

MINUTES OF THE 556th MEETING OF THE OHIO TURNPIKE COMMISSION

November 16, 2009

Chairman: (10:14 a.m.) Good morning, will the meeting come to order? Will the Assistant Secretary-Treasurer please call the roll?

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Here

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Here

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Here

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Here

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Here

Assistant Secretary-Treasurer: Ms. Sabety

Ms. Sabety: Here

Assistant Secretary-Treasurer: Mr. Jerse

Mr. Jerse: Here

Assistant Secretary-Treasurer: Senator Patton and Representative Hagan cannot be here.

Chairman: We have a number of guests here today and in keeping with past practice I'd like everyone to introduce themselves starting with Mr. Steiner.

Those in attendance: Jim Steiner, CFO/Comptroller, Ohio Turnpike; Eric Erickson, Fifth Third Securities; Jennifer Diaz, Legal Department, Ohio Turnpike; Heidi Jedel, Executive Office, Ohio Turnpike; Kathy Weiss, Director of Contracts Administration, Ohio Turnpike; David Miller, Director of Internal Audit, Ohio Turnpike; Michael Swan, Omnipro Services; Captain Roger Hannay, Ohio State Highway Patrol; Beth Fulton, URS; Tony

Yacobucci, URS; Doug Hedrick, Assistant Chief Engineer, Ohio Turnpike; Timothy Ujvari, Maintenance Engineer, Ohio Turnpike; Karen Farkas, Plain Dealer; Stuart May, Mechanical Engineer, Ohio Turnpike Commission; Kamran Majidzadeh, Resource International; Farah Majidzadeh, Resource International, Inc.; Nick Spinabelli, DCK Worldwide; Dennis Avery, G. Stephens; Craig Serlock, Ohio Office of Budget and Management; Nikos Kaplanov, OBM; Tom James, Operators Union Local 18; Frank Lamb, Huntington Bank; Lauren Hakos, Public Affairs & Marketing Manager; Chris Hopkins, Key Bank; Stefan Holmes, First Merit Bank; Daniel Van Epps, Conotton-Sandy-Tuscarawas Valley Community Improvement Corporation.

Chairman: Thank you. This is the 556th meeting of the Ohio Turnpike Commission and we are meeting here at 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 have been previously provided to the Members and updated drafts are also in the Members' folders. The resolutions will be explained during the appropriate reports. May I have a motion to adopt the minutes of the September 21, 2009 Commission Meeting?

Mr. Dixon: So moved.

Chairman: Is there a second?

Ms. Teeuwen: Second.

Chairman: Questions or comments? Corrections? Please call the roll.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

Chairman: If there are no questions we will proceed with the report of the Secretary-Treasurer, Mr. Dixon.

Secretary-Treasurer: Thank you Mr. Chairman the following items have been sent to the Members since the last scheduled meeting of the Commission on September 21, 2009, they are as read:

1. Minutes of the September 21, 2009 Commission Meeting
2. Financial Statement, September and October, 2009
3. Traffic and Revenue, September and October, 2009
4. Total Revenue by Month and Year, September and October, 2009
5. Investment Report, September, 2009
6. Traffic Crash Summary Report, September and October, 2009
7. Budget Report, Nine Months, 2009

That completes my report Mr. Chairman, I'd be happy to answer any questions.

Chairman: Questions or comments for Mr. Dixon, Secretary-Treasurer Dixon? Thank you Mr. Dixon. Next would be the report of the Executive Director, Mr. Distel.

Executive Director: Thank you Mr. Chairman, Commission Members, nice to see you. A short report just to give you an update on where we are with E-ZPass, as you know, we are now up and running for about six weeks and staff has been working diligently to work out some kinks that we initially had experienced. Some of them had to do with some equipment which has now been all straightened out. Some of it has to do with patrons not paying attention to the right lanes which jammed up some of our lanes. With that being said it appears our patrons are now doing a better job. Our equipment is working way better, just a short report to let you know that we have now issued 45,411 transponders and established 37,300 accounts. So it's starting to catch on. With that Mr. Chairman, we have four resolutions for your consideration today and you'll get most of the information on those resolutions as we move forward. That completes my report.

Chairman: Questions or comments for the Executive Director?

Mr. Dixon: Is that 45,000 about what we expected to be, below or ... how do you feel about that?

Executive Director: We are probably close to what we expected. We had expected to issue about 50,000 of them by the end of the year, so we are a little bit ahead of that. We are now issuing anywhere from 200 to 400 a day, so we're on course to easily surpass the 50,000 mark by the end of the year, so just a little bit ahead of that.

Mr. Dixon: Super, thank you.

Chairman: Any further comments or questions? Are you going to introduce the first resolution Mr. Distel?

Executive Director: Yes, Mr. Chairman the first resolution is giving me the authority to buy more transponders as you just heard we currently have authority to purchase 50,000. About two weeks ago when we hit about 42,000 transponders issued, I found it necessary to order 9,000 more. This resolution will authorize our purchase of up to 150,000, so adding a hundred thousand transponders to the already 50,000 that I'm authorized to purchase. With that, if the General Counsel would please read the Resolved.

General Counsel: RESOLVED that the Executive Director or the Director of Contracts Administration, or either of them, hereby are authorized to issue additional Purchase Orders to **MARK IV IVHS, Inc. of Mississauga, Ontario, Canada** for the acquisition of up to 100,000 additional *E-ZPass* transponders, as necessary throughout the term or terms of the Irrevocable Offer and Warranty Credit Agreement with MARK IV.

Chairman: Motion to adopt?

Mr. Regula: So moved.

Chairman: Is there a second?

Ms. Teeuwen: Second.

Chairman: Questions or discussions on the resolution before the Commission?

Mr. Dixon: This is a Canadian company right?

Executive Director: That's correct.

Mr. Dixon: Is there any opportunity, I mean we're going to be in this program forever I guess, is there any opportunity for us to do some sort of off market or what do you call it to try and buy these things in the United States?

Chairman: Knock offs?

Mr. Dixon: After market, that's what I was looking for.

Executive Director: Commission Member Dixon, we're part of the E-ZPass agency and to the best of my knowledge, Jim correct me if I'm wrong, they are the only ball game that has the compatibility with what we use, the technology that we use. I will tell you this, that they're as part of the E-ZPass agency, the IAG, they are checking some new technologies, and they're

currently testing some new technology and two off sites. I believe one in Maryland and one in Virginia that may expand the ability to buy them in other places.

Mr. Dixon: Okay, thank you.

Mr. Regula: If I may. What's our true cost for these?

Executive Director: \$20.95 per transponder.

Mr. Regula: Thank you.

Chairman: Okay, please call the roll.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

Chairman: Thank you. Dan?

RESOLUTION NO. 29-2009

Resolution Authorizing Additional Purchase of *E-ZPass*[®] Transponders from Mark IV IVHS, Inc.

WHEREAS, prior to the start-up of the new Toll Collection System with *E-ZPass*, the Commission adopted Resolution 14-2009 authorizing the purchase of up to 50,000 transponders from **MARK IV IVHS, Inc. ("MARK IV")** of **Mississauga, Ontario, Canada**; and

WHEREAS, as set forth in Resolution 14-2009, MARK IV is the sole provider of the transponder technology utilized by Interagency Group ("IAG") members; and

WHEREAS, initially, it was anticipated that up to 50,000 transponders would be needed for the start-up of the new Toll Collection System with *E-ZPass* and, during the first month of operations, the Commission has already exceeded this amount by 9,000 transponders; and

WHEREAS, the Director of Human Resources, who oversees the Office Services Department which performs transponder fulfillments, recommends that the Commission authorize the purchase of up to 100,000 additional transponders from MARK IV at a cost of approximately \$20.95 each, and that this amount should cover the demand for transponders over the next twelve to eighteen month period; and

WHEREAS, because expenditures of the Commission for the additional transponders will exceed \$150,000.00, in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws, Commission action is necessary to authorize the additional purchases under the Agreement with MARK IV.

NOW, THEREFORE, BE IT

RESOLVED that the Executive Director or the Director of Contracts Administration, or either of them, hereby are authorized to issue additional Purchase Orders to **MARK IV IVHS, Inc. of Mississauga, Ontario, Canada** for the acquisition of up to 100,000 additional *E-ZPass* transponders, as necessary throughout the term or terms of the Irrevocable Offer and Warranty Credit Agreement with MARK IV.

(Resolution No. 29-2009 adopted November 16, 2009)

Chief Engineer: Thank you Mr. Chairman, Commission Members. I have two resolutions for your consideration this morning along with an update of our noise mitigation study. The first resolution is a resolution authorizing the Executive Director to execute an agreement with the Ohio Department of Development to accept diesel emission reduction grant funds. As part of the American Recovery and Reinvestment Act, the Federal Government has made approximately \$156 million available through the National Clean Diesel Funding Assistance Program. In Ohio, this program is being administered by the Department of Development. The funds are available for projects that will reduce diesel emissions, maximize job preservation, and promote economic recovery through a variety of diesel emission reduction strategies. Projects eligible for the funding include vehicle emission control retrofits, clean fuel usage, engine replacement, and/or vehicle and equipment replacement. In April of this year we applied for approximately \$940,000 to be used for various projects and I'm happy to report that we were awarded up to \$789,600 to be utilized as follows for the four groups as follows; up to \$600,000 with the cost share by the Commission in the amount up to \$1.8 million to be utilized for the replacement of 16 tandem axle dump trucks with 8 new tandem axle dump trucks having improved plow design. Group II is in the amount of \$23,400 to be utilized for a purchase and installation of fuel operated cab heaters and diesel oxidation catalyst mufflers on six existing single axle dump trucks. Group III is in the amount of \$98,000 to be utilized for installation and purchase of fuel operated cab heaters on 49 of our existing single axle dump trucks. Group IV is in the amount of \$68,200 and Stuart, before I go on, if you can double-check this real quick. I

believe we have a typo in the resolution. Is the total amount \$68,200? We have \$68,000 in the resolution. As he's checking that this will be utilized for installation of diesel multi-stage filters on two of our existing single axle trucks and diesel oxidation catalyst mufflers on 30 of our existing trucks. The resolution before you authorizes the Executive Director to execute an agreement with the Department of Development to accept the grant funds. As always, any expenditure in excess of \$150,000 will be brought to the Commission for approval at the time of purchase and I'm referring to Group I, that purchase will be on our budget that we're going to present to you next month and when it's time to purchase those in 2010, we will bring an individual resolution to the Commission for approval. Could you verify that Stu?

Mr. May: It is \$68,200.

Chief Engineer: I guess we have to make a note on the resolution to modify the amount for Group IV, Noelle. If General Counsel would please read the Resolved.

General Counsel: RESOLVED, that the Executive Director is authorized to enter into a grant agreement with the Ohio Department of Development as a sub-grantee for the federal funds available under the American Recovery Reinvestment Act of 2009 for the National Clean Diesel Fuel Program subject to the legal department's review of the grant agreement; and

FURTHER RESOLVED, the Executive Director and the Chief Engineer are authorized to take those actions necessary to comply with the terms and conditions set forth in the grant agreement subject to the limitations set forth in Article V of the Commission's Code of Bylaws; and

FURTHER RESOLVED, the Executive Director and the Chief Engineer shall report to the Commission regarding the results of the program.

Chairman: Motion to adopt?

Mr. Kidston: So moved.

Chairman: Second?

Mr. Dixon: Second.

Chairman: I have a question Dan. On the Group I, that's a 25, 75 split and Groups II, III and IV, is that 100% being paid for by the grant with no obligation on our part?

Chief Engineer: That's correct Mr. Chairman.

Chairman: And if Group I comes in hypothetically, at \$2.5 million then we pay \$1.9 and they still pay \$600,000?

Chief Engineer: Yes.

Chairman: Then the last question I have is; we have 16 trucks and now we have 8. I know you have been talking about some new plow designs, can you explain that a little bit for the Commission how we are able to do that?

Chief Engineer: Yes, Mr. Chairman I have a slide here. The equipment that we're going to be purchasing is a tow plow. You'll see there it's a tow behind snow plow that will be towed behind one of the 8 tandem axle vehicles. It has a 22 foot long plow on it when it's hydraulically canted out in the second lane that it allows it to plow two lanes with one truck where as it used to use two trucks for this. The trailer that the plow is mounted on also can carry granular and/or liquid material. This plow is currently being used by numerous DOT's including Maine, Missouri, along with the Kansas Turnpike, several providences in Ontario and I believe ODOT District 4 is considering purchase also. They just had a demo last week on this equipment.

Chairman: The wheels on that trailer are parallel to the lanes?

Chief Engineer: Parallel to the lane, the wheels on the trailer when the unit is hydraulically shifted, they shift along with the unit.

Chairman: Pretty wild.

Chief Engineer: We had it up here several times, the last time we had it up here was a few weeks ago. We actually brought it out on the road, drove it along the road, and let some of our operators actually get in it and operate the equipment and feedback from our operators was fairly good.

Chairman: Comments or questions from the Commission Members?

Ms. Teeuwen: I have one other question. Do we need to make a motion to amend the resolution?

Chairman: I don't think so because we made the change before it was formally introduced. Am I correct on that Noelle?

General Counsel: We can do it either way; the formal way is to amend the resolution. We can do a motion to amend, take a roll call on the amendment and then...

Chairman: In order to keep our math correct, Group IV is \$68,200 and we need a motion to amend the resolution that's before us changing Group IV from \$68,000 to \$68,200. Is there a motion to make the amendment?

Mr. Regula: So moved.

Chairman: Second?

Mr. Kidston: Second.

Chairman: Discussion? Please call the roll on the amendment.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

Chairman: We now have the amended resolution, do you have anything further?

Ms. Teeuwen: No, I don't.

Chairman: Mr. Dixon?

Mr. Dixon: Question. I'm not sure I understand how this will work. We're a sub-grantee for stimulus money correct? And of course everyone knows that's from the Fed, and we closely, but we don't strictly follow federal guidelines in some of the things that we do. Because we're taking this money, will we have to follow federal guidelines?

General Counsel: There are some additional requirements that you have to meet when you are administering the programs that are outlined in numerous pages in the grant agreement. The first draft that we saw was about 50 pages and it has a number of EEO requirements and compliance issues.

Mr. Dixon: So we'll be subject to everything a grantee would be?

General Counsel: Correct.

Mr. Dixon: Okay.

Executive Director: Mr. Chairman if I can just chime in for a minute also, we have some additional auditing requirements.

General Counsel: Yes, there's a federal auditing requirement and however, it's our understanding from when I went down to Columbus to attend the pre-award conference that actually we can. The Department of Development would be subject to the audit, however. What they do is they send out personnel who are involved in the project that pre-audit everybody who has received the money and then they submit the information to the federal government as far as the compliance for auditing. So, we do not have to have our internal audit or independent auditors conduct a separate audit, we will submit the information to the Department of Development who is subject to random audits.

Chairman: I'm just following up on Mr. Dixon's question. We then are subjected to the federal standards that applies only to the grant? Not across the board to our continuing operations and other items?

General Counsel: Correct, it's how the funds are used for the program.

Chairman: Any further questions from the Commission? Last comment Dan is, a lot of traffic is backed up behind these plows, we don't want to see that on the Turnpike.

Chief Engineer: No Mr. Chairman, this is obviously a two lane road and when we go through with our plows like this we have the benefit of the third lane throughout most of our section. We will do the third lane first to give the traffic an outlet.

Chairman: Thank you. Please call the roll.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

RESOLUTION NO. 30-2009

**Resolution Authorizing Executive Director to
Execute Agreement with Ohio Department of Development to
Accept Diesel Emission Reduction Grant Funds**

WHEREAS, the Commission is authorized by Section 5537.04(A)(12) to receive and accept federal grant funds for or in aid of the maintenance or operation of the Turnpike; and

WHEREAS, the Commission staff submitted an application to the Ohio Department of Development for grant funds awarded by the U.S. Environmental Protection Agency for the National Clean Diesel Funding Assistance Program in conjunction with the American Recovery and Reinvestment Act of 2009, which funds are to be used for the purpose of reducing fuel consumption, operating vehicles on biodiesel fuel, and reducing fuel emissions; and

WHEREAS, the Commission has been notified by the Ohio Department of Development that it is eligible to receive the federal grant funds in the total amount up to \$789,600 with a cost share by the Commission in the amount up to \$1,800,000 to replace, purchase or install equipment utilized by the Maintenance Department as detailed below:

Group 1- Up to \$600,000, (25% of total Group 1 cost) to be utilized for the replacement of sixteen (16) tandem-axle dump trucks with eight (8) new tandem-axle dump trucks having an improved snow plow design that meet 2010 emission standards, each with fuel operated cab heater;

Group 2- \$23,400 to be utilized for installation of fuel operated cab heaters and install diesel oxidation catalyst mufflers on six (6) single-axle dump trucks;

Group 3- \$98,000 to be utilized for installation of fuel operated cab heaters in forty-nine (49) single-axle dump trucks; and

Group 4- \$68,200 to be utilized for installation of diesel multi-stage filters on two (2) single-axle dump trucks and diesel oxidation catalyst mufflers on thirty (30) single-axle dump trucks.

WHEREAS, the Executive Director and Chief Engineer have recommended that the Commission participate in this program in order to improve the overall fuel efficiency and reduce the fuel emissions of its existing snow and ice removal equipment, and enhance the efficiency of its roadway maintenance operations on a long-term basis; and

WHEREAS, the Commission must execute a grant agreement with the Ohio Department of Development to receive the grant funds and the General Counsel has advised the Commission that it may lawfully enter into an agreement to accept federal grants funds; and

NOW, THEREFORE, BE IT

RESOLVED, that the Executive Director is authorized to enter into a grant agreement with the Ohio Department of Development as a sub-grantee for the federal funds available under the American Recovery Reinvestment Act of 2009 for the National Clean Diesel Fuel Program subject to the legal department's review of the grant agreement; and

FURTHER RESOLVED, the Executive Director and the Chief Engineer are authorized to take those actions necessary to comply with the terms and conditions set forth in the grant agreement subject to the limitations set forth in Article V of the Commission's Code of Bylaws; and

FURTHER RESOLVED, the Executive Director and the Chief Engineer shall report to the Commission regarding the results of the program.

(Resolution No. 30-2009 adopted November 16, 2009)

Chairman: Do you have another one Dan?

Chief Engineer: Yes, Mr. Chairman. The second resolution I have is a resolution authorizing the Executive Director to amend the contract with Resource International, Inc., pursuant to project 71-08-03. On December 18, 2008, pursuant to Resolution No. 52-2008 the Commission authorized a contract with Resource International, Inc., of Cleveland, Ohio for the performance of Project 71-08-03, specifically engineering design and construction administration and inspection services pertaining to program management services required to develop the testing, evaluation and construction program for the original two lanes of the concrete pavement on the Turnpike mainline. On September 25, 2009, the Consultant submitted a master plan report. A copy of the executive summary has been previously transmitted to the Commission and an additional copy is included in your folders today. For priority purposes, as depicted in this slide up, the mainline was divided into five mile sections. The sections were prioritized 1 through 48. The results were somewhat better than I expected. Currently, our Consultant was recommending that approximately 75 of our 241 centerline miles be programmed for replacement over the next 8 year period. Those segments are depicted in numbers 1 through 15 in the colored sections depicted in the slide. Once we make it through this first phase the condition of the remaining pavement will be reassessed to determine our future replacement needs. Initial cost estimates for the project range from \$4.5 to \$5.5 million per centerline mile representing approximately \$340 to \$415 million expenditure for the first 75 miles over the next 8 years. On November 6, 2009, the Consultant submitted a proposal to perform Phase 2, Task 1 specifically, preliminary engineering services of the project in the amount not to exceed \$98,702. Tasks to be performed under this assignment would include selection of a pavement design through life cycle cost analysis, sequence of construction, preliminary maintenance of traffic plans and a more refined cost estimate. If the General Counsel would please read the Resolved.

General Counsel: RESOLVED that the Commission hereby authorizes and directs the Executive Director and the Director of Contracts Administration to amend the Contract with Resource International, Inc., to include the performance of the Phase 2, Task 1, Preliminary Engineering Services.

Chairman: Motion to adopt?

Ms. Teeuwen: So moved.

Chairman: Second?

Mr. Dixon: Second.

Chairman: Any questions?

Ms. Teeuwen: The pavement replacement, has that been included in the budgets? I see you have something scheduled for 2010, is that included?

Chief Engineer: Mr. Chairman, Commission Member Teeuwen, yes, and the presentation we'll be bringing next month it is included in our 2010 budget along with our future budgets out through 14.

Ms. Teeuwen: Thank you.

Chairman: The area there in Section 1, if my memory serves me right, there's been some problems in that Sandusky area.

Chief Engineer: That's correct Mr. Chairman. The Sandusky County area; they're depicted in Sections 1, 2 and 3 which are the three worst sections on the Turnpike. Some of the worst sub-base conditions we have on the road.

Chairman: Thank you. As we talk about budget and what is in the budget, not in the budget, I know we have neglected over the last few years any resurfacing. I will say that there's numerous areas now where you can see that we're paying for that with seams, especially where the second and third lanes are joined together and joints that are separating, coming apart, minor chuck holes are forming. We're probably in the worst shape we've been from a maintenance standpoint in a long time on the Turnpike.

Chief Engineer: Unfortunately, that's a true statement Mr. Chairman and again in the budget we bring next month, we are resuming the resurfacing program to keep the lanes together as we go through the pavement replacement program.

Mr. Regula: Under the replacement program, will it be under ODOT guidelines or will that foundation be even a higher grade of then what their replacement program guidelines are?

Chief Engineer: Mr. Chairman, Commissioner Regula, the design of the pavement is the same design methods that ODOT uses. The actual pavement itself, the section of the pavement will be determined based on the lifecycle cost analysis.

Mr. Regula: From an economic life of that pavement, could we assume what we replace will last as long as what was there originally?

Chief Engineer: I would hope so.

Chairman: Rest assured he hopes so.

Mr. Regula: We have a good foundation, I mean the original foundation, I think we've spoke about this, it's the oldest foundation in the country. Is that correct?

Chief Engineer: I don't know if the country, Commission Member Regula, but definitely in the state. I think that goes to our maintenance program that we've had over the last 50 years including the numerous drainage upgrades that we did on the pavement to keep the sub-base dry.

Chairman: Thank you, thanks Dan. Any further comments or questions? Please call the roll.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

RESOLUTION NO. 31-2009

**Resolution Directing the Executive Director to Amend the
Contract with Resource International, Inc. (Project 71-08-03)**

WHEREAS, on December 15, 2008, pursuant to Resolution 52-2008, the Commission authorized a Contract with **Resource International, Inc., of Cleveland, Ohio** for the performance of Project 71-08-03, Engineering Design and Construction Administration and Inspection Services pertaining to Program Management Services required to develop a testing, evaluation and construction program for the original two lanes of concrete pavement of the Ohio

Turnpike mainline, and preparation of a Master Plan for the orderly replacement of the pavement where necessary; and

WHEREAS, authorized expenditures to date for Phase 1, Evaluation and Preparation of the Master Plan Report services under the Contract with Resource International, Inc. are \$179,380.00; and

WHEREAS, Resource International, Inc. has submitted a fee proposal dated November 6, 2009, in the not-to-exceed amount of \$98,702.00 for Phase 2, Task 1, Preliminary Engineering Services, which proposal has been deemed appropriate and reasonable by the Chief Engineer who, therefore, recommends that the Contract awarded to Resource International, Inc. be amended to authorize that firm to perform said services; and

WHEREAS, the total Contract amount is in excess of the \$150,000.00 spending authority granted the Executive Director under the Commission's Bylaws and, therefore, the Contract amendment to perform the Phase 2, Task 1, Preliminary Engineering Services requires Commission approval; and

WHEREAS, the Executive Director concurs with the Chief Engineer's recommendation that the Contract with Resource International, Inc. be amended to allow for the performance of Phase 2, Task 1, Preliminary Engineering Services, for the replacement of the concrete pavement of the Ohio Turnpike mainline; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby authorizes and directs the Executive Director and the Director of Contracts Administration to amend the Contract with Resource International, Inc., to include the performance of the Phase 2, Task 1, Preliminary Engineering Services.

(Resolution No. 31-2009 adopted November 16, 2009)

Chief Engineer: Thank you Mr. Chairman. The last item I have this morning is an update on our noise mitigation study. In accordance with House Bill 562 the OTC entered into an agreement with ODOT whereby the Turnpike Commission would be reimbursed \$500,000 for the performance of a noise mitigation study of alternate mitigation methods other than traditional noise walls. As a result of the interim report that was provided to the Commission in December of 2008, the contract was awarded at our April meeting of this year to construct approximately 1,200 feet of T-Top noise wall and 900 feet of acoustical panels in Cuyahoga County. Included in your folders is the final report on the alternate noise mitigation methods. The first project location was 1,200 feet of T-Top noise wall at an approximate cost of \$285,000 was installed on the south side of the Turnpike adjacent to Bridal Lane in Berea which is just west of us here. The theory behind the design of the wall was that modifying the top of the wall with a T-shape, a shorter wall could provide the same level of noise reduction as a taller conventional wall. Three sets of noise readings were taken, preconstruction, prior to the installation of the T-top and final

configuration to determine the effectiveness of the wall. The results indicate that the inclusion of the T-Top on the 8 feet high installation did provide additional noise reduction than without the T. Modeling indicates that the 8 feet wall provides the same noise reduction as a 10 feet 3 inch high traditional noise wall at a cost savings up to approximately 10%.

The 900 feet of 6 feet 2 inch acoustical noise panels and approximate cost of \$166,000 were installed on the median barrier adjacent to Blazey Trail in Strongsville, just east of us here. The installation was to test a theory that the panels would block and absorb the directional traffic noise. That's a photo of the actual installation. Noise readings indicated reductions between 0.4 and 2 decibels below the anticipated reduction of 3 decibels. Based on the ODOT noise policy the actual noise reduction is not considered a substantial noise reduction, therefore the median mounted acoustical panels would not be considered a feasible noise abatement measure.

In summary, while the median mounted acoustical panels do not appear to be a cost effective or viable option for alternate noise mitigation depending on site specific conditions a T-top noise wall could be a cost effective and viable alternative than a traditional noise wall.

That's all I have Mr. Chairman, I'll be happy to answer any questions.

Chairman: Questions or comments? Thank you Dan. Next is a report from General Counsel.

General Counsel: Thank you Mr. Chairman, Commission Members. I have a proposed resolution for your consideration that would authorize the Executive Director, CFO, Comptroller or Director of Human Resources to implement and administer a voluntary separation incentive plan for full-time and part-time toll collectors who are in the bargaining unit and represented by the Teamsters Local Union 436. As you know the Commission implemented electronic tolling on October 1, 2009 and the use of E-ZPass is projected to reduce the number of toll collectors required to operate the toll collection system on a long term basis. Pursuant to the requirements of Side Letter D of the Collective Bargaining Agreement between the Teamsters Local Union 436 and the Commission, the Commission staff commenced negotiations late last summer with the union to discuss and notify the union of the fact that we did project that we would no longer require the same number of toll personnel to operate the toll collection system. The bargaining committee for the union and the Commission met on several different occasions to discuss various proposals for reducing the number of toll collectors employed by the Commission in lieu of implementing layoffs. The Commission's staff has developed and recommends that the Commission adopt the proposed Voluntary Separation Incentive Plan which is attached to the resolution. The document outlines the specific terms and conditions and rules which would apply to any plan that is implemented. Under the terms of the plan, full-time toll collectors and part-time toll collectors, all of them would be offered the opportunity to resign or retire from their position. The terms of the plan are different for full-time toll collectors as compared to part-time toll collectors based upon the number of hours in the terms and conditions and the wages they earned, earned by the Commission the number of hours they worked generally. Under the proposed plan, full time toll collectors who want to participate in the plan would receive a lump sum payment of \$35,000 to either resign or retire from their position of employment with the Commission. If the full-time toll collector opts to resign their position they

would have until April 1, 2010 to do so. However, if they choose to retire from their position of employment, they would actually have until December 1, 2010 to submit their application to PERS and retire from their position. They would still have to execute the irrevocable written agreement to separate their employment from the Commission, however, by April 1, 2010. The terms of the plan for part-time toll collectors is different from full-time, as I said earlier. If they wanted to participate in the plan, part-time toll collectors also have to enter into an irrevocable written agreement to resign or retire from their position of employment however they would have to do so by February 1, 2010. If the part-time toll collector wanted to retire from their position they would also have until December 1, 2010 to do so. The incentive payments for part-time are a sliding scale based upon the number of years of continuous service that they've had with the Commission. A part-timer with 0-5 years of continuous service with the Commission would receive a lump sum payment of \$5,000. A part-timer with, part-time toll collector with 10 years of continuous service would be receive a lump sum payment of \$10,000 and a part-time toll collector with over ten years of continuous service would receive a lump sum of \$15,000.00. All of the lump sum payments are subject to payroll taxes and withholding. The payments would not be made to the employee until after 30 days of their last day of employment. That gives the payroll department enough time to process all the separation from employment. As I indicated, the plan document that's attached to the resolution has all of the terms and conditions that would govern this program. With your permission Mr. Chairman I'll read the Resolved.

Chairman: Please.

General Counsel: RESOLVED that the Executive Director, CFO/Comptroller or Director of Human Resources are authorized to implement and administer the attached Voluntary Separation Incentive Plan to all Full-time and Part-time Toll Collectors; and

FURTHER RESOLVED, the Executive Director is authorized to take any and all actions necessary to implement and administer the terms of the Voluntary Separation Incentive Program.

FURTHER RESOLVED, the Executive Director is authorized to extend the time period during which the VSIP shall remain in effect, in consultation with the Chairman, if they deem such action to be appropriate and consistent with the purpose of the VSIP.

Chairman: Motion to adopt the resolution?

Ms. Teeuwen: So moved.

Chairman: Is there a second?

Mr. Kidston: Second.

Chairman: I think we just explained quickly that on the part-time employees, people think that we're giving part-time employees, correct me if I'm wrong on the process, our union contract requires us to employ the full-time people first. So if we have too many toll collectors then we have to go ahead and not use the part-time, we have to use the full-time in a position that quite often wouldn't be economically viable for us.

Executive Director: That's correct Mr. Chairman.

Chairman: Mr. Steiner maybe you can help me on this issue. I've heard some reports about that if we don't use the part-time employees they then become eligible for unemployment compensation, is that correct?

CFO/Comptroller: Mr. Chairman, that's my understanding. If we have a significant reduction in their hours then they would be eligible to apply for unemployment benefits.

Chairman: And if we have a person that is working over the course of a year, or full-time toll collector that we really don't need but we're keeping them working to go ahead and satisfy our requirements or some part-time requirement, our expenditure over the course of a year would be \$60, \$70, \$80,000?

CFO/Comptroller: That's correct Mr. Chairman.

Chairman: So this is a payback system with \$35,000 that will in effect pay us back, not pay us back, but allow us to go ahead and accomplish what we want in a 6, 7 month payment period versus much longer.

CFO/Comptroller: That's correct Mr. Chairman.

Chairman: I just want to make sure I understood the process and kind of threw that out. I mean this is a business decision that we're making, start offering people free money, people wonder why. Comments or questions from other Commission Members?

Mr. Dixon: So can I get some of this?

Executive Director: Mr. Chairman, unfortunately, Commission Members don't qualify for this. If I could just add a few notes. Mr. Chairman and Commission Members, we have not hired a full-time toll collector since the day I walked in the door. Obviously, we all knew as we moved to electronic tolling that obviously we weren't going to need the same number of employees that we had manning or staffing those booths. So we are considerably down already. You might ask how many do we expect to take advantage of this opportunity, we know how many people have 25 years of service and are of 55 years of age that we believe would at least consider this. To tell you specifically how many people would take advantage of this, I would be just guessing. I know that if we would reduce our rank and file of full-time toll collectors by another 30-40 people, that would be operationally optimal for us to run a configuration based on the penetration rate of the people who use electronic tolling. Obviously, that would obviously increase as more people than our...we would need additional changes at that time. But this is a plan that we've been working on and we've met with the Teamsters on three different occasions as our General Counsel has indicated. While they did not approve or disapprove of this plan, they said by all means if your Commission sees fit and approves it, please offer it to our employees. This is our effort to reduce our ranks without creating any unemployment. As I think Mr. Balog so clearly put earlier, this has a pay back of six months. With the \$35,000 and

by offering it to the part-timers it will prevent us from having to incur any cost for unemployment compensation. With that I'm sure that between Jim and I and Noelle and Dan, we would be happy to continue to answer any of your questions.

Ms. Teeuwen: One thing that I did notice is that there is a clause for no re-employment which I think is a good thing. You did mention that, and I think it's important that that is brought up. I think it's a good thing.

Chairman: I guess I'd ask the question if a toll collector who is working for us full-time is trained and knows what to do, what if we get five years down the road and we decide that we need to hire because of attrition and we need to hire seven more part-time employees, would that prohibit the full-time person, which was trained, knows the system, and would be an ideal employee for us, from being rehired by us at that point in time?

General Counsel: We could modify the plan document to address that. I know that several cities have done this and what they've done is limit it to the employees that are separated are not eligible for reemployment for a period of up to 24 months, however I think the thought behind our plan was that this would be a permanent reduction of personnel. We don't know exactly how many employees are going to opt into it, part-time toll collectors are only eligible to work those hours that we make available to them to bid on the schedule. We don't know yet exactly what level of penetration we will get with the plan. There may still be some part-time toll collectors that hang on in the hopes that down the road as more full-time toll collectors retire or resign, or go somewhere else that they're going to get more hours. So, I think there's a good portion of employees that we have that are already retired under the teachers, police or fire, and they don't need a given number of hours, they're just doing this to supplement their retirement income. So there could be a number, I think we still have a good number of part-time toll collectors who are eligible to accept hours that we need them.

Chairman: So your comment would be that you don't think we should change it at this point in time?

General Counsel: No we can, we can modify the document.

Chairman: Can we modify the document after we pass the resolution?

General Counsel: Yes.

Chairman: So we could, even though we say we're not hiring anybody back, we could at a later date if we so desire, change that to say people who were let go, excuse me, people who were voluntarily separated, or full-time, may be hired back as part-time?

General Counsel: Correct.

Chairman: Okay, if we can address that at a later date, we can just address that at a later date, that's my thought. Mr. Dixon, any comments?

Mr. Dixon: No.

Mr. Kidston: What determines on the part-time level a year of service, how many hours? You're saying continuous service, what is the level does someone work?

CFO/Comptroller: Mr. Chairman, Commission Member Kidston, we were just planning to use their previous hire date.

Mr. Kidston: So if they worked one hour the first year...

General Counsel: No, there are minimum requirements to get service credit under OPERS rules. So in order to qualify and get service credit for any one month period you have to work a minimum, I don't know exactly...

CFO/Comptroller: It's under our contract, a minimum number of shifts they have to work under the contract.

General Counsel: But they're not guaranteed hours.

CFO/Comptroller: Right.

Chairman: And again, they are responsible if they want to go ahead and use the \$35,000 to buy additional time, they can work that out with PERS on their own in the form of like deferred income. Am I correct on that?

General Counsel: Yes, there are a couple of different options. Full-time toll collectors, well public employees who fall under OPERS rules can buy qualified prior public service or military service credit. They can do that on their own at any time, but they have to work through OPERS to determine whether or not that prior public service qualifies to purchase. Let's say they worked for a library during the summer and they cashed out that time when they left service with the library, they can go back and try to buy that time depending on what year it was and whether OPERS lets them under their rules. We've also notified employees, we've been trying to continually educate them about the full-timers who opt to take that \$35,000 may be eligible, depending on their age and how much they've stowed away in their deferred compensation accounts, to put some of that lump sum to defer it right into, they're going to have to work through the payroll department and again the Ohio Public Employees Deferred Compensation Board to do that. They're probably not going to be able to defer the whole amount because the federal limits on how much you can defer in a year or if you have catch up years that you can qualify for. So they may be able to defer part of that to offset the taxes, but they're going to be subject to taxes, it's just a question of how much.

Ms. Teeuwen: Does that \$35,000 go towards their top three years of salary?

General Counsel: No.

Ms. Sabety: I understand we don't know how many employees will take advantage of this, but what percentage will it take? So what percentage take up rate will you need to meet your goal of 30-40 employees?

CFO/Comptroller: Approximately 10%.

Executive Director: 12%, I think.

Ms. Sabety: And are you familiar with the record of similar plans like this in terms of take up rate?

Executive Director: Mr. Chairman, we have clearly and closely followed Akron, which did something very, very similar. If you recall Director, and they had in the end extended their time period to get to the numbers that they wanted to whether they got to their entire 150, if memory serves me right, reduction, I don't believe they made it completely.

Ms. Sabety: But that would be the purpose for your ability to extend the period is if you do not meet your goal by April, is that right?

Executive Director: Mr. Chairman, Director Sabety, correct.

Chairman: This is a one time offer, so hopefully the employees take it and if they don't then we'll just live with the conditions that we have and work around the system. Please call the roll.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

RESOLUTION NO. 32-2009

**Resolution Authorizing Executive Director to
Implement Voluntary Separation Incentive Plan for
Full-time and Part-time Toll Collectors**

WHEREAS, the Commission implemented electronic toll collection on October 1, 2009 in order to offer customers using the Ohio Turnpike Commission the added convenience of paying tolls electronically utilizing *E-ZPass*[®]; and

WHEREAS, the Executive Director has reported that the implementation of electronic tolling or *E-ZPass*[®] is expected to increase the operating efficiency of the Toll Operations Department on a long term basis whereby the number of personnel required to operate the toll collection system will be reduced; and

WHEREAS, Section 5.03 of the Master Trust Agreement between the Commission and Huntington National Bank dated February 15, 1994 requires the Commission to maintain and operate the Turnpike System in an efficient and economical manner, and further specifies that the Commission shall only employ those personnel required for the economical and efficient operation of the Turnpike System; and

WHEREAS, the Commission is authorized by the provisions of Sections 5537.04 to establish the terms and conditions of the compensation for its employees, and is required by O.R.C. Chapter 4117, *et seq.* to negotiate the terms and conditions of employment for bargaining unit personnel with their exclusive representative; and

WHEREAS, the Executive Director has advised the Commission that staff members have engaged in negotiations with the Teamster Local Union 436 as the exclusive representative for the full-time toll collectors and part-time toll collectors as required by Side Letter D of the collective bargaining agreement between the Commission and the Teamsters Local Union 436 for the Full-Time Bargaining Unit; and

WHEREAS, the Executive Director and CFO/Comptroller have recommended that the Commission adopt a proposed Voluntary Separation Incentive Plan (“VSIP”) for full-time and part-time toll collectors, as described in the attached plan document, in an effort to permanently reduce the number of personnel who are no longer required for the economical and efficient operation of the Toll Operations Department; and

WHEREAS, the General Counsel has advised the Commission that it may legally implement the proposed Voluntary Separation Incentive Plan for full-time and part-time toll collectors included in the bargaining units represented by the Teamsters Local Union 436; and

WHEREAS, the Commission has determined that the implementation of the proposed VSIP will increase the operating efficiency of the Toll Operations Department on a long term basis, and implementation of the Voluntary Separation Incentive Plan will help minimize any

negative impact on current employees by providing them with a one-time payment in exchange for voluntarily separating from the Commission's employment.

NOW, THEREFORE, BE IT

RESOLVED that the Executive Director, CFO/Comptroller or Director of Human Resources are authorized to implement and administer the attached Voluntary Separation Incentive Plan to all Full-time and Part-time Toll Collectors; and

FURTHER RESOLVED, the Executive Director is authorized to take any and all actions necessary to implement and administer the terms of the Voluntary Separation Incentive Program.

FURTHER RESOLVED, the Executive Director is authorized to extend the time period during which the VSIP shall remain in effect, in consultation with the Chairman, if they deem such action to be appropriate and consistent with the purpose of the VSIP.

(Resolution No. 32-2009 adopted November 16, 2009)

Chairman: Anything further Noelle?

General Counsel: Nothing.

Chairman: Thank you. Mr. Steiner.

CFO/Comptroller: Good morning Mr. Chairman and Commission Members. I do have a brief update on our traffic and revenue as of October 31, 2009. This first chart shows the monthly passenger car miles traveled on the Ohio Turnpike over the past two years. Since the beginning of April, the passenger car traffic has consistently exceeded last year's level and that trend did continue into the month of October. Passenger car miles traveled in October exceeded the level from last year by 3.1%.

Unfortunately, commercial traffic continues to lag behind the levels reached last year. Commercial vehicle miles traveled in October were 12% below the total from 2008.

During October, the first month that E-ZPass was accepted on the Ohio Turnpike, we saw approximately 20% of customers driving passenger cars and 65% of customers driving commercial vehicles using this method to pay their tolls.

In the month of October the tolls for approximately 24% of the miles traveled by passenger cars and 67% of the miles traveled by commercial vehicles were paid using E-ZPass.

With lower tolls rates for customers using E-ZPass, 17% of toll revenues from passenger cars, and 64% of toll revenues from commercial vehicles were paid with E-ZPass. Overall 42.5% of the toll revenues earned in the month of October were paid with E-ZPass.

I thought you might find it interesting to see an analysis of our E-ZPass revenue based on the states in which the transponders were issued. You can see from this chart that New York and Illinois are the leading issuers of the transponders presently being used on the Ohio Turnpike. With only 7% of our E-ZPass revenue currently coming from customers using Ohio transponders, we are collecting the remaining 93% of the revenue from the other members of the E-ZPass network.

This chart shows the year-to-date vehicle miles traveled through October during each year of this decade. Passenger car miles traveled in the first 10 months of this year were 2.1% above the total from 2008, while commercial vehicle miles traveled fell 13.5% during this period.

This chart shows the year-to-date toll revenues through the month of October during each year this decade. Toll revenues for the first ten months of this year were \$7.9 million, or 4.9% below the amount from last year.

This final chart shows our total year-to-date revenues from all sources for the first ten months of each year in this decade. Total revenues as of the end of October were \$10.2 million or 5.7% below those of the first ten months in 2008. They were also lower than the revenues from the first ten months of every other year this decade with the exceptions of 2001 and 2003 which were both exceeded by less than 1%. Fortunately, this revenue decline is being offset by expense savings and debt service savings from the bond refinancing that was completed in May.

That does complete my report Mr. Chairman and I'd be happy to respond to any questions.

Chairman: Questions or comments for Mr. Steiner?

Ms. Teeuwen: One question, more for Dan, how have the prices been coming in for our construction projects?

Chief Engineer: Mr. Chairman, Commission Member Teeuwen, I hate to say this but we haven't bid any construction projects in the last year and a half.

Ms. Teeuwen: Now's a good time Dan.

Chief Engineer: Wait till you see my budget next month.

Executive Director: Mr. Chairman, can I just add a little bit. Jim always does a great job of giving you a view of what's going on, on the Turnpike. But, I think it's also important to note that while our revenue for this time compared to the same time last year is less than what we collected last year, it is a little bit above what we had budgeted at the beginning of the year. We are not running into a deficit situation. So while we have still not turned the corner, we are starting to see signs that financially we should be able to put more construction projects out on the streets, obviously better maintained highway. We will be bringing back a budget for 2010

for your consideration at the next meeting that does indicate that we will have some additional revenue to work with that will certainly enable us to better maintain the highways.

Ms. Teeuwen: The reason for my statement is we have been getting a lot of good prices and the dollar seems to be going a lot further.

Chief Engineer: I have seen that.

Chairman: Any further comments or questions? Thank you Mr. Steiner. Financial advisor, any report?

Financial Advisor: No report today.

Chairman: General Consultant.

General Consultant: No report Mr. Chairman.

Chairman: Trustee?

Trustee: No report Mr. Chairman.

Chairman: Ohio State Highway Patrol?

Captain Hannay: No report Mr. Chairman.

Chairman: That's always good to hear. No further business we will accept a motion to adjourn. The next regularly scheduled meeting is set for December 21st, Monday, four days before Christmas. Is that acceptable to the Commission Members?

Mr. Kidston: Can we do that different? Do it earlier?

Chairman: Mr. Dixon, how does your schedule look?

Mr. Dixon: I'm good. I'm here to serve.

Executive Director: Mr. Chairman if I might just add, if we move that date it fools a little bit with our requirement to send a copy of our draft budget to Columbus. So if we move it too much, we have to send it no later than 30 days before you take action so every day we shorten that, today is the 16th and we're pretty close to ready to send that out, but if you move it more than five days we might be in breach of that.

Chairman: So we could do the Friday before which would be the 18th. Would that be better?

Mr. Kidston: That would be much better for me.

Mr. Dixon: Friday's are terrible for me.

Mr. Regula: How about the afternoon? If we did Friday afternoon?

Chairman: You're okay with leaving it where it is then?

Mr. Dixon: Can we do a 9 o'clock?

Chairman: We could do it at 6 o'clock as far as I'm concerned, 9 o'clock on Friday the 18th.

Mr. Dixon: I'll work with you. 10 o'clock on Friday is fine. I'll work with you.

Mr. Kidston: That works. I'd rather do it in the morning on Friday.

Chairman: Would you rather have 9:00 or 10:00? He can do 9:00.

Mr. Kidston: I can do 9:00.

Chairman: He can do 9:00.

Mr. Dixon: Let's do 9:00 then.

Chairman: We will do 9:00 a.m. on Friday the 18th.

Executive Director: 9:00 a.m.?

Chairman: 9:00 a.m. sharp. If there's no further business we will accept a motion to adjourn. The next regularly scheduled meeting will be Friday, December 18th at 9:00 a.m. Is there a motion to adjourn?

Mr. Dixon: So moved.

Chairman: Is there a second?

Mr. Regula: Second.

Chairman: There's a second, please call the roll.

Assistant Secretary-Treasurer: Chairman Balog

Mr. Balog: Yes

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Yes

Assistant Secretary-Treasurer: Mr. Kidston

Mr. Kidston: Yes

Assistant Secretary-Treasurer: Mr. Regula

Mr. Regula: Yes

Assistant Secretary-Treasurer: Ms. Teeuwen

Ms. Teeuwen: Yes

Time of adjournment was 11:05 a.m.

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

George F. Dixon, Secretary-Treasurer