meeting is to educate the residents of the City of Amherst exactly what the Commission’s plans are for the reconstruction of the service plaza in their community. We have held meetings over the course of the last two years between our architects and the local officials. I have also

communicated to the local officials about our plans. There are no secrets; the plans do take into consideration the needs of the residents in the community, however, we are always willing to discuss those plans and look at something that can be reasonably done. I think what everyone needs to understand is that the Turnpike is located in Lorain County and we do go through that area and the service plazas are part of the Ohio Turnpike. It's not the Ohio Turnpike trying to impose its will on the City of Amherst.

In review of some of their meeting minutes and review of their video from their meeting, it seems that there is not a balancing being done by some of the Council Members or some of the residents understanding what the Turnpike is trying to accomplish with the reconstruction of these facilities. They are an improvement to the service plazas. They are located in the middle corridor of the Ohio Turnpike that has always been the facility that has had the most business. But there has been since that time, re-construction of facilities on either side and we don't know if that will increase or decrease the business at Middle Ridge and Vermilion Valley. However, when construction is complete I would expect that everyone will be pleased with the reconstructed service plazas. Again, that meeting is October 15th – I see there are several residents of Amherst. We welcome you to attend and that meeting will be geared for your information. Senator Armbruster said he also plans on attending this meeting.

The next item the staff has been working on for the same date – October 15th, we also plan to hold an informational meeting regarding our LCV program and over-dimensional program that we reported to the Commission at our last meeting. We also will be preparing for an Oversight Committee Meeting on Tuesday, October 9th in Columbus at 4:30 p.m. So we have been busy and we will be busy through the month of October.

In light of what has happened to the country and our employees' request to participate in the relief efforts in trying to contribute funds that would help the families of rescue workers as well as the families who were touched by the deaths at the World Trade Center with the relief and contribution program. We have come up with a couple programs as has been reported

in Turnpike Today – we are characterizing it as “Caring About America”. The first part of the program relates to our employees. They will be able to contribute funds directly that we will deposit in an Ohio Turnpike account and after approximately one month we will total the amount and write a check for the relief effort. For our employees who contribute at least \$12 we will give them a shirt to remember their contribute and wear it proudly. If they contribute \$20 or more, they can receive a second shirt.

The second part of the program will be open to our patrons who drive across our corridor on the Turnpike. Here is “Blinky” the barrel. That’s our mechanism for accepting contributions both from our employees and patrons. We will post those at all our service plazas. Dan – if you will give “Blinky” center stage and do the unveiling.

Orange barrels have been given a bad wrap as well as the Turnpike in the past regarding tolls, so orange barrels probably have gotten more of a bad wrap in transportation – as Mr. Blair can probably relate to – as well as ODOT. Here’s a chance for the barrel to do some good. We will be accepting donations which will be deposited in the barrel. We will put the first one out today at Great Lakes and Towpath. We’ll have one here in the Administration Building for our employees to make donations. We don’t have a goal, but we hope with the amount of traffic that uses the Turnpike that this will provide a mechanism for the trucking industry to have an avenue for contributions as well as patrons who use our Turnpike from all parts of the United States and Canada. We hope this will be successful. We hope this will bring a positive view to orange barrels in the future. The next time I report on the orange barrels, it will be doing some good.

Lauren Hakos-Dehrmann helped us with the “Blinky” project. I’d also like to have Lauren report on Car Care Safety Day which we held on July 27th.

Hakos: Good Morning. I just also wanted to touch on Blinky. We are going to have an unveiling of Blinky at the Towpath Service Plaza today at 2:00 p.m. We have gotten several calls from a media release we sent out on Friday. Channels 33 and 21 in

Youngstown have both inquired and want to out and shoot some footage of Blinky at the service for their news report. So it's getting some play already which is a good thing. We invite all of you to attend the 2:00 p.m. unveiling if you'd like to join us.

With regard to the Car Care & Safety Day event. We were kind of unsure as to the success of the event because this was the first time we had ever had anything like this before. It was held at the Great Lakes Service Plaza on Friday, July 27th. We were optimistic that it would be successful and afterwards, we found it definitely was. I think we will continue to do events like this and Gino has mentioned possibly having an event at Middle Ridge/Vermilion Valley in upcoming years concerned with water safety or something of that nature.

The Car Care Safety Event we estimated through tallying how many people went by the booth or picked up - a water bottle that over 1,000 patrons visited the event. Over 150 individuals had their car inspected. This was an aspect we weren't sure would be received very well, but it was. We were very pleased with that also. It was a good event all around. I think that every patron who went through it - the kids - and everyone expressed their gladness that we were doing something like this. We'll plan future events like this for sure.

Greenwood: Lauren, who should take credit and/or responsibility for coming up with the name, "Blinky." Was that you or Mr. Zomparelli?

Hakos: It was a group effort.

Zomparelli: Madame Chairman, Commission Member Greenwood, I'll take credit for the barrel - I didn't have anything to do with the name.

Hakos: All of this was done in a very short period of time.

Greenwood: The comment was when I was driving here and I don't know where the information came from or the accuracy, but one of the radio commentators emphasized that all of various relief funds from around the United States are approaching a billion dollars that has been raised for this effort. I think it's laudable

and also important that we show our support here in Ohio and on the Turnpike for Blinky and others.

Leever: Thank you, Lauren. Ladies and Gentlemen, I want you to know that as busy as this young lady is, she is a new bride. Congratulations to you, Lauren.

Speaking of such things, yesterday I came across the Ambassador Bridge as I was in Canada over the weekend which was my former home. I want you to know I was overwhelmed. Not only did I see a lot of Canadian flags, but they were flying American flags as well. That was quite a sight for me to see being over there for the weekend. As I came off the Ambassador Bridge, they had a big fire truck and fire fighters were out with the big boots, and people were giving donations in the boots. After sitting for two hours on the bridge to go through customs, you'll give them anything to get off this Bridge. Everyone is working very hard, and it is a supreme effort by everyone. This affects us all.

Zomparelli: Madame Chairman, Commission Members, we really just arrived back from the IBTTA Annual Meeting so we did literally put this together in a day. We got the staff together and we started brainstorming.

We had been thinking about in the past, we've had informal discussions with our General Counsel about trying to start The Ohio Turnpike Commission Foundation. If we had one in place, it would have been easy to have this kind of mechanism already. So "Blinky" the barrel will have two purposes – the first purpose is obviously to help with the relief efforts, but I think in the long run, we're going to ask our Special Counsel to take a look at what it would take to set up an Ohio Turnpike Commission Foundation. I'll have John Peca look at that so it's done properly. Dave Miller has also looked at it from our auditing standpoint, but we would like to set up an OTC Foundation. There's always going to be things happening in our world – whether it's helping kids, the elderly along the Turnpike corridors, schools, communities – we don't know what might happen – charitable events – but we see a need where our employees want to help and participate. Although we are spread out – 240 miles – and at a disadvantage of getting

everyone together, but it's also an advantage where we can touch the whole part of the State. So we hope to continue this after a month and use it if we are legally able to form a Foundation.

We also invite ODOT to participate if they'd like and OSHP. I know they have already started to look at it.

I'd like to introduce our newest employee, Tim Escola, formerly Captain of the OSHP. Tim Escola is now working for the Ohio Turnpike. We'd like to welcome you to the Ohio Turnpike as an employee. Tim will be assisting Dick Lash in Safety Services and also will be our liaison with the OSHP. He'll also help us with security at the service plazas. We will tap into his many talents and resources and find out if he is really as good as Captain Bob Ferguson says he is.

Ferguson: Excuse me, you put him to work right away. Friday night he was out late – there was a spill at the Portage Service Plaza, right?

Escola: Yes, I was.

Zomparelli: It's definitely an asset to have someone with prior experience with the Turnpike as a highway patrolman.

I think that concludes my report.

Leever: Thank you Mr. Zomparelli and welcome again Mr. Escola.

Armbruster: Madame Chairman, Gino – we've had and there are some residents from Amherst here. One of the discussions that we continually had for the last month related to the proper place for the meeting of the residents. There has not been disagreements, we have discussed the reasoning as to why we should have the meeting, where we should have it, how close to the residents' homes. One of the things that we always discussed is the reasons if we are going to have a meeting, we should have the appropriate place where residents will be able to hear and see the presentation and also have the opportunity and have a large enough room to handle it.

I'd like to have you. I agreed to go to the Holiday Inn – just based on those kinds of factors although I feel there probably will be some concerns from the residents that we put it too far away from them, but I agreed with you all from the standpoint that it does make sense to get it into a room that is appropriate for all residents to attend and appropriate for the Ohio Turnpike to be able to use the audio/visual facilities that they have at the Holiday Inn. Would you like to expound further on that?

Zomparelli: Madame Chairman, Commission Member Armbruster. Yes, we did take a look at the first requested site – a church. I think they completed their construction or renovations that were taking place at this time, but Lauren Hakos, our Public Affairs Manager had gone out to take a look at the facilities. We also looked at the Holiday Inn. Looking at our schedules and needs to hold two other meetings, we decided to have all three meetings that day.

Most importantly, we are trying to put together a nice power-point presentation. We felt the Holiday Inn would be a better venue for a proper informational meeting and presentation. We are still putting together pictures and data regarding the service plazas. We hope to provide as much information as possible. We don't know the exact number of people who are going to attend so we have two rooms, if necessary at the Holiday Inn.

We also are inviting others to attend that meeting that are not only residents of the City of Amherst so we can address their questions and also give them an opportunity to participate. So the location, although it not in their back yard, it's still very close and we feel it is still very convenient and accommodating for the residents. It's right off the Turnpike at Exit 8 – there is sufficient parking, sufficient facilities. There's an audio/visual breakdown. We know they have back-up. We know we can go forward with the meeting. I think it's important to have the meeting. So staff members that need to be present also having the meeting with the LCV operators and truckers as they are also affected by the service plazas. We feel they should have an opportunity to hear what's going on and have an opportunity to address if they want.

So we added all these factors, weighed them. It became apparent that the Holiday Inn seemed to be the best venue all the way around.

Armbruster: Madame Chair, it's very appropriate from the standpoint as to several of the residents have requested that the jake brakes be looked into and I think with the trucking industry representatives being at these previous meetings that they might stay on and it's appropriate that they stay and hear the concerns of the residents in the area and also the concerns of the Turnpike. Maybe that point will be made clear that we certainly don't want the noise from the jake brakes as they decelerate and so even though I might not totally agree, I understand and certainly support the efforts of the Turnpike to get as close to Amherst as possible and to look at that church. It does make sense that we would have it at the Holiday Inn just based on the number of residents, number of requests to come and the audio/visual material that's out there. So I'd like to go on record as saying that.

Leever: Thank you, Senator. Thank you Mr. Zomparelli. Mr. Castrigano, your report please?

Castrigano: Madame Chair, Commission Members, our construction status update is as follows: Our third lane project by Thanksgiving of this year, we'll have an additional 17 miles of third lane open which will bring our total to 128 miles of the 160 complete.

The Cuyahoga River Bridge continues. The eastbound structure will be open in mid-October (October 12th) of this year at which time the demolition will begin on the existing eastbound structure. We'll try to get a better time schedule on the demolition of the bridge. It will include both dismantling and inclosion of the existing structure.

The I-77 interchange: The new toll plaza and ramp connection from S.R. 21 will be open in mid-October. The connection ramps from I-77 to the Turnpike will be completed in mid-November.

Other toll plaza reconstruction projects (6 we currently have) under construction right now will be completed within the next

four months. The first one, if you came through Interchange 161 this morning, you'll see that all lanes are open, complete and minor punch list items are being completed at this time.

Of the right I call the original first-generation toll plazas of which there are 20, only six remain to be reconstructed and all six of those are at various stages of design right now.

We talked about service plazas earlier a little bit. The Middle Ridge/Vermilion Valley Service Plazas that are currently under construction are scheduled to be re-opened by Memorial Day of 2002.

Construction continues on the renovation of the Castalia, Amherst and Boston Maintenance Buildings. They are scheduled to be completed by the first of the year. That concludes my report.

Leever: Thank you, Mr. Castrigano. Eric Erickson, our financial advisor is not here this morning. Do we have a report from Frank Lamb, our trustee?

Lamb: No report, Madame Chair.

Leever: Captain Ferguson?

Ferguson: Good Morning Madame Chairman, Members of the Commission, I'd like to report on the most recent fatal crash – on September 20th – the first fatal crash we have had in almost 7 weeks prior. This occurred last Thursday (09/20/01) at about 11:00 a.m. in Fulton County, MP 41.7 (eastbound.) A semi tanker truck had been traveling in the right lane and was being passed by a pick-up truck in the left lane. The semi driver started changing lanes, came into contact with the pick-up truck which in turn lost control and ultimately traveled into the median strip and overturned partially ejecting the driver who was not safety belted. His pick-up truck finally came to rest in the westbound passing lane in its top.

The driver of the pick-up truck was a 77 year old man from Solon Springs, Illinois. He was accompanied by his 67 year old wife who was a passenger in the truck. She was also critically

injured and still remains hospitalized. The driver of the semi is a 29-year man from Ottawa, Illinois. We are seeking negligent homicide prosecution on that driver.

This brings our fatality picture to 10 fatal crashes with 11 killed to date in 2001. On a brighter picture, the Labor Day holiday period was one of the safest holiday periods throughout the state of Ohio and our operations on the Ohio Turnpike were certainly a part of this. Our troopers again in all holiday periods were out in force working very hard, being very visible making their presence known. We did investigate 25 crashes during that 4-day period, however, most were very minor and the majority occurred out in Mahoning County during a torrential downpour the first day. During that four-day period, we investigated only one injury crash which I think is very remarkable. It shows our guys were out there doing their job.

Sergeant Rich Lucas has been added to our District staff in Berea this month as our new Commercial Enforcement Coordinator. This is a position we have been trying to fill for sometime and we finally got that done. He will be coordinating the enforcement efforts and activities of our six commercial motor vehicle enforcement troopers that are assigned at our Turnpike posts. These troopers have very specialized training and focus their activity on the inspection of commercial vehicles for compliance of federal and state regulations in regards to their operation and equipment. This will be a very important position for us, and we are happy to have Rich Lucas on board.

This Friday, September 28, 2001, the Ohio State Highway's 137th Academy Class will graduate after completing 28 weeks of training in our training academy in Columbus. Our Turnpike Posts are going to be the recipients of 11 new troopers that are graduating. They will then complete 3 months of training at our posts on the Turnpike with experienced training officers and then will complete their probation and add to our complement. Swanton Post will receive 4 troopers; Milan Post is receiving 6 troopers and Hiram will receive 1. This is a very intense period of training these new troopers. They have been involved in the class room for 28 weeks and now they are ready

for the practical experience, get them trained and have them do a good job here on the road.

At the end of the training period, this should put the total complement of sworn officers on the Ohio Turnpike to 88. I'd like to mention in light of the terrorist activities of September 11th that the Ohio State Highway has been maintaining a very heightened state of alert and awareness in our operations. As a division we continue to be very interactive with other agencies – both federal and state level concerning security measures and intelligence gathering. On the Ohio Turnpike, we have increased our emphasis and become much more frequent in our patrols and walk-thrus at the service plazas, toll plazas, maintenance buildings and checking on the construction projects and other structures on the Turnpike.

We don't have any specific threats to focus our efforts on it is extremely important that our officers maintain very strong presence to the public, people working on the Turnpike for security and enforcement. We are not taking the usual for granted. I might add that on September 11th all the employees of the Turnpike particularly the section chiefs and heads at the Ohio Turnpike Commission acted very quickly to make sure that security measures were in place. I was in on those meetings and it was under the direction of Tim Ujvari. Of course, nothing happened, but we were ready if something did. That was an excellent effort that day.

Leever: Thank you Captain. Again, and not just on the holidays, but I always feel you make your presence known every day on the Turnpike.

Zomparelli: Madame Chairman, Commission Members, in that light, I believe, the National Guard had requested some obsolete concrete barrier for their use. We did donate 1800 linear feet to protect their access points to the air base at the Toledo Express Airport.

Leever: And now a report from our general consultant, Mr. Yacobucci?

Yacobucci: Thank you Madame Chair, Commission Members, we have completed all the mainline structures, overhead structures,

inspections as well as the culvert inspections. Roadway pavement has also been completed. Those reports were submitted at the end of July. We recently completed the facilities inspections as well as the S.R. 8 overhead structure and major bridge inspections. Those reports were submitted the end of August. The Annual Report is currently being prepared and will be submitted at the end of this month.

Leever: Thank you. And last but not least, our General Counsel, Mr. Amato?

Amato: Thank you Madame Chair, Commission Members. I have two items, the first is the distribution of the Commission's Litigation Report which I have prepared for the period ending August 31, 2001. Please review it. If you have any questions, I'd be glad to answer them after the meeting or at any time that you want to call me.

Secondly, the collective bargaining agreement for the full-time maintenance and toll employees expires on December 31st, 2001. There have been several developments that I believe we should discuss in executive session. For that reason, I request an executive session at this time.

Greenwood: Madame Chair, I move we adjourn this meeting to hold an executive session in order to prepare for and conduct, review negotiations and bargaining sessions with the Commission's full time toll collectors and road maintenance employees concerning their compensation or other terms and conditions of their employment. At the conclusion of that, we will reconvene in this room.

Strnisha: I second the motion.

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

Leever: We will re-adjourn this meeting afterwards here. (Time: 10:55 a.m.)

(Commission Members returned at 11:20 a.m.)

Greenwood: I move we adjourn until our next meeting on November 5, 2001.

Strnisha: Second.

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

The meeting is officially adjourned.

/dsp