

and work with you. Could we please go around the room and have the guests introduce themselves beginning with Mr. Hirth.

Alan Hirth, Climaco, Lefkowitz; Eric Erickson, Fifth Third Securities; Stefan Holmes, Fifth Merit Bank; Bobby Everhart, Mike Burgess, URS; Ken Olup, Dick Corp.; Frank Lamb, Huntington Bank; Richard Exner, (The) Plain Dealer; Joe Rice, Kevin Ridden, Gladieux; Richard Walters, HNTB; Howard O'Malley, B & T Express, Inc.; Tom Jame, Steve Mayor, Steve DeLong, Operating Engineers; Capt. Bob Ferguson, OSHP; Tim DeVecchio, State of Ohio; Tracy Cowley, Diane Pring, Executive Office and Heidi Jedel.

The Chairman thanked all in attendance and extended a warm welcome.

This is the Commission's 473rd 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 December 10, 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. Strnisha and seconded by Mr. Darwish. 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. Darwish, Mr. Wilkins, Mr. Greenwood.

Nays : None.

The minutes of the December 10th meeting stand as adopted.

The Chairman advised that various reports would be received and the Commission will act on several resolutions, draft copies of which has previously been set to the Members and updated copies have been placed in the Members' folders. The resolutions will be explained during the appropriate reports.

The Chairman stated that one of the things he had talked to the Executive Director about was that he would like to introduce, as a new Chairman, the opportunity for our non-voting elected representatives on the Turnpike Commission to have a few words at each Commission Meeting. It's kind of an update of what might be important for us at the Turnpike in the state legislature. I talked to Senator Armbruster before and found that he has a tight schedule this morning and I understand it. I'd like to ask you, Senator, to take a couple minutes now as opposed to later in case we get through the agenda and you have to excuse yourself. Senator, we'd appreciate any comment you might have.

Armbruster: Since is just the beginning of the change, I will be more prepared at our next meeting. Obviously, as we look at legislation as to how it impacts the Turnpike itself. We have one piece of legislation in the Transportation Committee in the Senate that if we are going to move it, we need to take a look at raising the threshold from \$10,000 to \$50,000. Is that correct? (yes) In trying to move that through sometime in the next several months as we get into the fall of this year, I'm not sure how much time we're going to have down there in session based on the election year that we are in. So we might want to talk about that further as to moving that along to get that threshold done from \$10,000 to \$50,000 and get it over to the House or else we wait until next year to process that piece of legislation.

No news is good news. I would assume - the Amherst Plaza, I would assume that some of the residents out there might think it's spring. I would assume that our communications are continuing and if the weather stays like this the rest of the week I'm sure the phone will be ringing off the hook. Why aren't they planting grass? It's not even through January yet. But I look forward to that continued relationship. The good relationship that we have now. As I drive by the plaza there you have it closed in. It looks like progress is moving right along.

The other questions I do have and I don't think it's on the agenda today. It's on again and off again - the newspaper articles with the interchange. I am assuming that that is

continuing to progress and maybe someone could give me a quick update on S.R. 58. I have been asked that question and I'm not sure. There were some articles in the newspapers recently. I know we are continuing and it's not stopped.

Zomparelli: Mr. Chairman, Senator Armbruster, I have been following the articles and they have been interesting reading. It seems that locally they are making progress. I think the Turnpike has always felt when it comes to interchanges that the local issues need to be resolved first and there needs to be an understanding. I think that's what is happening with the articles. We haven't done anything to create the writing of those articles. We haven't contacted the papers. There seems to be some activity locally either dealing with the County Commissioners or some of the local elected officials. According to one of the articles that I read that finally the Investor Group that owns the property that the Commission needs to acquire to build that interchange at S.R. 58 located in Lorain County, finally are going to hire an appraiser. I haven't gotten notice of that but that's what I have read in one of the articles. I believe Mr. Luca who is their spokesman for that group stated in the article that they are going to hire an appraiser to get the property appraised. It is something we asked them to do over 2 years ago. Hopefully, once that appraisal is completed, they will contact us and we can start fruitful negotiations.

Our appraisal has been complete for some time, as you know.

Armbruster: Finally, Chairman Greenwood, I appreciate the opportunity that your changes here will make me and Representative Buehrer take another look at our participation in the Commission. Certainly, from my standpoint looking at it from and I did not look at from a legislation side, as to what I could bring back to the Commission because it just wasn't one of those issues. I think with this change certainly will invigorate myself to come up with some substance rather than just fluff. How's that?

Greenwood: Sounds good to me. Thank you very much. If there are no questions, we'll proceed with the report from our Secretary-Treasurer, Mr. Strnisha.

Strnisha: The following items have been sent to the members since the last regularly scheduled meeting of the Commission on December 10, 2001:

1. Draft of Commission Meeting Minutes of December 10, 2001
2. Traffic Accident Summary Report, November and December, 2001
3. Traffic and Revenue Report, November and December, 2001
4. Investment Report, November and December, 2001
5. Financial Statement, November 30, 2001
6. Financial Statement, December 31, 2001 *
7. Litigation Report for the period ending December 31, 2001 *
8. Revenue by Month and Year, November and December, 2001
9. Various News Releases

- copy in Members' folders

Greenwood: Thank you Mr. Strnisha. We'll proceed with the report on financial and budgetary matters, Mr. Steiner.

Steiner: Good Morning Mr. Chairman, Commission Members - I'm happy to report that 2001 was another record year for traffic on the Ohio Turnpike both passenger car and total traffic volume set new all time records for the month of December, the 4th quarter of the year and also the full calendar year. Passenger car traffic during December totaled 2,951,000 vehicles surpassing the prior record established in 1999 by 188,000 cars or 6.8% . Commercial traffic during December totaled 616,000 vehicles falling short of last year's total by 33,000 vehicles or 5.1%. Total traffic during December totaled 3,567,000 surpassing the previous record set in 1999 by 91,000 vehicles or 2.6%.

Passenger car traffic during the 4th quarter of 2001 totaled 9,055,000 vehicles surpassing the previous record established in 1999 by 380,000 cars or 4.4%. Commercial traffic during the 4th quarter totaled 2,094,000 falling short of last year's total by

105,000 vehicles or 4.8%. Total traffic during the 4th quarter of the year totaled 11,149,000 vehicles surpassing the previous record set in 1999 by 204,000 vehicles or 1.9%. Passenger car traffic during the entire calendar year of 2001 totaled 37,036,000 vehicles surpassing the prior record established in 2000 by 747,000 cars or 2.1%. Commercial traffic during 2001 totaled 8,864,000 vehicles falling short of the record set last year by 422,000 or 4.5%.

Finally, total traffic during 2001 totaled 45,900,000 surpassing the previous record that we set in 2000 by 325,000 vehicles or 0.7%. This is the fourth consecutive year in which we have set new, all-time records for total traffic on the Ohio Turnpike.

With the lower commercial traffic volumes our total General Fund Revenues for 2001 was \$4.6-M, below the amount budgeted, however, that revenue shortfall was more than offset by expense savings. Our operating, maintenance and administrative expenses for the year were \$10.1-M less than the amounts budgeted. We had a relatively mild winter season which resulted in lower than expected snow removal costs. We also had personnel cost savings that were realized from the Voluntary Early Retirement Incentive Plan that was implemented and also the installation of new ticket issuing equipment at the renovated toll plazas. In addition, the installation of high efficiency HVAC systems at the new service plazas resulted in lower than budgeted energy costs.

Currently, our auditors from Deloitte & Touche are reviewing our year-end financial statements and the audit appears to be going very well and we certainly expect that we will be issuing our Comprehensive Annual Financial Report on or before April 1 due date. That completes my report, Mr. Chairman and I'll be happy to respond to any questions.

Greenwood: Any questions from the Commission for Mr. Steiner? If not, thank you very much – good news. Continuing with staff reports, Mr. Zomparelli.

Zomparelli: Thank you Mr. Chairman. Following with Mr. Steiner's report for Mr. Wilkins and Mr. Darwish. I started having this report – Traffic Volume by Month and Year made two years ago to see how our traffic patterns flow. Especially, as it pertains to dealing with our bond rating firms to give them an idea of our forecasting and the pattern of our traffic. We always point out on the front page, you can see how the charts always seem to replicate the previous year. What's always been key is the 1980 figure that we use in the black bar on the bottom – the highest traffic in 1980 doesn't reach the lowest traffic pattern from the years 1995 and on. You can see 1992 was probably the last year or time frame where our lowest traffic in January and February was near the highest point in 1980 – over 20 years of growth along our corridor has been strong and stable. And as far as forecasting goes when you look at all those even for passenger traffic you can see how the chart fluctuates every year. You can see the pattern when the weather gets nicer in April all the way through October, our traffic starts to increase and that's the holidays, the tourism traffic that the Ohio Turnpike plays a big part along our corridor. It also has to do with inventories and budgeting as done by major corporations for their trucking facilities. I always keep this handy.

Mr. Steiner, that's good news and I also like the fact our reports are always done regularly on time and our statements are closed every month on time. *(Mr. Dixon arrived at 10:23 a.m.)*

The first resolution I have in your packet is titled, "Resolution Awarding Contract No. 59-02-01." This is a contract for repairs, resurfacing of eastbound and westbound roadways from Milepost 0.0 to Milepost 5.7 in Williams County, Ohio. Milepost 0.0 is at our border with the State of Indiana. The Commission received three bids for the performance of said contract. The bids have been reviewed by the Commission's Deputy Executive Director-Chief Engineer. He has submitted a report which is attached to the resolution. Along with his report is a bid tab (on the final page of the packet). The estimated cost is \$3.35-M. The lowest bid submitted by The S. E. Johnson Companies, Inc. in the amount of \$2,743,049.75 is below our estimate. According to the recommendation and review by our

Legal Dept. counsel, the bid of S. E. Johnson is the lowest, responsive, responsible bid. The Resolved of the resolution reads:

“RESOLVED that the base bid of **The S. E. Johnson Companies, Inc.** of Maumee Ohio, in the amount of **\$2,743,049.75** (using crushed slag in the surface course), for the performance of Contract No. 59-02-01 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said contract, and is accepted, and that the chairperson and executive director, or either of them, hereby is authorized (1) to execute a contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid; (2) to direct the return to the other bidders of their bid security, when appropriate, and (3) to take any and all action necessary or proper to carry out the terms of said bid and of said contract; and

FURTHER RESOLVED that Project No. 59-02-01 is designated a System Project under the Commission’s 1994 Master Trust Agreement.”

I’d recommend that the Commission moves to adopt this resolution and then I’d ask the Deputy Executive Director-Chief Engineer to report on the significance of the crushed slag in the surface course.

Greenwood: I need a motion to adopt the resolution.

Darwish: I move.

Strnisha: Second.

Castrigano: Mr. Chairman, Commission Members, you may recall that all our bids for the asphalt paving do include the base bid of crushed slag in the surface course. The crushed slag offers superior skid resistance and durability in the asphalt surface course. You may remember that last fall when we awarded one of our third lane projects, we got into a conversation on the crushed slag and we are currently looking at removing the alternate for the stone rather than the slag in the surface course. I was somewhat reluctant to do it in this project being way on the west end of the state. We didn’t know what the availability of the slag would be out there. But it looks like it’s no problem. We are getting the slag at a very competitive rate and after this season I would recommend that we remove the alternate of the non-slag material.

Zomparelli: For Mr. Dixon and Mr. Wilkins information, would you explain why in the past the Commission has bid on the two different materials?

Castrigano: Yes, the Commission typically used crushed slag in the surface course for the asphalt material. As I said, it provides a superior skid resistance, however, we were somewhat reluctant to remove the alternate for non-slag material because we were concerned if we tied it down to one material, the slag in the surface course, we would experience inflated prices for the material. That has not happened and we have not seen that over the years.

Zomparelli: Mr. Chairman, Mr. Darwish, I'm sure you understand being from ODOT, but this is for the other Commission's Members who might be familiar with this material.

Darwish: My only question, you only had three bidders?

Castrigano: That's correct.

Zomparelli: This is in the western part of Ohio, so we are very happy to have three bids to be honest.

Castrigano: I was very happy with the bidders and the range on this one.

Zomparelli; S. E. Johnson has performed work for the Commission in the past.

Armbruster: Mr. Darwish, Is that something that ODOT is using now?

Darwish: We use different specs. We call it "Super Pave" but it is compatible to what the Turnpike is doing. Plus the issue of the material being available. That is a major issue. I have to look at the unit price to see the difference between each item as far as the asphalt. I'm not sure what the unit price is but looking at the overall pricing of the bids you received, it looks like you have less than 10% below the estimate. Overall, it is compatible with the market.

Armbruster: Well, my only comment is as Chair of the Transportation Committee in the Senate in sitting here hearing this, I think that maybe we ought to take and maybe this is not the time to talk about it – obviously not – take a look at what the Turnpike is doing here and if it possibly could go into ODOT and save us some money, that might be working together, save us some money and get more paving done from ODOT's standpoint.

Darwish: We'll look into it.

Zomparelli: Mr. Chairman, Senator Armbruster, Commission Member Darwish, the difference between the alternate and the base bid is about \$72,000. On a bid that it almost \$3-M, by bidding the alternate, it helps to keep us honest the bidders and the difference between the two types of slag but for this relatively small increase in cost, the Commission has always had the policy to go with the safer route, the superior skid resistance helps our patrons out and Highway Patrol and all the ambulance carriers having a safer road. It doesn't eliminate accidents but the superior skid resistance is definitely merited.

Greenwood: Any more questions before we vote?

Roll: Mr. Strnisha-yes; Mr. Darwish-yes; Mr. Wilkins-yes; Mr. Dixon-yes; Mr. Greenwood-yes.

The resolution passes and is adopted.

Zomparelli: The second draft resolution I have in your packet is titled, "Resolution Ratifying Award of Contracts for the Operation of the Food Concessions and Retail/Gift Shops at the Commission's Middle Ridge and Vermilion Valley Service Plazas under Contract TR-8D."

This is the fourth pair of plazas that have been under reconstruction. The Commission has completed three pairs (six buildings) thus far – one in Cuyahoga, Sandusky and Portage Counties. This fourth pair is located in Lorain County. Middle Ridge and Vermilion Valley were traditionally the busiest

service plazas on the Ohio Turnpike. Their location is Milepost 139.5. It's not exactly halfway between the borders on the Ohio Turnpike but it's pretty close. Maybe that's the reason it was always the busiest.

Two of the reconstructed plazas that have been completed – one is west and one is east of these plazas. They have been reconstructed and doing quite well. The Commission had given me authority to award the contract for food concessions and retail gift shops at a prior Commission Meeting. I just wanted to report to the Commission who ultimately was awarded the contract, their bid percentages and ratify the action taken by the Executive Director and General Counsel in negotiations and submittal of a contract. We haven't received a signed contract yet, but this will ratify the awarding of the contract.

Amato: We sent the contracts out on January 18th.

Zomparelli: The reason we did this as expeditiously as possible. The plazas are not expected to be completed in May and we wanted to give the Operators as much time as possible to build-out their units and open the food concessions and retail shops as close to our opening dates as possible. I smile because I think Senator Armbruster will be pleased with the award of Unit #3 which went to Panera Bread. The Operator is known as Dalcan Limited, Inc., d/b/a Panera Bread Company. Unit #2 awarded to HMS Host Corp. for Burger King and TCBY location. Unit #1 also awarded to HMS Host. They will have a combined concept in those units: On one side (Middle Ridge) they will have a Starbucks, a Popeye's, Manchu Wok. On the other side (Vermilion Valley) they will have a Starbucks, Popeye's and Great Steak & Potato. Unit #4 also was awarded to HMS and they will operate a Travel Mart – a convenience retail shop.

In the resolution, you can see the percentages bid. The Commission does not give up property rights so there is not a lease for those food concession units. We receive a percentage of gross sales. That's how we derive our revenue. The Resolved of the resolution reads:

“RESOLVED that the Commission hereby ratifies the actions taken by the General Counsel and Executive Director relating to the award, negotiation and execution of the contracts with **HMS Host** for the operation of **Units 1, 2 and 4** at the Commission’s Middle Ridge and Vermilion Valley Service Plazas; and

FURTHER RESOLVED that the Commission hereby ratifies the actions taken by the General Counsel and Executive Director relating to the award, negotiation and execution of the contracts with **Dalcan Limited Liability Company**, d/b/a Panera Bread Company for the operation of **Unit 3** at the Commission’s Middle Ridge and Vermilion Valley Service Plazas.”

Fred, are you here?

I want to thank Fred. Fred has been extremely active and support to Dan Castrigano and myself in working with HMS Host and Dalcan Limited in negotiating a contract for these service plazas. I don’t know if you have anything to add, but I know you were pretty excited about the concepts we negotiated.

McFall: I would just like to add that putting those concepts in those locations are really excellent for us. Panera Bread that will their second location they have. Having Burger King and then Starbucks who has been a tremendous winner for us, so putting those concepts in our busiest plazas will be good for everyone – the Turnpike, the customer and the Operators. We’re very excited about it.

Zomparelli: Thanks. If any of our Commission Members have any questions and might like to ask about the process of the service plazas since we have new Commission Members, we’d be happy to answer them. I recommend that the Commission move to adopt this resolution ratifying the action taken by the staff.

Greenwood: Is there a motion to adopt? We can discuss it if we want to.

Strnisha: I move.

Darwish: I second.

Greenwood: Any further discussion?

Armbruster: My only comment on the discussion side and I'm sure you're going to do this, but make sure that the neighbors know the outstanding group that you have coming in and keep them abreast of Panera and Starbucks and what they have going. That will just enhance our position as we move forward on that. There was some comments and they are looking forward to using the plazas now. I'm sure they will as we go through the process.

It might be an opportunity for our Community Room to be used even more so now based on the establishment of these outstanding food establishments.

Zomparelli: Mr. Chairman, Senator Armbruster, as soon as the Executive Director receives the executed contracts, I'll work with Lauren Dehrmann, Manager of Public Affairs and issue a News Release and will contact that group. You're right. That's a good idea. They were anticipating award of the food concepts.

I keep running into more and more people who used to patronize the old facilities. They miss the "Big Boy" that used to be there. That was probably one of their best locations before they had their financial troubles.

Greenwood: Any questions on the motion?

Roll: Mr. Strnisha-yes; Mr. Dixon-yes; Mr. Darwish-yes; Mr. Wilkins-yes; Mr. Greenwood-yes.

The resolution passes and is adopted. It's nice to have that complete.

Zomparelli: That's all the resolutions I have, but I do have several items I'd like to report to the Commission.

The Commission did go forward and did administer a wage supplement or wage increase of 3% that was effective on January 6th. That was granted to all non-bargaining employees of the Commission.

Ohio Turnpike employees in the Administration Building also participated in the OTC Holiday Wish Campaign. Due to our overwhelming generosity, we were able to make deliveries to the Domestic Violence Center – I personally attended with Reggie Williams and we donated gifts contributed by our employees. We also contributed to the Berea Children’s Home. The Members might remember receiving a copy of a letter I sent to our employees thanking them which included a summary of the gifts donated to this campaign. They go from toys, rattles, bed sheets, bibs, sweaters, bingo games – things they needed.

Greenwood: Did Mr. Amato donate his old golf clubs?

Zomparelli: No – they’re broken. He says that, but I didn’t see anything wrong with them.

Greenwood: This is an excellent report and it reflects the heart that’s around here. The Turnpike Commission staff and others who very supportive of the September 11th contribution which you reported on earlier. This is now the holiday effort – thank you very much. We appreciate your support. We work with you day to day, but these are kinds of examples of the heart that’s here at the Turnpike.

Zomparelli: Also, The Port Authority did send us a letter acknowledging support of the Commission members and employees. That letter was also sent to the Members. The Commission through the “Blinky” Program and donations from our employees raised \$14,740.77.

Ken Philmus gave me this pin a couple week ago – the American flag with the World Trade Center as a symbol of unity. It was appreciative. He lost his Executive Director in that tragedy and also lost 12 employees from his staff. The thing that Ken really brought to my attention. He said I don’t have my stuff any more. What do you mean? I can’t go to my office any more. I don’t have that picture I took when I walked across the bridge or the pictures with my family or that employee. Or that drawer – my junk drawer - I don’t have my

chair, or my desk. It's something that affects him every day. I'm glad the Commission was very supportive with our fellow association with an entity from the Port Authority of NY and NJ.

The next item – I want to thank Kerry Ferrier, Tom Amato and Dan Castrigano who worked with the trucking association and our commercial vendors on our LCV Program. We revised our rates and fees. We handled it the proper way. We started having meetings in June. We waited six months before we instituted a program.

I also forwarded a copy of a letter to the Commission Members from Steve Tripp, Senior Manager, Material Logistics, Daimler-Chrysler thanking the Commission for the consideration they gave before administering and adopting the new fees.

“The meetings were held to inform the public and solicit feedback. Your organization should be commended for the professional manner in which these meetings were conducted and for the fact that the feedback was seriously considered.

Implementing the proposed charges as originally planned would have created a severe hardship for several industries during some very difficult times. By deferring these fees and phasing them in, I believe your organization acted in a very responsible and responsive manner and developed a true win-win solution to a difficult problem. Thanks for listening and responding.”

I think what we have happening on the Turnpike is a change in the perception of the Turnpike. The Turnpike Commission has had an unfair reputation maybe because we charge tolls of not listening to the public. Meeting with the residents of Amherst regarding the service plazas, meeting with the trucking association, talking with Howard O'Malley who is also a member of our Customer Advisor Group and the trucking industry. I think we are changing the image of the Ohio

Turnpike. We do listen, we have ears and try to do what's best for the State of Ohio, transportation and our customers.

The last item that Reggie Williams asked me to report on, the Bicentennial Commission has not made a decision yet. We had submitted a proposals for a grant. The Bicentennial Commission's spokesman, Fred Stepman, stated that the last application was cancelled and they hope to have a meeting for final review by the end of January or the first of February. The original date for final review was December 31st.

For the new Commission Members, we were trying to work with the Bicentennial Commission to set-up display cabinets along the Ohio Turnpike at several Service Plazas – especially our new service plazas promoting Ohio, Ohio transportation and Ohio history. The Commission sent a letter along with our application not only asking for consideration by the Bicentennial Commission, but the OTC would also contribute a substantial fund to promote the State of Ohio at our service plazas. Maybe at the next meeting, I can report that the Commission that the Commission was awarded that grant.

I also want to mention to the Commission Members that Representative Rex Damschroder has talked to Chairman Greenwood and I and will be coming to the Commission on February 7th. We'll give him an introduction to the Ohio Turnpike Commission, our operations. He is the new Chair of the Oversight Committee. Senator Armbruster chaired that committee last year. He wanted to familiarize himself with the Ohio Turnpike, its operation. I thank you Mr. Chairman for inviting him and I look forward to meeting him on the 7th. Our next Oversight Committee is Wednesday, February 13th in Columbus at 4:00 p.m. If any Commission Members would like to attend, you are most welcome.

I attended the IBTTA Board of Directors Meeting on January 17-19th and Ken Philmus of Port Authority personally thanked me for the OTC's participation and support and wanted me to pass that personally to you, Mr. Chairman. I think that concludes my report.

Oh – the Commission also wants to acknowledge Mr. Steiner, our Chief Financial Officer for his “Certificate of Achievement for Excellence in Financial Reporting” presented to the Ohio Turnpike Commission for the Fiscal Year ending December 31st, 2000. The Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting. This plaque, which the Commission has received if my information is correct, every year that this award has been given the Commission has received one. Mr. Steiner, thank you. We appreciate it and keep up the good work.

That concludes my report, Mr. Chairman.

Greenwood: The Deputy Executive Director, Mr. Castrigano.

Castrigano: Thank you, Mr. Chairman and Commission Members. The rather mild winter weather as Mr. Steiner stated earlier not only saves us on our snow removal costs but helps us get some unexpected progress on some of our construction projects throughout the winter especially the CSX railroad bridge just west of the building and also our third-lane project in Cuyahoga and Lorain Counties just west of the building. Work is continuing through the winter on sub-structure for the structures on those two contracts. Work continues on the Middle Ridge/Vermilion Valley Service Plazas in Lorain County. We are still shooting for a late May opening. As Mr. Zomparelli reported earlier on the concessionaire contracts, the concessionaires are eager to go to begin their build-out. As a matter of fact, we are meeting with HMS Host on the site to get them some plans and they can review the sites so they can begin their build-out.

The work continues on the Cuyahoga River Bridge project. On January 19 (Saturday) morning at 8:00 a.m., demolition began of the remaining 1700-foot truss sections of the old (eastbound)

structure. It went very smoothly. The ground was protected with timbering and earth mounding to absorb the force of the trusses as they came down. A 1-1/2 minute video was shown which shows the various views of the demolition. The public came out to watch at the old Boston Trail Head. I'd like to thank our Construction Manager, Dick Corporation. They provided donuts and coffee for the residents who came out to watch the demolition. This is a nice view. You can see the contract piers are still standing there, the contractor will begin work next week and he will bring down the piers. This is a slow-motion view. We didn't spot any deer running in the park this time as did last time. This is the last view. There is one more view – the slow motion view. You can actually see the charges coming across the bridge. The original construction was back in 1954.

Zomparelli: That was the first contract let out on the Ohio Turnpike.

Castrigano: I have also included in the Commission Members' packets two documents -- the first one is a strip map of the Ohio Turnpike. This shows our proposed 2002 construction program. There is a key across the bottom to follow that along. Also, there is a two-page, tentative project listing for 2002 delineating all our projects for the upcoming year. That concludes my report, Mr. Chairman.

Greenwood: Thank you. Any questions for Mr. Castrigano? Mr. Erickson, do you have a report for the Commission today?

Erickson: No report, Mr. Chairman.

Greenwood: Mr. Lamb, trustee?

Lamb: No report, Mr. Chairman.

Greenwood: OSHP – Capt. Ferguson?

Ferguson: Good Morning Mr. Chairman and Commission Members. The Patrol has been busy in an area that we do not like to be busy. This month we had to investigate two fatal crashes so far during

the month of January. The first of these occurred on Thursday, January 3 at 11:10 p.m. at Milepost 109.9 (westbound) in Erie County. A 19-year old man from Ambler, PA accompanied by his wife, was traveling westbound and apparently fell asleep and traveled off the right side of the road. He struck a light pole, bounced and overturned. The driver was not using safety belt restraints and was ejected. He was life-flighted to St. Vincent' Hospital in Toledo but succumbed to his injuries and died. His 18-year old wife received minor injuries in the crash.

The second similar crash occurred on Saturday, January 19th at 3:27 a.m. at MP 45.6 (westbound) in Fulton County. A 27-year old man from Archbold, Ohio who was accompanied by two, male passengers, was driving westbound, traveled off the left side of the road and overturned in the median. He, too, was not wearing a seatbelt and was ejected and killed in the crash. The passengers in the car received only minor injuries. It goes to show that one of the best protections you can have in a crash is wearing that safety belt restraint.

Trooper Brian Hahn from the Milan Post had an interesting apprehension of a stolen vehicle traveling on the Turnpike on January 22. We received an On-Star Tracking Report on a vehicle that had been stolen out of Cleveland from the General Motors Corp. that had the On-Star program. As soon as this owner reported it stolen, the Cleveland Police Dept. also reported it to On-Star. On-Star that has GPS tracking found it traveling on the Turnpike. It was stopped by Trooper Hahn and we found this individual was wanted for numerous felonies including other vehicle thefts, forgery, identity crimes. He had actually stolen and was using the identity of an 11-year old child. Cleveland Police Dept, and actually FBI's Auto Larceny Task Force in Cuyahoga County was very appreciative of that apprehension.

I also want to express our appreciation to the Turnpike Commission and specifically to Director Zomparelli and Deputy Executive Director Castrigano for erecting the **"OHIO LAW: MOVE OVER OR SLOW DOWN FOR STOPPED PUBLIC SAFETY VEHICLES"** signs in the past week. The

signs are extremely visible. I have been out and looked at them. They send a very important safety message to motorists reminding them of their legal obligation to slow down, move over and use caution in passing by a stopped emergency vehicle. The greatest danger to our troopers over the years has been the passing traffic while they are working and doing their job. These signs are very welcome by our troopers and we are very appreciative for the support these signs show.

Greenwood: Any questions for Capt. Ferguson?

Zomparelli: Mr. Chairman, I just wanted to thank the Captain and his staff for doing a great job with Patrol. We are very happy to put the signs out. The job is now easy especially being pulled over. Somehow people can have 241 miles of vacant space on our shoulders and just have one car parked on the side and somehow a patron finds that one car parked on one spot on the 241 mile stretch. We took it an extra step here. We put up a sign to protect the public safety vehicles out there – the Highway Patrolmen, the public employees vendors who represent the towing, ambulance and fire services on the Turnpike. They are also public safety vehicles, too and they put their lives on the line every day.

What the public doesn't understand is that OSHP not only pulls people over to give them tickets but also to assist patrons. We are also proud of the number of assists the OSHP has on the Turnpike – a car that breaks down, flat tire, over-heated radiator, broken fan belt. They are usually the first ones on the scene. The Ohio Turnpike developed a second sign. We have the sign for the public safety vehicles, but we also have a Caution Sign. It says: **“MOVE OVER OR SLOW DOWN FOR STOPPED VEHICLES.”** I'll pass them down to the Commission Members. The Ohio Turnpike I think will be the only road in the country that will have both these signs. I have to give credit to the former Captain of OSHP, now an employee of the Turnpike, Tim Escola (retired Captain). He was a great help along with Kerry Ferrier in establishing these signs. The signs on the rest of the part of the country we think are a little bit wordy. We hope that this might start a trend in the other

states to make the signs easier to read for the traveling public as well as more recognizable. We want people to move over or slow down if there is a car broken down. Because that might be your car that is broken down. We are going to start an education program with Lauren and with the OSHP at our service plazas and promote the awareness because people just don't know how to move over or slow down for stopped vehicles and they also don't know how to use their turn signals. We'll probably add that to the program. Thank you, Captain.

Greenwood: Is there a report from our general consultant?

HNTB rep.: No report, Mr. Chairman.

Greenwood: Report from General Counsel, Mr. Amato?

Amato: Thank you Mr. Chairman, Commission Members. I have for distribution in your folders the Litigation Report for the period ending December 31, 2001. Please review. If at any time between now and the next meeting you have any questions on any of the matters summarized in there, give me a call and we'll discuss them.

The Commission staff has been working hard. We have been negotiating with the Union for the past several weeks. We would like to report to the Commission on our progress in that regard. Also, we have appeared to have reached a settlement in a very important lawsuit in Federal Court and I would also like to report to you on that. In that regard, I would request an Executive Session.

Darwish: Mr. Chairman, I make a motion that we adjourn this meeting to hold that executive session in order to discuss collective bargaining negotiations and other pending legal matters. At the end of this executive session, the Commission Meeting shall reconvene.

Greenwood: Is there a second? Any discussion?

Strnisha; Second.

Roll: Mr. Darwish-yes; Mr. Strnisha-yes; Mr. Wilkins-yes; Mr. Dixon-yes; Mr. Greenwood-yes.

Greenwood: Before we go into executive session, I just want to let the audience know that we have no further business today on the calendar so when we reconvene after executive session, there will be no further action taken. We will then adjourn to March 11th for the next Commission Meeting. (*Time: 11:01 a.m.*)

Greenwood: The Commission has completed its executive session (*12:36 p.m.*) and is now back in full session. Is there a motion to adjourn?

Strnisha: I move to adjourn.

Darwish: Second.

Greenwood: We'll adjourn until March 11th. Thank you.

/dsp