

MINUTES OF THE 509TH MEETING OF THE OHIO TURNPIKE COMMISSION

December 20, 2004

Pursuant to the bylaws, the Ohio Turnpike Commission met for a "regular" meeting at the Commission's Administration Building at 10:00 a.m. on November 15, 2004, with members of the staff: Jerry Pursley, Deputy Executive Director; Daniel Castrigano, Chief Engineer; James Steiner, CFO/Comptroller; Noelle Tsevdos, General Counsel; W. R. Fleischman, Assistant Chief Engineer; Tim Ujvari, Maintenance Engineer, Kerry Ferrier, Traffic Engineer; Kathleen Weiss, Director of Contracts Administration; Anne Fornshell, Director of Human Resources; Dave Miller, Director of Audit & Internal Controls; Dick Morgan, Director of Information Systems; Richard Lash, Director of Safety Services; Bob Gahr, Asst. Director of Safety; Sharon Isaac, Director of Toll Operations; William Keaton, Telecommunications Manager; Lauren Dehrmann, Manager, Public Affairs; Heidi Jedel, Crickett Jones and Diane Pring.

The Chairman called the regular meeting to order.

The Chairman advised that Mr. Dixon, Senator Kirk Schuring and Representative Buehrer were unable to attend today's meeting.

Chairman Noe asked the Assistant Secretary-Treasurer to please call the roll.

Present: Mr. Noe, Mr. Balog, Mr. Regula and Director Proctor

Absent: Mr. Dixon, Senator Schuring and Representative Buehrer

The Chairman said we have a number of guests here today, so I'd like everyone to introduce themselves: Eric Erickson, Fifth Third Securities; David Millstone, Squire, Sanders & Dempsey; Bobby Everhart, Mike Burgess, URS Corporation; Capt. Bob Ferguson, OSHP; Don Glosser, Lichtenstein Investments; Dan Sokol, Dennis Albrecht, Dick Corporation; Matt Lawler, HNTB; Nick Gattozzi, Brett Bailey, Key Bank; Rich Exner, The Plain Dealer; David Patch, The Toledo Blade; Mo Darwish, ODOT; Frank Lamb, Huntington Bank; Dennis Dunn, AVI Food Systems; Tom Travis, HMS Host; Tim Reidy, Nat City Investments; Howard O'Malley, B & T Express; Dan Rohr, Dan Rauscher; Julie Cartwright, WEOL; Larry Davis, Ohio Trucking Association.

The Chairman welcomed everyone and said this is the 509th meeting of the Ohio Turnpike Commission, and stated we are meeting here in the Commission's headquarters as provided for in the Commission's Code of Bylaws for a regularly scheduled meeting. Various reports will be received, and we will act on several resolutions, draft copies of which have been previously sent to Members and updated drafts are also in the Members' folders. These resolutions will be explained during the appropriate reports.

The Chairman asked for a motion to adopt the Minutes of the November 15, 2004 meeting.

Commissioner Balog moved and Commissioner Regula seconded. All other members voted in the affirmative, and the minutes were adopted.

The Chairman said we'll proceed with the report of the Secretary-Treasurer.

Mr. Suhadolnik, our Assistant Secretary-Treasurer

Director Suhadolnik said the following items have been sent to the members since the last regularly scheduled meeting of the Commission on November 15, 2004:

1. Minutes of the November 15, 2004 Commission Meeting
2. Traffic & Revenue Report, November, 2004
3. Total Revenue by Month & Year, November, 2004
4. Investment Report, November, 2004
5. Financial Statements, November 30, 2004 *
6. Various News Releases

* in Commission Members' Folders

The Chairman asked the Executive Director for his report.

Director Suhadolnik said before I introduce the first resolution, there are three items I'd like to bring to your attention. First, we opened the new interchange, S. R. 58 ("Amherst-Oberlin") in Lorain County on November 30, 2004. It seems to be working well. That was a commitment made to the Lorain County residents several years ago, but I'm proud that, when I came to the Commission, I mentioned that we would open it in the fall of 2004 and we honored that commitment.

As a result of adding this new interchange, it required us to make new toll tickets. When you enter one of the toll booths, if you are in a passenger vehicle, the ticket dispenses at a low level so you can reach it from your window. If you are in a truck, it dispenses at a higher level. Many people have a hard time reading the tickets because they are so small. This gave us a chance to redesign the ticket. At the suggestion of our Superintendent of Toll Operations, Mr. Gary Cawley, and our Deputy Executive Director, Jerry Pursley, we decided to split the ticket so at the lower level only passenger vehicle toll rates will be listed on that ticket allowing more open space, and on the higher level only the commercial rates will be shown on that ticket. As a result of that modification, we were able to add an exit or route number at each location as well as indicate where our service plazas are located. We have received a number of compliments concerning the redesign of these tickets because when people get on or off, they know what route they are exiting and might now know what Turnpike exit number it is. That gives our customers an indication where to find their proper toll as well as knowing where some services are located. (The Director passed a sample ticket to the Commission Members for viewing.)

And now, we'll be quickly redesigning the ticket again because of some of the proposed temporary toll changes.

The other item I'd like to mention is, you may recall some time ago, which did not require Commission approval, we allowed the Ohio Trucking Association to join as a trucking company so they could pool their members to gain some discounts. This was one example of trying to get as many trucks to use the Turnpike as practical. We called it the "Best Pass," and I'm proud to report that this account now ranks No. 6 in terms of total charge account revenue. It's hard to say whether it's bringing more trucks to the Turnpike or whether it's just giving the small commercial operators a better toll rate.

I'd like to introduce the first resolution for your consideration. There has been a lot of talk, some news conferences and discussions concerning the Commission's plan on a temporary trial basis to lower tolls for commercial Classes 4-9. The draft resolution in your folders allows us to do that and adopt those lower rates. We have had the proper hearings, and I would ask our General Counsel to read the Resolved:

General Counsel read the Resolved as follows:

"RESOLVED, that the Commission hereby authorizes the Executive Director to implement the attached temporary changes to the current schedule of toll rates for Classes 4 through 9 for a period of up to eighteen (18) months beginning on January 1, 2005, or immediately upon signature of Am Sub. H.B. 406 by the Governor, whichever occurs later, and contingent upon receipt of the payment from ODOT in the amount of \$23.4 million dollars, in an effort to encourage more commercial trucks to utilize the Turnpike instead of adjacent state routes; and

"FURTHER RESOLVED that the Commission's Chairman or Executive Director, and its CFO/Comptroller and General Counsel are authorized to work with bond counsel to execute an agreement or supplemental trust agreement, as necessary, to ensure that the funds received from ODOT are deemed "System Pledged Revenues"; and

"FURTHER RESOLVED, that the Executive Director shall issue a report to the Commission at the January 2006 meeting of the Commission on the traffic and revenue impact of the temporary toll reductions in order that the Commission may evaluate the effectiveness of the trial program. "

The Chairman asked, is there a motion?

Commissioner Balog moved and Commissioner Regula seconded.

The Chairman asked, is there any discussion?

Executive Director Suhadolnik commented that if everything happens as planned, we believe we will be receiving the funds from ODOT on December 30th. I understand it takes a few hours for us to send the data to the various 31 interchanges so they will recognize the new toll rates, but our hope is to implement the new toll rates on Saturday, January 1, 2005, so we'll have a full year of data. If for some reason something happens, it will be implemented the first possible date of the New Year, such as Monday or Tuesday of the following week.

The Chairman said I think this is great. We got it through the legislature, which is good to see. I appreciate ODOT's cooperation on this effort, and thanks for the money -- that's probably the most important part. The three prongs that we have been working on, i.e., the speed limit, the reduction of the tolls and the increased enforcement in keeping our eyes on the highways will help make sure they are still safe, which is important. I think 12 months from now, and certainly 18 months from now when we look at this, it will be a success. I wish to thank everybody in the audience because almost everyone had a hand in it, and obviously the Commission Members and our staff, for their hard work on this plan.

The Chairman asked if there was anything else before we call the roll.

The "Resolution Authorizing the Executive Director to Revise Tolls for Classes 4 thru 9 on a Temporary Basis" was moved for adoption as follows:

RESOLUTION NO. 62-2004

WHEREAS, the Commission, by Resolution 38-1955, established a schedule of tolls and classifications of weight which was effective October 1, 1955, which is attached hereto and incorporated herein by reference; and

WHEREAS, the Commission by Resolutions 40-1956, 16-1981, 16-1995, 18-1995, 56-1995, 59-1995, and 40-2003 has adopted several different revisions in the schedules of toll rates which imposed changes in the schedules of toll rates then in effect; and

WHEREAS, the 1994 Master Trust Agreement allows the Commission to make a temporary change to the schedule of tolls that it deems to be necessary and proper, so long as the Comptroller/Chief Financial Officer certifies that the Commission will not fail to comply with the debt service requirements; and

WHEREAS, the Commission, by Resolution 50-2004, authorized the executive director to issue public notice and hold at least three public hearings regarding its intention to make the attached temporary changes to the current schedule of toll rates for Classes 4 through 9 for a period of up to eighteen (18) months in an effort to encourage more commercial trucks to utilize the Turnpike instead of adjacent state routes; and

WHEREAS, the executive director has reported that three public hearings have been held since the Commission's meeting on October 18, 2004; and

WHEREAS, the Ohio General Assembly has enacted an amendment to the provisions of Ohio Revised Code Section 5537.26, through the passage of Am. Sub. H.B. 406 of the 125th General Assembly, which will be effective immediately upon the signature of Governor Bob Taft, which statute requires the Commission to issue notice and hold a public meeting not less than five (5) days after advertisement in newspapers of general circulation in Cuyahoga, Lucas, Mahoning, Summit, Trumbull and Williams Counties, prior to taking any action to temporarily decrease the current toll rate structure; and

WHEREAS, the Ohio General Assembly has authorized the Department of Transportation to make a one-time payment of \$23.4 million dollars to the Commission in order to assist in the funding of this temporary change to the current schedule of toll rates and in order to offset lost revenues that may result from the temporary change in the schedule of tolls for Classes 4 thru 9; and

WHEREAS, it is the Commission's intent that these funds received from ODOT shall be deemed "System Pledged Revenues" under the terms of the Commission's Master Trust Agreement dated February 15, 1994, as supplemented, and further that the Commission's chairman or executive director, and its CFO/Comptroller and general counsel are authorized to work with bond counsel to execute an agreement or supplemental trust agreement, as necessary, to ensure that the funds received from ODOT are deemed "System Pledged Revenues"; and

WHEREAS, the Commission desires to implement a temporary change to the schedule of tolls for Classes 4 thru 9 vehicles for a period of up to eighteen (18) months, as reflected in the attached proposal, in an effort to attract more commercial carriers to utilize the Turnpike instead of using state routes that are located adjacent to the Turnpike.

NOW, THEREFORE, BE IT

RESOLVED, that the Commission hereby authorizes the executive director to implement the attached temporary changes to the current schedule of toll rates for Classes 4 through 9 for a period of up to eighteen (18) months beginning on January 1, 2005, or immediately upon signature of Am Sub. H.B. 406 by the Governor, whichever occurs later, and contingent upon receipt of the payment from ODOT in the amount of \$23.4 million dollars, in an effort to encourage more commercial trucks to utilize the Turnpike instead of adjacent state routes; and

FURTHER RESOLVED that the Commission's chairman or executive director, and its CFO/Comptroller and general counsel are authorized to work with bond counsel to execute an agreement or supplemental trust agreement, as necessary, to ensure that the funds received from ODOT are deemed "System Pledged Revenues"; and

FURTHER RESOLVED, that the executive director shall issue a report to the Commission at the January 2006 meeting of the Commission on the traffic and revenue impact of the temporary toll reductions in order that the Commission may evaluate the effectiveness of the trial program.

I, Gary C. Suhadolnik, Executive Director of the Ohio Turnpike Commission, do hereby certify that the above is a true copy of the aforesaid resolution which was duly adopted at a meeting of the Commission, duly called for and convened and held on December 20, 2004, at which a quorum was at all times present and voting.

WITNESS my hand and the seal of the Ohio Turnpike Commission on this ____ day of December, 2004.

Gary C. Suhadolnik
Executive Director

NOTE: See icon on OTC website entitled, "Commercial Toll Rate Reduction Information" for attachments entitled, "Proposed Toll Rates, Full 241-Mile Trip across the Ohio Turnpike Weight Classes 4 through 9 and three- page chart entitled "Temporary Toll Reduction, Schedule of Tolls

The resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 62-2004.

**PROPOSED TOLL RATES, FULL 241-MILE TRIP ACROSS THE OHIO TURNPIKE
WEIGHT CLASSES 4 THROUGH 9**

Class	Gross Weight (Pounds)	Rates			Current Rates 1/1/1999	Proposed Rates	Reduction		Rollback of 1982 - 1999 Increases
		2/1/1955	2/1/1982	2/1/1999			From Current Rates		
4	23,001 - 33,000	\$ 8.25	\$ 12.00	\$ 21.95	\$ 21.50	(2.1%)	(4.5%)		
5	33,001 - 42,000	11.50	14.25	25.95	21.50	(17.1%)	(38.0%)		
6	42,001 - 53,000	14.50	15.90	29.00	25.75	(11.2%)	(24.8%)		
7	53,001 - 65,000	17.75	19.15	34.85	25.75	(26.1%)	(58.0%)		
8	65,001 - 80,000	21.50	23.25	42.45	31.00	(27.0%)	(59.6%)		
9	80,001 - 90,000	30.00	39.75	72.45	31.00	(57.2%)	(126.8%)		

OHIO TURNPIKE COMMISSION
 TEMPORARY TOLL REDUCTION
 SCHEDULE OF TOLLS
 CLASSES 4-5

INTERCHANGE	MP	2	13	25	34	38	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	209	215	216	218	222	234	239	MP	
INTERCHANGE	MP	2	13	25	34	38	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	209	215	216	218	222	234	239	MP	
WEST GATE	13	1.00		1.00	1.75	2.00	3.00	3.50	4.25	5.00	6.00	7.00	8.25	10.50	11.00	11.25	11.75	11.75	11.75	11.75	12.75	14.25	14.75	15.25	15.00	17.50	18.00	N/A	18.25	18.50	N/A	20.25	13	
BRYAN-MONTEPIER	13	1.00		1.00	1.75	2.00	3.00	3.50	4.25	5.00	6.00	7.00	8.25	10.50	11.00	11.25	11.75	11.75	11.75	11.75	12.75	14.25	14.75	15.25	15.00	17.50	18.00	N/A	18.25	18.50	N/A	20.25	13	
WHAUSEON	34	2.75	1.75	75		50	1.00	1.75	2.25	3.25	4.00	5.00	6.25	7.00	8.50	9.25	9.50	10.00	10.00	10.00	11.00	12.25	13.00	13.50	14.25	15.50	16.00	N/A	16.50	17.75	N/A	18.50	34	
DEWARSONS	52	4.25	3.00	2.25	1.00	.75		.50	1.00	1.75	2.50	3.50	5.00	5.50	7.00	7.75	8.00	8.00	8.75	8.75	9.50	10.75	11.50	12.00	12.50	14.00	14.50	N/A	14.75	16.00	N/A	18.75	52	
TOLEDO AIRPORT-SWANTON	52	4.25	3.00	2.25	1.00	.75		.50	1.00	1.75	2.50	3.50	5.00	5.50	7.00	7.75	8.00	8.00	8.75	8.75	9.50	10.75	11.50	12.00	12.50	14.00	14.50	N/A	14.75	16.00	N/A	18.75	52	
HAUNER-TOLEDO	52	4.25	3.00	2.25	1.00	.75		.50	1.00	1.75	2.50	3.50	5.00	5.50	7.00	7.75	8.00	8.00	8.75	8.75	9.50	10.75	11.50	12.00	12.50	14.00	14.50	N/A	14.75	16.00	N/A	18.75	52	
PERRYBURG-TOLEDO	64	5.25	4.25	3.50	2.25	2.00	1.00	.50		.50	1.50	2.50	3.75	4.50	6.00	6.75	7.00	7.00	7.50	7.50	8.25	9.75	10.25	11.00	11.50	12.75	13.25	N/A	13.75	15.00	N/A	15.75	64	
MISSION RIDGE-TOLEDO	71	7.00	6.00	5.00	4.00	3.75	2.50	2.00	1.50	.75		.75	2.25	3.00	4.75	5.25	5.50	5.75	6.25	6.25	7.25	8.25	8.75	9.50	10.00	11.25	11.75	N/A	12.25	13.50	N/A	14.25	81	
ELMORE-WOODVILLE-GIBSONBURG	81	7.00	6.00	5.00	4.00	3.75	2.50	2.00	1.50	.75		.75	2.25	3.00	4.75	5.25	5.50	5.75	6.25	6.25	7.25	8.25	8.75	9.50	10.00	11.25	11.75	N/A	12.25	13.50	N/A	14.25	81	
ELMONT PARK-BENTON	91	11.00	9.00	8.00	6.00	5.00	4.00	3.00	2.50	2.00	1.75	1.50	1.50	1.50	2.25	2.75	3.00	3.25	3.75	3.75	4.50	5.50	6.25	6.75	7.50	8.75	9.25	N/A	9.75	11.00	N/A	11.75	110	
SANDUSKY-BELLEVUE	110	9.25	8.25	7.50	6.25	6.00	5.00	4.50	3.75	3.00	2.25	1.75		.75	2.25	2.75	3.00	3.25	3.75	3.75	4.50	5.50	6.25	6.75	7.50	8.75	9.25	N/A	9.75	11.00	N/A	11.75	110	
SANDUSKY-NORMAN	118	11.50	10.50	9.50	8.50	8.25	7.00	6.50	6.00	5.25	4.75	4.00	2.25	1.50		.50	.50	.75	1.50	1.50	2.25	3.25	4.00	4.50	5.25	6.50	7.00	N/A	7.50	8.75	N/A	9.50	135	
VERMILION	135	11.50	10.50	9.50	8.50	8.25	7.00	6.50	6.00	5.25	4.75	4.00	2.25	1.50		.50	.50	.75	1.50	1.50	2.25	3.25	4.00	4.50	5.25	6.50	7.00	N/A	7.50	8.75	N/A	9.50	135	
ALPHEUS-VERMILION	142	12.50	11.25	10.50	9.50	9.00	8.00	7.50	7.00	6.25	5.50	4.50	3.00	2.25	.50	.50													N/A	N/A	N/A	N/A	142	
LORAIN COUNTY WEST	142	12.50	11.25	10.50	9.50	9.00	8.00	7.50	7.00	6.25	5.50	4.50	3.00	2.25	.50	.50													N/A	N/A	N/A	N/A	142	
LOREN-ERRATA	151	12.50	11.75	11.00	10.00	9.50	8.75	8.00	7.50	6.50	5.25	3.75	3.00	1.50	1.00	1.50	5.00												N/A	N/A	N/A	N/A	151	
NORTH RIDGEVILLE-CLEVELAND	151	12.50	11.75	11.00	10.00	9.50	8.75	8.00	7.50	6.50	5.25	3.75	3.00	1.50	1.00	1.50	5.00												N/A	N/A	N/A	N/A	151	
NORTH OLMSTED-CLEVELAND	161	13.75	12.75	12.00	11.00	10.50	9.50	9.00	8.25	7.75	7.25	6.25	4.50	3.75	2.25	2.00	N/A	1.50	N/A	75		1.00	1.75	2.25	2.75	4.25	4.75	N/A	5.00	6.25	N/A	7.00	161	
STRONGSVILLE-CLEVELAND	161	13.75	12.75	12.00	11.00	10.50	9.50	9.00	8.25	7.75	7.25	6.25	4.50	3.75	2.25	2.00	N/A	1.50	N/A	75		1.00	1.75	2.25	2.75	4.25	4.75	N/A	5.00	6.25	N/A	7.00	161	
CLEVELAND	173	14.50	13.50	13.00	12.50	12.00	11.50	11.00	10.25	9.75	8.75	8.00	6.25	5.50	4.00	3.50	N/A	3.00	N/A	2.50	1.75	75		.50	1.25	2.50	3.00	N/A	3.50	4.75	N/A	5.50	180	
AKRON	180	16.00	14.75	13.75	13.00	12.50	11.50	10.75	10.25	9.75	8.75	8.00	6.25	5.50	4.00	3.50	N/A	3.00	N/A	2.50	1.75	75		.50	1.25	2.50	3.00	N/A	3.50	4.75	N/A	5.50	180	
STRETSBORO	187	17.25	16.00	15.00	14.25	13.75	12.50	12.00	11.50	11.00	10.00	9.00	7.50	6.75	5.25	4.75	N/A	4.25	N/A	3.75	2.75	1.75	1.25	.50									193	
RAVENNA	193	17.25	16.00	15.00	14.25	13.75	12.50	12.00	11.50	11.00	10.00	9.00	7.50	6.75	5.25	4.75	N/A	4.25	N/A	3.75	2.75	1.75	1.25	.50									193	
WARREN	209	19.25	18.00	17.00	16.00	15.50	14.50	14.00	13.25	12.75	11.75	11.00	9.25	8.50	7.00	6.75	N/A	6.25	N/A	5.50	4.75	3.75	3.00	2.50	2.00	.50							209	
LORSTOWN-WEST	215	19.25	18.00	17.00	16.00	15.50	14.50	14.00	13.25	12.75	11.75	11.00	9.25	8.50	7.00	6.75	N/A	6.25	N/A	5.50	4.75	3.75	3.00	2.50	2.00	.50							215	
LORSTOWN-EAST	216	19.50	18.25	17.25	16.50	16.00	14.75	14.25	13.75	13.00	12.25	11.25	9.75	9.00	7.50	7.00	N/A	6.50	N/A	6.00	5.00	4.00	3.50	3.00	2.75	2.25	.75	N/A	1.25	N/A	2.00	216		
NILES-YOUNGSTOWN	218	19.50	18.25	17.25	16.50	16.00	14.75	14.25	13.75	13.00	12.25	11.25	9.75	9.00	7.50	7.00	N/A	6.50	N/A	6.00	5.00	4.00	3.50	3.00	2.75	2.25	.75	N/A	1.25	N/A	2.00	218		
YOUNGSTOWN	224	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	234	
YOUNGSTOWN-POLAND	234	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	234
WEST GATE	239	2.25	2.00	1.75	1.50	1.25	1.00	.75	.50	.25																							239	
INTERCHANGE	MP	2	13	25	34	38	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	209	215	216	218	222	234	239	MP	

OHIO TURNPIKE COMMISSION
 TEMPORARY TOLL REDUCTION
 SCHEDULE OF TOLLS
 CLASSES 6-7

INTERCHANGE	MP	2	13	25	34	39	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	209	215	216	218	232	234	239	MP	
WESTSAFETY	13	1.25		1.00	2.00	2.50	3.75	4.50	5.25	6.00	7.25	8.25	10.25	11.25	13.00	13.50	14.00	14.75	15.75	17.00	17.75	18.50	19.25	21.00	21.50	21.50	22.00	23.50	N/A	24.25	24.25	13		
BRYAN-MONTELLIER	34	3.50	2.00	1.00		.50	1.50	2.25	3.00	4.00	5.00	6.00	8.00	9.00	10.75	11.25	11.50	12.50	13.50	14.75	15.50	16.25	17.00	18.50	19.25	18.50	19.25	19.75	21.25	N/A	22.00	34		
MAUSON	52	5.25	3.75	2.75	1.50	1.00		.75	1.25	2.00	3.00	4.25	6.25	7.00	8.00	9.50	9.75	10.00	10.50	10.75	11.75	13.00	13.75	14.50	15.00	16.75	17.25	N/A	17.75	19.25	N/A	20.25	52	
TOLEDO AIRPORT-SWANTON	64	6.50	5.25	4.25	3.00	2.75	1.25	.50		.75	1.75	2.75	4.75	5.75	7.50	8.00	8.25	8.50	9.25	9.25	10.25	11.50	12.25	13.00	13.75	15.50	16.00	N/A	16.50	18.00	N/A	18.75	64	
PERRYBURG-TOLEDO	81	8.75	7.25	6.00	5.00	4.50	3.00	2.50	1.75	1.00		1.00	3.00	4.00	5.75	6.25	6.50	6.75	7.50	7.50	8.50	9.75	10.50	11.25	12.00	13.50	14.25	N/A	14.50	16.25	N/A	17.00	81	
ELMORE-WOODVILLE-GIBSONBURG	110	11.75	10.25	9.00	8.00	7.50	6.25	5.50	4.75	4.00	3.00	2.00		1.00	2.75	3.25	3.50	3.75	4.50	4.50	5.50	6.75	7.50	8.25	9.00	10.50	11.25	N/A	11.50	13.00	N/A	14.00	110	
PREMONT-FORT ALBON	135	14.50	13.00	11.75	10.75	10.25	8.00	7.50	6.25	5.50	4.00	3.00	2.00		1.00	2.75	3.25	3.50	3.75	4.50	4.50	5.50	6.75	7.50	8.25	9.00	10.50	11.25	N/A	11.50	13.00	N/A	14.00	135
SANDUSKY-BELLEVUE	142	15.25	13.75	12.50	11.50	11.00	9.75	9.00	8.25	7.50	6.50	5.50	3.50	2.50	1.75	.50	.75	1.00	1.75	1.75	2.75	4.00	4.75	5.50	6.25	7.75	8.50	N/A	8.75	10.25	N/A	11.25	142	
SANBUSH-NORWALK	151	16.25	14.75	13.50	12.50	12.00	10.50	9.75	9.25	8.50	7.50	6.50	4.50	3.50	1.75	1.25	N/A	.75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	151
VERMILION	161	17.25	15.75	14.50	13.50	13.00	11.75	11.00	10.25	9.50	8.50	7.50	5.50	4.50	2.75	2.25	N/A	1.75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	161
LORAIN COUNTY WEST	180	19.25	17.75	16.50	15.50	15.00	13.75	13.00	12.25	11.50	10.50	9.50	7.50	6.50	4.75	4.25	N/A	3.75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	180
STRONGSVILLE-CLEVELAND	193	20.75	19.25	18.00	17.00	16.50	15.00	14.25	13.75	13.00	12.00	11.00	9.00	8.00	6.25	5.75	N/A	5.25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	193
RAVENNA	215	23.00	21.50	20.25	19.25	18.75	17.25	16.50	16.00	15.25	14.25	13.25	11.25	10.25	8.50	8.00	N/A	7.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	215
LORDSTOWN-WEST	218	23.25	22.00	20.50	19.75	19.00	17.75	17.00	16.50	15.75	14.50	13.50	11.50	10.75	8.75	8.25	N/A	7.75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	218
YOUNGSTOWN-POLAND	234	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	234
INTERCHANGE	MP	2	13	25	34	39	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	209	215	216	218	232	234	239	MP	

OHIO TURNPIKE COMMISSION
 TEMPORARY TOLL REDUCTION
 SCHEDULE OF TOLLS
 CLASSES 8-9

INTERCHANGE	MP	2	13	25	34	39	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	208	215	216	218	232	234	239	MP		
WESPAK	2																																		
BRYAN-MONTELLIER	13	1.75		1.50	2.75	3.50	5.00	6.00	6.50	7.50	8.75	10.00	12.50	13.50	15.75	16.25	18.50	17.00	17.75	17.75	19.00	20.50	21.50	22.25	23.25	25.25	26.00	N/A	26.25	28.25	N/A	28.25	13		
ARGENTON	25																																		
WALUSEON	34	4.50	2.75	1.25		75	2.25	3.25	3.75	4.75	6.00	7.25	9.75	10.75	13.00	13.50	13.75	14.25	15.00	15.00	16.25	17.75	18.75	19.50	20.50	22.50	23.25	N/A	23.50	25.50	N/A	26.50	34		
DELAND	40																																		
TOLEDO AIRPORT-SWANTON	52	6.75	5.00	3.50	2.25	1.75		1.00	1.50	2.50	3.75	5.00	7.50	8.50	10.75	11.25	11.50	12.00	12.75	12.75	14.00	15.50	16.50	17.25	18.25	20.00	20.75	N/A	21.25	23.25	N/A	24.25	52		
PERRYSBURG-TOLEDO	64	8.25	6.50	5.00	3.75	3.25	1.50	75		75	2.25	3.50	5.75	7.00	9.00	9.75	10.00	10.25	11.25	11.25	12.50	14.00	14.75	15.75	16.50	18.50	19.25	N/A	19.75	21.50	N/A	22.75	64		
STONY RIDGE-TOLEDO	71																																		
ELMORE-WOODVILLE-GIBSONBURG	81	10.50	8.75	7.25	6.00	5.50	3.75	2.75	2.25	1.25		1.25	3.75	4.75	7.00	7.50	7.75	8.25	9.00	9.00	10.25	11.75	12.75	13.50	14.50	16.25	17.00	N/A	17.50	19.50	N/A	20.50	81		
FRANKLIN-SPRINGFIELD	84																																		
SANDUSKY-BELLEVUE	110	14.25	12.50	10.75	9.75	9.00	7.50	6.50	5.75	5.00	3.75	2.50		1.00	3.25	4.00	4.25	4.50	5.25	5.50	6.75	8.00	9.00	10.00	10.75	12.75	13.50	N/A	14.00	15.75	N/A	16.75	110		
SANDUSKY-NORWALK	115																																		
VERMILION	135	17.50	15.75	14.25	13.00	12.25	10.75	9.75	9.00	8.25	7.00	5.75	3.25	2.25		.50	1.00	1.25	2.00	2.00	3.25	4.75	5.75	6.50	7.50	9.50	10.25	N/A	10.75	12.50	N/A	13.50	135		
WALLESBURG	140																																		
LORAIN COUNTY WEST	142	18.25	16.50	15.00	13.75	13.25	11.50	10.75	10.00	9.25	7.75	6.50	4.25	3.00	1.00	.50		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	142
NORTH RIDGEVILLE-CLEVELAND	151	18.50	17.75	16.25	15.00	14.50	12.75	11.75	11.25	10.25	9.00	7.75	5.25	4.25	2.00	1.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	151
NORTH COLUMBIANA	152																																		
STRONGSVILLE-CLEVELAND	161	20.75	19.00	17.50	16.25	15.75	14.00	13.25	12.50	11.50	10.25	9.00	6.75	5.50	3.25	2.75	N/A	2.00	N/A	1.25		1.50	2.50	3.25	4.00	6.00	6.75	N/A	7.25	9.25	N/A	10.25	161		
WESLAND	175																																		
AKRON	180	23.25	21.50	20.00	18.75	18.00	16.50	15.50	14.75	14.00	12.75	11.50	9.00	8.00	5.75	5.00	N/A	4.50	N/A	3.50	2.50	1.00		1.00	1.75	3.75	4.50	N/A	5.00	6.75	N/A	7.75	180		
STRESSBORO	187																																		
RAVENNA	193	25.00	23.25	21.75	20.50	19.75	18.25	17.25	16.50	15.75	14.50	13.25	10.75	9.75	7.50	6.75	N/A	6.25	N/A	5.25	4.00	2.75	1.75	75		2.00	2.75	N/A	3.25	5.00	N/A	6.00	193		
WARREN	208																																		
LORDSTOWN-WEST	215	27.75	26.00	24.25	23.25	22.50	20.75	20.00	19.25	18.50	17.00	15.75	13.50	12.50	10.25	9.50	N/A	9.00	N/A	8.00	6.75	5.25	4.50	3.50	2.75	75		N/A	N/A	N/A	N/A	N/A	N/A	215	
LORDSTOWN-EAST	216																																		
NILES-YOUNGSTOWN	218	28.00	26.25	24.75	23.50	23.00	21.25	20.50	19.75	19.00	17.50	16.25	14.00	13.00	10.75	10.00	N/A	9.50	N/A	8.50	7.25	5.75	5.00	4.00	3.25	1.25	N/A	50	1.75	N/A	3.00	218			
YOUNGSTOWN	225																																		
YOUNGSTOWN-POLAND	234	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	234
ESTATE	239																																		
INTERCHANGE	MP	2	13	25	34	39	52	59	64	71	81	91	110	118	135	140	142	145	151	152	161	173	180	187	193	209	215	216	218	232	234	239	MP		

Commissioner Balog moved that the meeting be adjourned to hold an Executive Session to confer with General Counsel and outside counsel regarding the pending collective bargaining negotiations with Teamsters Local 436, and the related strike contingency planning and preparations under the provisions of Ohio Revised Code Sections 121.22(G) (4) and 121.22 (G) 6.

At the end of such Executive Session, the Commission Meeting shall reconvene.

Commissioner Regula seconded the motion. The motion was adopted with all Members voting in the affirmative. Time: 10:10 a.m.

The Chairman said we will be in recess for approximately 15-20 minutes.

The Chairman said let the record reflect that we are returning from Executive Session at 10:41 a.m. Commissioner Balog moved and Commissioner Regula seconded with all Members voting in the affirmative to reconvene.

The Chairman asked the Executive Director to continue with the presentation of the resolutions.

The Executive Director said my next resolution is entitled, "Resolution Authorizing the Executive Director to Implement Temporary Flat Toll Rate in the Event of a Work Stoppage." As I think everyone is familiar, we are committed to bargaining in good faith with Teamsters Local 436. We are doing everything practical to reach an agreement, which is fair to the workers, the Turnpike Commission and fair to the customers whose tolls pay our wages. As you know, we have extended the Teamsters' agreement to January 17, 2005, but at this point, we have not reached an agreement and in the event there would be a work stoppage, we are committed to keeping the road open because we know it is a vital east-west link. To help facilitate that, I would ask for the authority to implement a flat toll rate structure regardless of the distance traveled. It is attached to the resolution as follows:

Passenger vehicles (Ready Toll/Charge Cards only)	\$.50
Passenger vehicles (cash)	\$ 1.00
Single-unit trucks and buses	\$ 5.00
Tractor-trailers and Long-Combination Vehicles (LCVs)	\$10.00

Would the General Counsel please read the Resolved?

"RESOLVED, that the Commission hereby authorizes the Executive Director, contingent upon the Governor's signature of Am. Sub. H.B. 406, to implement the attached temporary flat toll rates in the event of a work stoppage by the members of the Teamsters Local Union 436 for such period of time as he deems necessary, but in no event, longer than a sixty (60) day period, and to take such other measures as he deems necessary to keep the Turnpike open and operational."

The Chairman asked, is there a motion?

Commissioner Balog moved and Commissioner Regula seconded.

The Chairman asked, is there any discussion?

Commissioner Balog asked the Executive Director if Pennsylvania did something similar during their strike.

The Executive Director said yes, they had a flat rate toll of \$2.00 for cars and \$15.00 for trucks. Their rates are about 40% higher than ours and their road is also longer than the Ohio Turnpike. I think it is about 350 miles.

Commissioner Balog asked, were they happy with the results?

Executive Director said they were very happy with the results.

The Chairman asked if there were any other comments or questions. If not, please call the roll.

The "Resolution Authorizing the Executive Director to Implement Temporary Flat Toll Rate in the Event of a Work Stoppage" was moved for adoption as follows:

RESOLUTION NO. 63-2004

WHEREAS, the Commission, by Resolution 38-1955, established a schedule of tolls and classifications of weight which was effective October 1, 1955, which is attached hereto and incorporated herein by reference; and

WHEREAS, the Commission by Resolutions 40-1956, 16-1981, 16-1995, 18-1995, 56-1995, 59-1995, and 40-2003 has adopted several different revisions in the schedules of toll rates which imposed changes in the schedules of toll rates then in effect; and

WHEREAS, the 1994 Master Trust Agreement allows the Commission to make a temporary change to the schedule of tolls that it deems to be necessary and proper, so long as the Comptroller/Chief Financial Officer certifies that the Commission will not fail to comply with the debt service requirements; and

WHEREAS, the Commission's agreement with the Teamsters Local Union 436 is set to expire on January 17, 2005, and the general counsel has reported that a successor agreement with the union has not been reached as a result of the Commission's good faith negotiations; and

WHEREAS, the Commission has received reports indicating that the membership of the Teamsters Local Union 436 has voted to engage in a work stoppage in the event a new agreement has not been reached by the expiration date of the current contract; and

WHEREAS, the Commission is committed to keeping the Turnpike open and operational in the event of a work stoppage in order to serve the needs of the traveling public; and

WHEREAS, the Ohio General Assembly has adopted an amendment to the provisions of Ohio Revised Code Section 5537.26, through the passage of Am. Sub. H.B. 406 of the 125th General Assembly, which will be effective immediately upon the signature of Governor Bob Taft, which statute requires the Commission to issue notice and hold a public meeting not less than five (5) days after advertisement in newspapers of general circulation in Cuyahoga, Lucas, Mahoning, Summit, Trumbull and Williams Counties, prior to taking any action to temporarily decrease the current toll rate structure; and

WHEREAS, the executive director has recommended to the Commission that it implement a flat toll rate in the event of a work stoppage in order to facilitate the movement of traffic on the Turnpike for the traveling public as outlined in the attached proposal; and

WHEREAS, the chief financial officer/comptroller has reported that the proposed flat toll rates set forth in the attached proposal represent an overall aggregate decrease in the current toll rates for all classes of vehicles traveling on the Turnpike; and

WHEREAS, the executive director has reported that a public meeting was held on December 17, 2004, regarding the Commission's intention to implement a temporary flat toll rate in the event of an emergency, and recommends that the Commission Members adopt the resolution authorizing implementation of the flat toll rate contingent upon the Governor's signature of Am. Sub. H.B. 406.

NOW, THEREFORE, BE IT

RESOLVED, that the Commission hereby authorizes the executive director, contingent upon the Governor's signature of Am. Sub. H.B. 406, to implement the attached temporary flat toll rates in the event of a work stoppage by the members of the Teamsters Local Union 436 for such period of time as he deems necessary, but in no event, longer than a sixty (60) day period, and to take such other measures as he deems necessary to keep the Turnpike open and operational.

The resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 63-2004.

The Executive Director said he had one more item - to allow the Executive Director or the Chairman to enter into contracts for security services and/or replacement workers in the event of an impending work stoppage. Similar to my prior comments, it is important that we keep the road open because we are a vital east-west road across our country. I believe we have a contingency plan in place to maintain the road and collect tolls, but as a further back up to that contingency plan, I would like the authority for myself and the Chairman to enter into contracts for security services and/or replacement workers, if necessary, if anything in our contingency plan should fall short.

Would our General Counsel please read the Resolved:

"RESOLVED that the Commission hereby authorizes the Chairman and/or Executive Director to enter into contract(s) for the aforementioned security services and/or replacement workers in the event of a work stoppage and to take such other measures as they deem necessary to keep the Turnpike open and operational; and

"FURTHER RESOLVED that the Executive Director shall keep the Commission Members apprised of current developments and shall present a resolution ratifying the above-mentioned contract(s) should the contract amounts exceed the Executive Director's contracting authority."

The Chairman asked, is there a motion?

Commissioner Balog moved and Commissioner Regula seconded.

The Chairman asked, is there any discussion?

The "Resolution Authorizing the Executive Director and/or Chairman to Enter into Contracts for Security Services and/or Replacement Workers in the Event of an Impending Work Stoppage" was moved for adoption as continued as follows:

RESOLUTION NO. 64-2004

WHEREAS, the Commission is authorized pursuant to Ohio Revised Code Section 5537.04 to employ such personnel as are necessary to operate and maintain the Ohio Turnpike System in order to facilitate vehicular traffic throughout the State of Ohio in order to promote the agricultural, commercial, recreational and industrial development of the State; and

WHEREAS, the Commission employs full-time and part-time toll collectors to staff its Toll Operations in order to maintain and operate the Ohio Turnpike System in an efficient, economical and safe manner, which employees are represented by the Teamsters Local Union 436; and

WHEREAS, the Commission also employs staff in its Maintenance Department to provide Turnpike customers with a well-maintained and safe highway, especially in inclement weather, which employees are also represented by the Teamsters Local Union 436; and

WHEREAS, the current agreement with the Teamsters Local Union 436 will expire on January 17, 2005, and the general counsel has reported that a successor agreement with the Union has not been reached as a result of the Commission's good faith negotiations, and this matter has recently been presented for fact-finding on December 16, 2004; and

WHEREAS, the Commission has received reports indicating that the membership of the Teamsters Local Union 436 has voted to engage in a work stoppage in the event a new agreement has not been reached by the expiration date of the current contract; and

WHEREAS, in its ongoing strike contingency planning efforts, the Commission's Human Resources staff has actively solicited proposals for the provision of both security services and/or contracting for replacement workers; and

WHEREAS, the Commission's director of contracts administration has advised the chairman and executive director that the Commission has full legal authority to enter into the above-mentioned contingency contract(s) and that the proposed contracts, if needed, would in all respects be valid and legal; and

WHEREAS, the executive director and director of contracts administration recommend that the Commission adopt this resolution authorizing execution of the aforementioned contingency contract(s), if needed, to maintain and operate the Ohio Turnpike System in an efficient, economical and safe manner; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby authorizes the chairman and/or executive director to enter into contract(s) for the aforementioned security services and/or replacement workers in the event of a work stoppage and to take such other measures as they deem necessary to keep the Turnpike open and operational; and

FURTHER RESOLVED that the executive director shall keep the Commission Members apprised of current developments and shall present a resolution ratifying the above-mentioned contract(s) should the contract amounts exceed the executive director's contracting authority.

The resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 64-2004.

The Executive Director said that's all I have, Mr. Chairman.

The Chairman said thank you and good work by everyone. Dan, do you have a resolution?

Dan Castrigano, Chief Engineer, said he had one resolution for consideration this morning. It relates to the Commission's proposed capital budget for 2005. Mr. Steiner, our CFO, has assisted me in providing this PowerPoint demonstration. At the end of the presentation I'll be asking for approval of the resolution reflecting the aggregate amount of \$60,183,500.00. However, any contract that is in excess of \$150,000 will be brought to the Commission for individual consideration.

Mr. Castrigano said our capital budget is divided into four components. The first component is the Systems Projects Budget, which is the largest component of the budget. Systems projects are typically our major construction projects that are a part of the Capital Improvement Program. Beginning in the year 2005, we will have a balance of approximately \$1.2 million in this fund. We will be transferring approximately \$44.2 million into this fund from the operating fund from year 2005.

You'll see from Mr. Steiner's report last month, this is approximately \$3 million more of a transfer into this fund than was included in the Preliminary 2005 Operating Budget, however, our Renewal & Replacement (R & R Fund) transfer will be \$3 million less. So the net effect is no change. With this, we'll have a total of approximately \$45.4 million available for Systems Projects Funds next year. Out of that, approximately \$25.9 million is committed to ongoing projects. These are projects that are currently under construction or have been funded in 2004, and are in the process, or design, or advertisement.

Some of the major projects in this category include the reconstruction of the Norfolk & Southern Railroad Bridge in Summit County that was awarded this past October, and completion of the Blue Heron and Wyandot Service Plazas in Sandusky County for \$6.5 million, which is scheduled for completion in May 2005. It also includes reconstruction of Interchange 71 in Wood County scheduled for completion in September 2005.

This slide summarizes the approximately \$16.5 million in new projects to be funded from the Systems Projects budget next year. In your folder, you have a complete five-page summary identifying every project attached to our proposed draft resolution.

I will identify some of the major expenditures. \$4.2 million has been allocated for bridge deck replacements and major repairs next year. The first two projects are replacement of the original decks on structures that pass over the Turnpike and the Meander Reservoir are two mainline structures that will also have their decks replaced next year.

The toll plazas at Interchanges 142 and 151, both in Lorain County, will be reconstructed next year. These are the final two of the original twenty interchanges to be reconstructed completing this component of our Capital Improvement Program. You will note that \$3 million of the \$10 million cost will be carried over to the year 2006, and therefore, we show it as a credit on the 2005 budget.

Our roadway resurfacing program has been reduced next year. Approximately \$2 million has been allocated in the Systems Project Budget. The first project is a short one-half mile section to be resurfaced in Sandusky County. Also included in this project, is the re-profiling of the concrete pavement at Interchange 91. Incidentally, this is the original concrete pavement still performing without an asphalt overlay for 50 years (next year.)

The project in Lorain County involves replacement of the surface course of a portion of a single lane and will be a relatively brief project.

Again, total expenditures on new projects in 2005 will be approximately \$16.5 million. Summarizing the Systems Project Fund, the \$25.9 million of continuing expenditures and \$16.5 million for new projects in 2005 total approximately \$42.4 million. As I stated earlier, we have about \$45.4 million in available funds leaving a balance of approximately \$3 million in the Systems Project Fund.

The next component is the Renewals & Replacements Fund. Typical projects under this fund include purchasing of maintenance vehicles and equipment, and other minor capital projects. Again, we will begin the year with \$8.2 million and will be transferring approximately \$5 million into the fund. Again, Mr. Steiner's preliminary operating budget for 2005 showed \$8 million and we reduced that to \$5 million. This resulted in approximately \$13.2 million available funds in 2005. \$4.6 million has been committed to projects that either commenced or were funded in 2004. These projects are detailed on this slide. The two major expenditures include \$1.3 million for maintenance vehicles and equipment. The majority of this amount is for contracts that were awarded at the October and November Commission meeting for pick-up trucks for snow and ice removal equipment. Regarding the replacement of our PBX telephone system, you may recall that bids for this contract were rejected in June, 2004 and this project is currently scheduled to be re-advertised during the first quarter of 2005.

Approximately \$6.4 million will be allocated for new projects next year. Some of the major expenditures include renovation of the west wing of the Administration Building. This project is similar in nature to the project that was recently completed on the east wing of this building. \$1.3 million will be spent for the replacement and upgrading of 145 toll ticket transports at all the interchanges. The ticket transports are a vital component of the toll collection system. This equipment is utilized for issuing toll tickets as you enter the Turnpike, as well as accepting the ticket upon exit and determining the proper toll.

\$450,000 of the \$835,000 total for the computer equipment category has been allocated for new and replacement computer equipment and the upgrade of software. Again, approximately \$6.4 million in this fund will be utilized for expenditures in 2005 on new projects.

Finally, adding the \$4.6 million of continuing expenditures and the \$6.4 of new projects gives us a total of about \$11 million in total for 2005 expenditures resulting in approximately \$2.2 million in uncommitted funds in the R & R budget.

Our next part of the Capital Budget is the Fuel Tax Budget. This budget is funded through the 5 cents per gallon received by the OTC for each gallon of fuel sold at our service stations. We'll begin this year with approximately \$7.1 million in this fund and we'll be transferring \$2.9 million, for a total of approximately \$10 million available in 2005.

We have about \$1.5 million of continuing expenditures in this project, including the \$1.2 million for right-of-way acquisition at S.R. 8. You'll recall that the OTC is participating in this project with ODOT in Summit County. The 2005 projects in this category include repainting the bridges. We have approximately 12 bridges set up this year for painting costing about \$1.8 million and \$3.3 million for resurfacing of the interchange ramps at Interchange 59 in Lucas County and 187 in Portage County. This results in \$5.1 million allocated to new projects in the Fuel Tax Fund.

We'll have \$6.6 million committed with approximately \$3.4 million in uncommitted funds in the fuel tax fund.

Our final component is the Service Plaza Capital Improvement Fund. This account is funded from 1% of sales of food and retail vendors operating at the new service plazas. This money is designated for capital improvements at the new facilities. Revenues of approximately \$411,000 are projected for 2005. Adding this to the projected year-end balance of approximately \$1.3 million this leaves us with approximately \$1.7 million available in this fund. We have \$200,000 committed in this fund, and we have no new projects proposed in 2005 for this fund. This leaves approximately \$1.5 million uncommitted in this fund.

In summary, we have approximately \$60.2 million in total expenditures for the 2005 capital budget. Mr. Chairman, with your permission, I'll ask our General Counsel to read the Resolved.

General Counsel read the Resolved as follows:

"RESOLVED that the Commission hereby authorizes 2005 capital expenditures from the System Projects Fund, Renewals and Replacements Fund, Fuel Tax Fund and Service Plazas Capital Improvement Fund, not to exceed a combined total of **\$60,183,500.**"

Mr. Castrigano said, I recommend adoption of this resolution.

The Chairman asked, is there a motion?

Commissioner Balog moved and Commissioner Regula seconded.

The Chairman asked if there were any questions.

Commissioner Balog asked Mr. Castrigano, that except for the continuing expenditures from previous years, we are not doing anything with the third-lane or service plaza renovation and the expenditures that we have are just continuing ones that we previously contracted?

Mr. Castrigano said that's correct.

The "Resolution Adopting the Proposed Capital Budget for the Year 2005" was moved for adoption as continued as follows:

RESOLUTION NO. 65-2004

WHEREAS, the 2005 operating budget includes transfers of revenues to the System Projects Fund, Renewals and Replacements Fund, Fuel Tax Fund and Service Plazas Capital Improvement Fund; and

WHEREAS, the transfers of 2005 revenues to the System Projects Fund, Renewals and Replacements Fund, Fuel Tax Fund and Service Plazas Capital Improvement Fund are intended to be added to any unspent balances in these funds and the total to be available for capital expenditures; and

WHEREAS, the Commission's Executive Director, Chief Engineer and CFO/Comptroller have recommended a preliminary list of 2005 capital expenditures, which list of projects is subject to change, totaling **\$60,183,500**.

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby authorizes 2005 capital expenditures from the System Projects Fund, Renewals and Replacements Fund, Fuel Tax Fund and Service Plazas Capital Improvement Fund, not to exceed a combined total of **\$60,183,500**.

I, Gary C. Suhadolnik, Assistant Secretary-Treasurer of the Ohio Turnpike Commission, do hereby certify that the above is a true copy of the aforesaid resolution which was duly adopted at a meeting of the Commission, duly called for and convened and held on December 20 2004, at which a quorum was at all times present and voting.

WITNESS my hand and the seal of the Ohio Turnpike Commission on this ____ day of December, 2004.

Gary C. Suhadolnik
Assistant Secretary-Treasurer

The resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 65-2004.

Mr. Castrigano said the only other item I have this morning relates to a Property Disposal No. D-2343. You'll recall at last month's meeting Commissioner Balog requested me to get some information on the skid steer loaders that we sold in lieu of trading them in when we purchased the new units. You have in your packets four stapled pages regarding Property Disposal No. D-2343. As you recall, we purchased the new skid-steer loaders off the state contract, and we put the used units out for sale to the highest bidder. At the Commission, we maintain bidder's lists for various commodities. Individuals requested their names to be put on these lists. Notices of this disposal were forwarded to 54 individuals, to either equipment sales companies, contractors or private firms. In addition to those 54 individuals, the notice of disposal was posted at ten regional contractor plan rooms and also was published in the Daily Reporter. We received five bids in response to purchasing the existing equipment. It should be noted that three were from equipment sales contractors and two bids were from private individuals. All of the equipment was awarded on a per item basis. We took the highest bid for each item resulting in all the items being sold to either Arms Trucking Company or Ohio Machinery Company. We received in the aggregate approximately \$54,000 in the sale of the equipment. The equipment was about nine years old and cost us about \$140,000 at the time. We got about 40% residual value for this equipment.

Mr. Balog or any of the Commission members, if you have any other questions, I'll be happy to answer them.

Mr. Balog said this material was replaced with state-bid material so we could not trade it in. Correct?

Mr. Castrigano said that's correct. I'd also like to note that since this time, we are now posting the disposals of the equipment on our website, also.

The Chairman said if there are no other questions for Dan, thank you. Jim, do you have something for us?

Jim Steiner, the Commission's CFO said this morning I'll be presenting the proposed final 2005 operating budget. It is identical to the preliminary budget you approved at last month's meeting with the exception of the \$3 million decrease in the transfer to the Renewals and Replacements Fund and the corresponding \$3 million increase in the transfer to the Systems Project Fund that the Chief Engineer discussed in his report.

Since there are no other changes from the preliminary budget, I will review this budget in somewhat less detail than I did at last month's meeting.

This slide shows a pie chart, which provides an overview of the proposed revenue budget. The Commission has just approved a temporary reduction in toll rates for commercial vehicles in weight classes 4 thru 9 beginning in 2005. With those reductions, tolls represent 84% of total revenues. It is anticipated that the Commission will receive a payment from ODOT to offset a portion of the lost revenue from toll reductions. That payment will represent approximately 7% of revenues, and the concessions from the service plazas account for 6%, and the remaining 3% is from all other sources.

This slide shows the proposed budget for "pledged" funds. We hope that increased traffic will offset a substantial portion of the \$23.7 million in toll rate reductions. Despite the increase in traffic, our traffic consultant, Bobby Everhart, of URS projects that toll revenues will drop by \$11.1 million in 2005.

Throughout the last year, passenger car miles traveled on the Ohio Turnpike has been almost flat compared to the prior 12 months. Due primarily to the somewhat improved economy, the miles traveled by commercial vehicles have increased over the last twelve months and we have seen additional growth since the speed limit for commercial vehicles was increased to 65 m.p.h., effective September 8th.

Passenger car miles traveled during the first eleven months of 2004 were just four tenths of 1% higher than during the corresponding period from last year. The year to date commercial vehicle miles traveled were up 8.6% over the previous year, and we were still just 3.3% higher than during the first eleven months of calendar year 2000.

Despite the increase in commercial traffic, it is important to note that due to reduced investment earnings, our total year to date revenues are only four tenths of 1% higher than they were in the first eleven months of 2000.

We expect to receive a payment of \$15.6 million from ODOT for 2005 to offset a portion of the temporary toll reductions that will be implemented effective January 1, 2005.

The total projected 2005 "pledged" revenues are \$209.6 million, which is an increase of 2.3% compared to the current budget. This overview of the proposed 2005 budget for expenditures and transfers reveals we spend only 4% on administration and insurance, 15% on maintenance of the roadway and structures, 23% on the operation of the toll and service plazas, 6% on traffic control, safety patrol and communications; 28% on debt service and 24% on capital projects.

The 2005 proposed budget for property maintenance and administrative expenses is \$104.1 million, which is an increase of 3.9% compared to the 2004 budget. The major cost increase is for toll collectors and supervisors at the new interchange at Milepost 140, which opened November 30, 2004. Other significant increases are the staffing, cleaning and maintenance costs of the Blue Heron & Wyandot Service Plazas, which are scheduled to open by Memorial Day, 2005. We also added funds to the Ohio State Highway Patrol (OSHP) budget for additional overtime related to the change in the speed limit, and we also added funds for legal fees associated with collective bargaining negotiations. Excluding these costs the 2005 expenses are only 2.2% higher than the current year expenses.

Due to the uncertain financial impact of the temporary toll rate reduction, no provision has been made in this budget for any salary or wage increases.

The Commission currently has outstanding bonds at a par amount of \$737 million. The debt service on these bonds total \$56 million. Included in that amount is about \$3.4 million for the debt service payments on the 1994 Series A Bonds. We are recommending that we also use \$3,270,000 that was added to the General Reserve as part of the amended 2004 budget to redeem all remaining 1994 Series A bonds. I will be submitting a separate resolution on this matter later in my report.

Our Master Trust Agreement requires that we maintain a reserve equal to 1/12 of our annual operating maintenance and administrative expenses and with the proposed increase in our expense budget of \$3.9 million, we will need to add 1/12 of this amount or \$325,000 to the Expense Reserve Fund. The remaining transfers totaling \$49.2 million represents the fund that supports the capital budget that the chief engineer just presented.

This slide shows the budget for "non-pledged" funds. As the Chief Engineer mentioned earlier, the major source of non-pledged revenue is the 5 cents of fuel tax from each gallon of fuel sold at the Commission's service plazas. The total proposed non-pledged revenue budget is \$3.5 million, which is an increase of \$128,000 or 3.8% compared to the current year. The non-pledged funds are also used to support our capital program.

The total proposed 2005 Operating Budget is \$213,028,000. Our Master Trust Agreement requires the Commission to pass a resolution adopting the final operating budget for the succeeding year by December 31, 2004, and there is a proposed resolution in your folders. Would General Counsel please read the Resolved?

General Counsel read the Resolved as follows:

"RESOLVED that the Commission hereby adopts the following as its Annual Operating Budget for the Year 2005 and the Executive Director, his successor or the CFO/Comptroller are directed to transmit a copy of the budget to the appropriate officials set forth in Section 5537.17(F) and to The Huntington National Bank, Trustee, under the Commission's Trust Agreement as is provided in Section 5.01(a)(iii):"

The Chairman asked, is there a motion?

Commissioner Balog moved and Commissioner Regula seconded.

The Chairman asked if there was any discussion. He asked, so this budget is the same except for the two exceptions you talked about earlier?

Mr. Steiner said that's correct.

The "Resolution Adopting Proposed Operating Budget for the Year 2005 and Providing for Deposits Required under the 1994 Trust Agreement during said Year" was moved for adoption as continued as follows:

RESOLUTION NO. 66-2004

WHEREAS, the Commission by Resolution No. 61-2004 on November 15, 2004, adopted its Preliminary Operating Budget for the Year 2005; and

WHEREAS, Section 5537.17(F), Revised Code of Ohio, requires the Commission to submit a copy of its Proposed Annual Operating Budget to the Governor, the Presiding Officers of each House of the General Assembly, the Director of Budget & Management, and the Legislative Budget Office of the Legislative Service Commission, no later than the first day of the calendar or fiscal year; and

WHEREAS, the Master Trust Agreement dated February 15, 1994 between the Commission and The Huntington National Bank (Trust Agreement) provides that the Commission shall adopt an annual operating budget on or before the first day of each fiscal year and shall file same with the Trustee; and

WHEREAS, the Commission in order to comply with the provisions of Section 5537.17(F) of the Revised Code of Ohio, and the provisions of the Trust Agreement, takes the following action.

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby adopts the following as its Annual Operating Budget for the Year 2005 and the Executive Director, his successor or the CFO/Comptroller are directed to transmit a copy of the budget to the appropriate officials set forth in Section 5537.17(F) and to The Huntington National Bank, Trustee, under the Commission's Trust Agreement as is provided in Section 5.01(a)(iii):

**OHIO TURNPIKE COMMISSION
2005 OPERATING BUDGET**

	<u>PLEGDED</u>	<u>NON-PLEDGED</u>	<u>TOTAL</u>
REVENUES:			
TOLL	\$ 178,535,000	\$ -	\$ 178,535,000
ODOT PAYMENT	15,600,000	-	15,600,000
INVESTMENT	1,438,000	260,000	1,698,000
CONCESSION	13,062,000	396,000	13,458,000
FUEL TAX	-	2,800,000	2,800,000
OTHER	937,000	-	937,000
TOTAL REVENUES	\$ 209,572,000	\$ 3,456,000	\$ 213,028,000
EXPENDITURES:			
OPERATION, MAINT. & ADMINISTRATION:			
ADMINISTRATION & INSURANCE	\$ 8,830,700	\$ -	\$ 8,830,700
MAINT. OF ROADWAY & STRUCTURES	32,805,200	-	32,805,200
SERVICES & TOLL OPERATIONS	48,833,200	-	48,833,200
TRAFFIC CONTROL, SAFETY & PATROL	13,615,300	-	13,615,300
TOTAL OPERATION, MAINT. & ADMIN.	\$ 104,084,400	\$ -	\$ 104,084,400
DEBT SERVICE PAYMENTS	55,973,000	-	55,973,000
CALL REMAINING 1994 SERIES A BONDS	3,270,000	-	3,270,000
TOTAL EXPENDITURES	\$ 163,327,400	\$ -	\$ 163,327,400
TRANSFERS:			
EXPENSE RESERVE	\$ 325,000	\$ -	\$ 325,000
NON-TRUST FUND	-	175,000	175,000
FUEL TAX FUND	-	2,870,000	2,870,000
SERVICE PLAZAS CAPITAL IMP. RESERVE	-	411,000	411,000
RENEWAL & REPLACEMENT FUND	5,000,000	-	5,000,000
SYSTEM PROJECTS FUND	44,189,600	-	44,189,600
GENERAL RESERVE	(3,270,000)	-	(3,270,000)
TOTAL TRANSFERS	\$ 46,244,600	\$ 3,456,000	\$ 49,700,600
TOTAL EXPENDITURES & TRANSFERS	\$ 209,572,000	\$ 3,456,000	\$ 213,028,000

I, Gary C. Suhadolnik, Executive Director of the Ohio Turnpike Commission, do hereby certify that the above is a true copy of the aforesaid resolution which was duly adopted at a meeting of the Commission, duly called for and convened and held on December 20, 2004, at which a quorum was at all times present and voting.

WITNESS my hand and the seal of the Ohio Turnpike Commission on this ____ day of December, 2004.

Gary C. Suhadolnik
Executive Director

The resolution was adopted with all members voting in the affirmative. The resolution was identified as No. 66-2004.

The Chairman asked Mr. Steiner if he had another resolution to present.

Mr. Steiner said yes, Mr. Chairman. The resolution is entitled "Resolution Authorizing the Optional Redemption of the Outstanding State of Ohio Turnpike Revenue Bonds, 1994 Series A." As of February 15, 2005, there will be only two maturities outstanding from this issue. The 2006 maturities have a par amount of \$3,090,000 with a coupon rate of 5.1%. The 2007 maturities have a par amount of \$3,245,000 with a coupon rate of 5.2%.

The 1994 bonds are the only Commission bonds that are currently callable. On February 15, 2005, the call premium will drop from 2% to 1% and calling these bonds on that date would avoid \$495,000 in interest payments over the next two years. To measure the true savings to the Commission, we had to factor in the foregone investment income that could be earned on the money used to redeem these bonds. Assuming an interest rate of 2.5% our financial advisor, Eric Erickson, has calculated that calling these bonds would generate net present value savings of \$185,000. At an interest rate of 3%, the savings would be \$138,000. Even if we were able to earn as high as 4% on the funds that would be used to redeem these bonds, we would still realize a net present value savings of \$44,000. In addition, redeeming these bonds would help improve our debt coverage ratio during the next two years. There is a proposed resolution in your folders. Would our General Counsel please read the Resolved.

General Counsel read the Resolved as follows:

"NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE OHIO TURNPIKE COMMISSION:

"Section 1. Election to Redeem. The Commission hereby elects to exercise the optional redemption provisions set forth in Section 3.02 of the First Supplement with respect to the Outstanding 1994 Series A Bonds.

"Section 2. Direction to Trustee. The Commission hereby directs The Huntington National Bank, as Trustee (the "Trustee") to take all actions necessary to redeem the Outstanding 1994 Series A Bonds on February 15, 2005 at a price of 101%, all as set forth in the Trust Agreement.

"Section 3. Deposit of Funds. The Commission hereby directs the CFO/Comptroller to deposit the sum of \$6,398,350 into the Bond Redemption Account of the Debt Service Fund created under the Trust Agreement in order to effectuate the redemption.

"Section 4. Additional Actions. The Executive Director, CFO/Comptroller, General Counsel, and Peck, Shaffer & Williams LLP, as bond counsel, are hereby directed to take all actions necessary to effectuate the optional redemption of the Outstanding 1994 Series A Bonds.

"Section 5. Repeal of Conflicting Resolutions. All resolutions and orders, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, hereby repealed.

"Section 6. Compliance With Sunshine Law. It is hereby determined that all formal actions of the Commission relating to the adoption of this Resolution were taken in an open meeting, and that all deliberations of the Commission and of its committees, if any, which resulted in formal action were in meetings open to the public, in full compliance with Section 121.22 of the Ohio Revised Code."

The Chairman said for \$213 million we have three lines and for \$6 million we have a whole page. That's pretty interesting. Is there a motion?

Commissioner Balog moved and Commissioner Regula seconded.

Chairman Noe said I think that's good. We talked about this last month. It seems like it makes a lot of sense.

Commissioner Balog asked, what would we expect by today's standards for a return? We went through different scenarios 2.5, 3 or 4%. What are we getting today?

Mr. Steiner said currently we are earning slightly over 2%. The Federal Reserve just increased the fed fund rate to 2.25 last week. I would assume that they will gradually increase the rates and I would guess over the next year and a half or two years, we might be in the 3% range or something like that – a little bit of a guess.

Commissioner Balog said I understand and thank you.

If there are no other questions or comments, Director Suhadolnik, please call the roll.

The "Resolution Authorizing the Optional Redemption of the Outstanding State of Ohio Turnpike Revenue Bonds, 1994 Series A" was moved for adoption as follows:

RESOLUTION NO. 67-2004

WHEREAS, the Ohio Turnpike Commission has entered into a Master Trust Agreement dated as of February 15, 1994 (the "Master Trust Agreement" and together with the First Supplemental Trust Agreement dated as of February 15, 1994, the Second Supplemental Trust Agreement dated as of September 1, 1995, the Third Supplemental Trust Agreement dated as of May 1, 1996, the Fourth Supplemental Trust Agreement dated as of June 1, 1998, the Fifth Supplemental Trust Agreement dated as of September 1, 1998, the Sixth Supplemental Trust Agreement dated as of September 1, 1998, the Seventh Supplemental Trust Agreement dated as of September 15, 1998, the Eighth Supplemental Trust Agreement dated as of March 1, 1999, the Ninth Supplemental Trust Agreement dated as of December 15, 1999, the Tenth Supplemental Trust Agreement dated as of June 15, 2000, the Eleventh Supplemental Trust Agreement dated as of July 1, 2001, the Twelfth Supplemental Trust Agreement dated as of August 15, 2001 and the Thirteenth Supplemental Trust Agreement dated as of July 15, 2004, the "Trust Agreement"), with the Trustee providing for the issuance from time to time of Turnpike Revenue Bonds (the "Bonds") and related matters; and

WHEREAS, the Commission desires to exercise its rights under the Trust Agreement, specifically as set forth in Section 3.02 of the First Supplemental Trust Agreement dated as of February 15, 1994 (the "First Supplement"), regarding the optional redemption of the Outstanding State of Ohio Turnpike Revenue Bonds, 1994 Series A (the "Outstanding 1994 Series A Bonds"); and

WHEREAS, the Outstanding 1994 Series A Bonds will be subject to redemption at a price of 101% of the principal amount thereof on February 15, 2005; and

WHEREAS, the Commission has determined that it is in the best economic interests of the Ohio Turnpike System to exercise its optional redemption rights under the First Supplement.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE OHIO TURNPIKE COMMISSION:

Section 1. Election to Redeem. The Commission hereby elects to exercise the optional redemption provisions set forth in Section 3.02 of the First Supplement with respect to the Outstanding 1994 Series A Bonds.

Section 2. Direction to Trustee. The Commission hereby directs The Huntington National Bank, as Trustee (the "Trustee") to take all actions necessary to redeem the Outstanding 1994 Series A Bonds on February 15, 2005 at a price of 101%, all as set forth in the Trust Agreement.

Section 3. Deposit of Funds. The Commission hereby directs the CFO/Comptroller to deposit the sum of \$6,398,350 into the Bond Redemption Account of the Debt Service Fund created under the Trust Agreement in order to effectuate the redemption.

Section 4. Additional Actions. The Executive Director, CFO/Comptroller, General Counsel, and Peck, Shaffer & Williams LLP, as bond counsel, are hereby directed to take all actions necessary to effectuate the optional redemption of the Outstanding 1994 Series A Bonds.

Section 5. Repeal of Conflicting Resolutions. All resolutions and orders, or parts thereof, in conflict with the provisions of this Resolution are, to the extent of such conflict, hereby repealed.

Section 6. Compliance With Sunshine Law. It is hereby determined that all formal actions of the Commission relating to the adoption of this Resolution were taken in an open meeting, and that all deliberations of the Commission and of its committees, if any, which resulted in formal action were in meetings open to the public, in full compliance with Section 121.22 of the Ohio Revised Code.

I, Gary C. Suhadolnik, Executive Director of the Ohio Turnpike Commission, do hereby certify that the above is a true copy of the aforesaid resolution which was duly adopted at a meeting of the Commission, duly called for and convened and held on December 20, 2004, at which a quorum was at all times present and voting.

WITNESS my hand and the seal of the Ohio Turnpike Commission on this ___ day of December, 2004.

Gary C. Suhadolnik
Executive Director

The resolution was adopted with all Members voting in the affirmative. The resolution was identified as No. 67-2004.

The Chairman asked, Jim, you don't have anything else?

Mr. Steiner said that's correct, Mr. Chairman.

The Chairman asked Noelle Tsevdos, General Counsel if she had a report.

Ms. Tsevdos said no report, Mr. Chairman.

The Chairman asked Eric Erickson, financial advisor if he had a report.

Mr. Erickson said no report, Mr. Chairman.

The Chairman asked Mr. Lawler from HNTB if he had a report.

Mr. Matt Lawler, said no report, Mr. Chairman.

The Chairman asked Mr. Frank Lamb, trustee, if he had a report.

Mr. Lamb said no report, Mr. Chairman.

The Chairman asked Capt. Ferguson if he had a report.

Captain Ferguson said while I'd like to report some better news to you, but unfortunately since the last meeting there have been three fatal crashes. A couple of them involved multiple fatalities. I'll give you a brief synopsis of each accident.

On Sunday, November 28th in Sandusky County we had a fatal crash that occurred west of the S.R. 53 interchange about 4:00 p.m. It involved four occupants from Detroit, Michigan traveling westbound in the right lane in a Mercury Mountaineer. The right rear tire blew out on that vehicle after it ran over a piece of metal lying on the roadway. The Mountaineer swerved off the right side of the road, came back left and overturned. Two of the occupants were not wearing safety belts and were ejected. The driver was trapped in the vehicle and ended up fatally injuring those three people. The fourth passenger was taken to the hospital and survived. That vehicle also collided with a Chevrolet Impala that was traveling in the left lane and was in the process of trying to take evasive action to avoid it. No one was injured in that vehicle.

On Thursday, December 2 in Lucas County, we had a fatal crash that killed two people. This occurred near Milepost 51 about 5:15 p.m. This involved a semi driven by a 41-year old man from South Carolina who had picked up a load in Pennsylvania and was traveling west through Ohio. He apparently fell asleep or blacked out, crossed the median and ran over two cars that were traveling eastbound. That impact fatally injured the lone driver occupant of each of those cars. One was a 39-year old from E Rochester, Ohio and the other was a 36-year old man from Willoughby Hills, Ohio.

The semi then overturned and came to rest in the south ditch off the eastbound lane of the Turnpike. The driver was life-flighted to the Medical College of Ohio. We are expecting toxicology reports back on him and prosecution is going to be pending based on what those reports show.

On Tuesday, December 14, a fatal crash occurred in Portage County during a brief period of inclement weather. A 78-year old man from Pennsylvania was traveling eastbound about two miles west of S. R. 44 at 10:25 a.m. He lost control while traveling in the left lane, struck the median wall and came back to the right and struck a Ford Explorer that was traveling in the right lane. The 78-year old man was fatally injured by the impact. The 18-year old driver of the Explorer was treated for minor injuries.

This bring the fatal crash total for this year to **11 crashes with 15 killed**. This is an all-time high for the last ten years. This is something we will concentrate on to bring down these statistics. I'll be happy to answer any questions you might have.

Chairman Noe said I heard on the radio while driving here this morning about a Pennsylvania problem yesterday. Was any of that in Ohio or was it all in Pennsylvania?

Captain Ferguson said no, it was all in Pennsylvania. I'm not sure how far over the line it was. I think it was close to Ohio. We had some weather-related crashes in Ohio yesterday, but nothing like that.

The last couple of accidents you talked about, was speed involved in any of them or was it just carelessness?

Captain Ferguson said those crashes resulted from carelessness, driver inattention and some flukes like a piece of metal laying on the roadway.

Chairman Noe said the trucker who fell asleep, it didn't sound like speed had anything to do with that accident.

Captain Ferguson that's correct, there was no speed indication. I might add that our aviation section has been doing speed surveys each month in each of the three post areas. The speed of commercials is maintaining right around 65 m.p.h. or slightly under.

Chairman Noe asked, what's happening in the ticket and enforcement areas?

Captain Ferguson said we are probably down. With the average speed of the semis traveling right around what they are allowed to, the number of citations that we would issue for commercial speeding is down. That's a good thing.

Chairman Noe said thank you, Captain. Any questions for Captain Ferguson?

Commissioner Regula asked, from an overall traffic flow in regards to increasing speed for the trucks, do you see any improvement at this point?

Captain Ferguson said we don't see any large problem with it right now. I'm a little hesitant to say what it might turn out to be during this short period of time since it's only been about three months. At this point I would say the flow seems to be OK. We are seeing a lot more commercial vehicles out in the center lane than what we used to because they are traveling a little bit faster and doing a little bit more passing. We have not so far seen an increase in crashes caused by lane changes. That's good.

Director Suhadolnik said he'd just like to add I do receive the crash reports and I appreciate that. I'm obviously interested in the ones that affect commercial vehicles, but I want to emphasize again that one serious accident involving the truck just shortly after the Thanksgiving holiday, with everything I have read, the truck was doing the speed limit, obeying all the laws. Even the witnesses said it was keeping up with the traffic, but somehow the driver fell asleep or blacked-out that caused the accident. There was no way we could see from that accident, that it was related to the change in the speed limit.

Captain Ferguson said that's correct.

Director Proctor said if the fatal rates are up, are the overall crashes up?

Captain Ferguson said the overall crashes are up about 4% for the year and that can depend on what the weather does. Sometimes it has to do with the construction zones in the summer time. A 4% up or down isn't a big change.

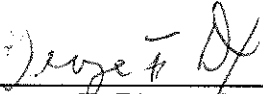
Chairman Noe said thank you very much. Is there anything else for the good of the order? If there is no further business, I'll accept a motion to adjourn until **Monday, January 10, 2005**. It will be a "Special" meeting. The following weekend would be a holiday (Martin Luther King Day) so we moved it up one week to accommodate everyone's schedules. I'll also mention now that we're going to have our February meeting on **Tuesday, February 22** instead of February 21 (Presidents Day). That also will be a special meeting.

In conclusion, I'd like to remind the Commission Members that Thursday, December 23 at 11:30 a.m., is the annual Employee Recognition Holiday Luncheon, so if you're in the area, please join us.

The Chairman asked, do I have a motion to adjourn?

Commissioner Balog moved and Commissioner Regula seconded. The meeting adjourned at 11:21 a.m.

Approved as a correct transcript of the
proceedings of the Ohio Turnpike Commission



George F. Dixon, Secretary-Treasurer