

**MINUTES OF THE TOWN HALL MEETING
“WORKING TOGETHER TO MAKE A DIFFERENCE”
CONCERNING OHIO TURNPIKE NOISE, FLOODING POLLUTION**

**Strongsville Meeting
Held on October 19, 2006
Walter F. Ehrnfelt Recreation Center/Event Center
18100 Royalton Road, Strongsville, OH 44136**

The meeting was called to order at 7:00 p.m. by Strongsville Ward 1 Councilman Michael J. Daymut.

Mr. Daymut – My name is Mike Daymut, for those of you who don't know; I'm Councilman of Ward 1. We've been working on this Turnpike issue for about three years now, we had the initial meeting here in July of 2003, the three communities have been working together ever since; obviously, the City of Strongsville, Berea and Olmsted Falls, and now North Royalton has joined us. Tom Patton was very instrumental, as a result of our last meeting, having some legislation passed that did result in a study about noise by the Ohio Department of Transportation and I'll have a brief slideshow on this, kind of go through as quickly as possible, just hit the high points of it. Before we get started, if it's all right, I know there are a lot, I don't have the list in front of me, I know there are a lot of elected officials here; I'd like to at least start with ours. Our Mayor Perciak is here; Mark Roth, Councilman of Ward 3, also affected by noise from the Turnpike; Pat Coyne is over here; Ray Haseley, our Council President and Ward 2, that's in Strongsville; and if I can have at least a representative from Berea. Joe, would you be able to... Here, I'll just pass this mike around and announce who is here from Berea, Olmsted Falls and, also, North Royalton, Bob Stefanik, I know you're here someplace.

Mayor Joseph Biddlecombe, City of Berea – Hi everyone. I guess I'm the only one here currently from the City of Berea. Councilman Baker will be here a little bit later, which is the representative from Ward 5. Mayor Blomquist is here from the City of Olmsted Falls. Mayor.

Mayor Robert Blomquist, City of Olmsted Falls – Okay, please, City of Olmsted Falls Councilpersons, would you just rise. I know I have next to me the Ward 3 Councilman, Joe Clarke; Ward 4 Councilman Gary Thompson; Council-At-Large Kathi Lowery, who has worked with Councilman Daymut from --- Can I call you just Councilman Mike? Because I always mess it up and I apologize. Okay. They worked very hard to help put these series of meetings together.

Mayor Biddlecombe – I guess it's Blomquist, Daymut, who cares, right? As long as we're working hard together. And that's where we are, trying to make a difference.

Mr. Daymut – And that is true, and as you see, that is the thing that we have developed over a period of time, Working Together to Make a Difference, and that's what we're here for this evening, to begin this whole process. From North Royalton, Bob Stefanik, Council President, is making the announcement.

Mr. Stefanik – Good evening, everyone. I'm Bob Stefanik, Council President in North Royalton. Also from North Royalton this evening is Councilman Don Willey from Ward 3 and Councilman Larry Antoskiewicz from Ward 5. And is there anyone else here from North Royalton that I missed? That's it for North Royalton, and we're happy to join you in this important endeavor to try to reduce the noise and the flooding in and around the Turnpike.

Mr. Daymut – Okay, thank you. Also, Gary Suhadolnik from the Turnpike, we do appreciate them coming this evening to hear what we have to say.

Gary Suhadolnik, Executive Director, Ohio Turnpike – I'm Gary Suhadolnik, the Executive Director of the Ohio Turnpike. Rob Fleischman is our Assistant Chief Engineer and Noelle Tsevdes, who is our General Counsel.

Mr. Daymut – Thank you very much. We also have Elizabeth Thaynes from Sherrod Brown's office. Elizabeth, thank you. And Dennis Kucinich's office called me, are they here yet? Okay. If not, is there anybody else we missed? We don't want to miss anybody. Okay, we're going to deviate from the program just slightly. Tom Patton, who is responsible for at least helping us with the report and helping us all these years, has another commitment with Strongsville City Schools and needs to give some presentations, so we'll just have a few brief words from him and then we'll get on with the meeting.

State Representative Tom Patton – Hello folks, and thanks very much for coming tonight. It was just a couple years ago it seems like we were here in a summer meeting that Mike, Pat Coyne and Councilman Roth all helped put together, and here we are now. It's a little colder and it's a little darker out, but we still have an awful lot of Turnpike noise. I was at least delighted to get the ball rolling with this study. It doesn't look like a whole lot for \$150,000 but from what I was hoping, it was going to come out a little bit better than that. We cannot escape the fact that we have a problem. We have to deal with certain realities and, you know, whenever there is a problem there is always going to be a solution and we are going to find a solution. I understand, we look to the Turnpike and I've had a number of conversations with Mr. Suhadolnik, I think all the elected officials have; the reality is that the – most of the sound barriers that you're going to see on the highways, virtually all of them, are paid for by the federal government and, unfortunately, the federal government handles all federal highways. It does not – it does not handle the Turnpike. The Turnpike would have to buy and pay for their (unintelligible) themselves.

Mr. Patton (cont'd) - As a member of the Finance Committee, I will tell you that last year we had to, for the first time, one time, gift twenty three and a half million dollars to the Turnpike because they weren't able to pay their bond payments based on the fact that they were asked by the government to lower the tolls to increase the speed on the trucks because most of the truck drivers were leaving the Turnpike and crossing over and going down other roads that they could go faster and, obviously, cheaper. Sadly, there were some tragedies, there were some accidents, one that killed six people in one family, and the Governor, I think, reacted for that reason. That's just the economics of it. One of the nice things about chairing the House Transportation Committee, that I did on the Finance side, was I was able to get the sound study done. Much like when we had the railroad problem with the railroad noise processes going, being on the committee we were on we were actually able to get a pilot project and I think within a matter of a couple weeks, I talked to Mayor Blomquist, we're going to have the train noise, at least in Olmsted Falls, stopped, the whistles are going to stop. It's a problem that's lasted for twenty years, but we got that problem taken care of. We know you folks have a problem, we are going to work towards a solution. It involves the state having to give ODOT another loan, this time to take care of the people that are in this 18th House District. The one thing I have in common with the mayors and the representatives for the cities that are set up is that I am your State Representative and I will work for you. I have shown you in the past where we've solved the problems and I will continue to show you how we're going to continue to work on solving the problems. It's actually not the City of Strongsville, it's the City of Olmsted Falls that we have (unintelligible) when this was scheduled, obviously awhile back. I will be always available at my home number, Tom Patton, Rabbit Run, and I didn't bring any kind of political stuff because it's not the time for that stuff, but you can always find me with questions you'll have after this. I'll be at the next two meetings. So, I appreciate Mike going out of the order so that – he knew why I was here (unintelligible); it was a question of being at two places at the same time. But I want to thank each and every one of you for being here tonight showing your interest because this is how we define what the problem is. You represent the problem, I'm here to represent you. And I thank you very much.

Mr. Daymut – Thank you, Tom, we appreciate it. All right, we're going to start now as we go through the agenda, and we also have another guest speaker here that we'll fit in right after I go through this short presentation. Again, the three cities, and now four cities with North Royalton, we all – Berea, Strongsville, Olmsted Falls – have been working together to make a difference and that's what we're here for. We think that there are a lot of alternatives that can be addressed with the noise that's coming from the Turnpike and possibly the flooding that some of the communities have experienced and the potential for pollution, and we're here to work towards that goal.

(Mr. Daymut shared a Power Point Presentation highlighting key points of the ODOT study)

Mr. Daymut (cont'd) - Okay, this was the cover sheet for the report that Tom was able to have ODOT do through the state, we just received this in September. Basically, the Executive Summary, I'll just go over a few of the high points here, it was 2005 and 2006 when this report was asked for by ODOT and it was completed earlier, the middle this year; it was supposed to be by June, I think I got the copy in September. Traffic management measures; Alteration of horizontal and vertical alignments; so many things we can't do, but this is what they did cover. Note in the last one, of course: Noise insulation of public use or nonprofit institutions. Moving on, you'll see some of the bulleted ones here: Consideration of natural barriers such as trees, shrubs, mounds and similar elements. The way it came out in the report, that seems aesthetically to work, but not realistically for the mitigation of noise. Alternate pavement types – we'll talk a little more about that – also called “quiet pavements”, there is a lot of research being done on that. Noise cancellation technology; noise masking – I always thought that was something like, my hand hurts, I hit my knee and then my hand doesn't hurt as much but it's still there. And land use I think would be on that because the Turnpike's already in our communities. Earthen berms or walls, at the end of this, are probably the most widely used and the most effective. Interesting here, after the Introduction, in paragraph two it says here: federal funds may be used for noise abatement where: 1. A traffic noise impact has been identified; 2. The noise abatement measures will reduce the traffic noise impacts; and 3. The overall noise abatement benefits are determined to outweigh the overall adverse social, economic, and environmental effects and costs of the noise abatement measure. So that is in the report. I understand there is a difference between the Turnpike and the State, but I think that's become muted now with some of the things that have happened, and we can discuss that in open forum. Our federal government I think has some responsibility to step in here to help us out and that's why we'd like to join forces as the cities with the Turnpike to pursue all that means to get something done about the problems that we're experiencing. And this one here basically is repetition, but it tells you about 2006 Amended Substitution House Bill 66, which resulted in this study. A brief chart on decibel readings, when they go up; as most of us, at least most of the people I've been talking to, the real impact to my community and the other communities was the installation of the third lane. Now, that has to do with traffic and road surface, but also with the concrete barrier that was put in the middle. If you understand how the wall works, it bounces the noise away from the intended – or the area it was impacted by; well, it's done the opposite, come towards us. And as you can see, a ten decibel reading sounds twice as loud and a twenty decibel increase, at the top, is four times as loud.

Mr. Daymut (cont'd) - This is another chart, I think we saw most of this last time, it seems to be about the same with the number of vehicles. One truck at 55 miles per hour sounds as loud as twenty eight cars at 55 miles per hour. Notice the bottom one is very important; traffic at 65 miles per hour sounds twice as loud as traffic at 30 miles per hour. Well, for every mile per hour there's an increase in the sound level and, as we know, I think the speed limit on the Turnpike was changed from 55 to 65, and one way to reduce decibel levels is to lower the speed limit, something we'll talk about at a future time. This one really hit the Effects of the Highway Noise Traffic; concern for safety, health, welfare of the people as opposed to highway noise, including those who live, work, go to school, worship or participate in the area. Most – and the last sentence is very important – 'Most of the effects of highway traffic noise can be classified as an annoyance or inconvenience; however, impacts associated with highway noise have also been blamed for depreciating property values and impacting the general quality of life adjacent to the highway corridors.' It continues, 'Less obvious, but documented, is research suggesting the stress effects of noise. There is ample evidence that noise can cause stress, and thus may be a contributor to stress-related diseases, including anxiety and heart disease.' I found that rather interesting; that was part of their study. I'll run through these next pretty quickly: Noise Mitigation Options; obviously, Noise Source, that would be where it's coming from; Vehicles, something we are well aware of; Engine/Power Train/Mechanical Noise; Engine Exhaust; Tire Noise, the differences in the tire, probably by (unintelligible) the radial and the road surfaces do affect the decibel readings. Now this one, I'm going to ask for help from the Turnpike on this one, and perhaps anybody from ODOT here at the same time. Now we passed legislation a few years ago concerning engine braking, called 'Jake brake'. It's very disturbing for the residents in our community, especially in my ward, and I'm sure the other cities. It's almost like a gun going off when they decide to do this, and, of course, coming down the hill from North Royalton, I'm sure North Royalton is affected by this dramatically. We do have signs posted at all entrances to the City of Strongsville, we have legislation that deals with that in (unintelligible); unfortunately, we have no enforcement on it because nobody's really doing it in the city limits of Strongsville. So I would ask the Turnpike to take a look and see if we could do something there with signage to prevent that, at least as something that we can do to prevent the noise that has been disturbing not only the residents, but it will wake you up out of a dead sleep immediately and it just seems to be happening more and more. Yes?

(Unintelligible comment from a voice in the audience)

Mr. Daymut – We are taping this meeting; if everybody would speak into the mike, we would appreciate it.

Unknown speaker – The Turnpike does not have any authority to enact any noise control ordinances; we would need the state legislature to pass a law to have that enforced, then the Highway Patrol, who patrols the Turnpike, could do that. Although I would just suggest to you, unlike a littering law, even if you had the legal authority to do that, you'd have to have a patrolman, a trooper, there at that specific instance when that Jake brake – We have a couple signs up in a couple locations hoping that truckers would believe that we had that authority, but we don't have that authority.

Mr. Daymut – Thank you, I appreciate that. Okay, that's something as we move through this we're going to have to work with our state legislators to get that taken care of. Because I know at least in my ward, 71 and the Turnpike, it is a constant problem. Speed Consideration, (unintelligible). This just shows you the difference in the decibel readings, the difference at 56 miles versus 64. Anyway, for every ten decibels that you go up, it sounds twice as loud, so if you're going up twenty decibels, again, it sounds four times as loud; it could be extremely devastating. This page here covered some of the change of driver behavior and also Engineering Considerations, discusses noise sources; I'm not so sure, I wish you could change the driver habits on some of our local streets here, let alone on the Turnpike and 71, that would make us a little safe. But this is all part of the report. Next, quiet pavements; Quiet Pavement Research is becoming a very big issue now and you'll see – I think (unintelligible) on the next slide. The Roadway Surface Treatments and Overlays are very important for the noise that is transmitted to the residents that abut it. And as a result of our meeting, at our meeting last time about three years ago, I was and some of my residents were in touch with Perdue University. As you can see, they actually have federal grants testing road surface and tire to see what the ramifications are in the decibel reading increases, and they still are continuing that program so it's something that maybe we can get some information from them and work with because eventually, as we know, the noisiest, according to this report, is concrete; somewhat quieter is asphalt and everybody's gone to asphalt overlays even if they have concrete. And then if we really get down to it with an asphalt that would reduce the noise and they're going to have to resurface anyway to be beneficial. Okay, here we talk about Noise Path. Interesting; Atmospheric Consideration: The bottom line; 'Research indicates that atmospheric factors, including wind, temperature, and humidity can have significant influence on the amount of noise'. I think we all agree with that; all the calls I've ever gotten depends on today's good, yesterday was horrible, you know, and tomorrow who knows what it'll bring, depends on south, west north, depending on how it moves, and especially those inversions I think really affect us more than anything else. Talk about Geometric Spreading, you know, something that's in there. The last thing is Noise Barriers and on this particular thing, obviously that's what's been most used throughout ODOT's history in the State of Ohio and other states. They do work, but they bounce the noise, that's part of the problem.

Mr. Daymut (cont'd) - On the next page they did something called 'Noise Barrier Attenuation', and that is, noise barriers can reduce highway-induced noise levels by absorbing them. Now, it's my understanding Germany, and I would hope to have some information, I don't have it right now, they're in the process of doing that. A lot of my residents that have talked to me, we think sometimes in the box; when you think out of the box, recycled concrete, what we can do with our tires to make soundproofing, sound absorbing new materials, polymers from the University of Akron, they're being developed every day, that would have the potential of being cost effective and reduce the noise for us; something we really need to address and take a look at and see if we can come up with some solution. And this is the Summary of the Noise Mitigation Options recommended and, of course, it's really, to make it real brief, traffic management, alteration of horizontal – that's something we probably we can do, acquisition of property – I've talked with some people that are more than willing to have their house sold to the Turnpike, so if you're interested, Gary, in getting some extra dollars to buy some homes, I've got a few people that might be interested. Construction of noise barriers, of course, the most effective at this particular time, and noise insulation, public, and some things maybe we can do ourselves. Trees are aesthetically pleasing, they don't seem to work. And, finally, the final slide that we have, this was provided to me, I'm not sure this information is correct or incorrect; what we did for the agenda is, considering the potential resale of the Turnpike, this is some information that was provided me, I have not been able to verify it, although I find it very interesting and don't necessarily disagree with it. I can only speak for myself, this is our Turnpike, this is our state, I'd like to keep as many things here as we can. Whether we agree or disagree on anything, we're still neighbors and friends and we can call each other and get in touch with each other. I'm not so sure that that would happen if I was trying to contact Brazil or Argentina or Japan or somebody, so. That's all I have about going over the report. I want to at least share with you our attempt to get it out on the website, www.strongsville.org, we're in the process of trying to do that. At this particular time I'm going to take a few minutes and Kathi Lowery has someone here that she has been working with closely as we've been working towards the goal of getting some kind of noise abatement for our cities. And Kathi, I'll turn it over to her for a minute for a presentation.

Kathi Lowery, Council-At-Large, City of Olmsted Falls – Thank you, Mike. First of all, I'd like to thank everybody for being here tonight; it's really great to see so many people show up and really commit to trying to find a solution to what we are affected by with the Turnpike. I can only speak to Olmsted Falls, but I can tell you that I have collected decibel levels that run anywhere from 65 to 85 on a regular basis and in our particular city we have a performance level which is only 55 during the day and 45 at night. I can tell you that those decibel levels go all day and all night on the Turnpike. So, I'm kind of selfish in my direction of what I'm doing here tonight. Also, our city has also collected a toxic fume level of four percent, and that is, to me, a very serious environmental challenge for us.

Kathi Lowery (cont'd) - Also, we also have a group of condos in the Plum Creek district and they had to power wash their condos this summer twice because of spent diesel fuel that had spewed onto their house. So, there's no doubt about it, the Turnpike, the increase of traffic on it has certainly affected all of us in a certain way and it's time to find a solution to this problem. Before we met as a group of cities I was privileged to meet a gentleman by the name of Dr. Raymond Lyszak and he is a, kind of like a sound activist, and I was really blessed with him crossing my path. I want to give you a little background on Dr. Lyszak. He has a Bachelor's and a Masters of Audiology from the University of Michigan, a Doctorate from the University of Pennsylvania. Dr. Lyszak was a professor at Case Western and the Director of Speech and Audiology at (unintelligible) Hospital. Governor Gilligan appointed him to his Environmental Task Force where Senator John (unintelligible) was the chair, and Governor Rhodes appointed him to a speech and hearing board. ALCOA, Ford and Chevy have used his expertise. And he is proud to say that he has served his country as a United States Marine; that was really important to him and it's important to me, too. Our panel is grateful for his help in finding a solution, and I'd like to present to you all Dr. Lyszak.

Dr. Raymond Lyszak – It's hard to believe some of this stuff. Well, I can tell you this: From my experience, which dates back several years, this is one of the most wonderful groups that I have really ever come across that's interested in noise abatement. I can tell you that over a thirty five, forty year span now, since about 1970 when we had some legislation from the Congress, that noise abatement was not on the front burner -- other kinds of environmental effects, but not noise and it's, for me at least, heartwarming to know that so many people are interested. I was really asked to look at this document that you've been informed about, and I did; I studied it for about a week or so and, added to the information that I've had in the past, this is an excellent review of the literature and it's really upfront, what's happening, what's available, what can we do. So, from that standpoint, your officials, who are absolutely necessary in this process, do have good information to start out with. So that's encouraging; I think that's encouraging for all of us. Of course, this is a process that's not going to happen in a day, it's one that has to be worked at time and time again almost and to be emphasized with a broader political base. Let's see now. Actually, this presentation that you gave does hit the highlights of what's in the document, and that is -- two things that I'd like to sort of at least make comment about, and that is we deal in these noise studies, especially the outside noise studies, with a variable source. All of these items like extra pressure (unintelligible) and so forth affect what's happening, so it's not a static sort of thing, you don't take a meter, stick it up in the air, read something and relay the number and then convince everybody that that's loud.

Dr. Raymond Liszak (cont'd) - I can tell you that sometimes, even though it appears loud to you, the numbers don't tell you that it's loud, it only tells you about the intensity; however, in this instance, when we are dealing with the Turnpike noise, I do not really feel that we have to make a big deal about that because there is plenty of evidence, including that gathered by the Ohio Department of Transportation, to tell us how loud the sound really is; it's really not loud, it's the intensity of the sound. And I don't think there's any dispute about the fact that you're being disturbed. The question is, what can we do about it? There are studies that suggest, but not so definitively, that there is stress, there is definitely sleep deprivation, that that may lead to various kinds of health problems, but (unintelligible) those studies are not so definitive in the sense that they can say, yes, because of this noise, that's what's happening to your body, because there are other things and other factors that may be influencing that. But the fact is that when we've discussed this, there is no question that we don't feel very well when there is a lot of noise. And if it's constantly beating down on us we can't do some activities and that refers to the quality of life. So quality of life is really what we're discussing because the Turnpike noise, in spite of the fact that it really is very loud, even if you live right on the perimeter, will not cause a health problem, hearing loss, okay, other kinds of health problems, quite possible, but not that. Can we stop the noise? Is that realistic? The answer really at this time is no, but the good part of it is that we can redirect it. We can stop some of it, but not entirely so that you suddenly wake up with no noise in your back yard. There still will be some noise. I don't know whether any of you have had the opportunity to use, when you're mowing your lawn, an ear protector; the ear protector does not cut out all of the noise, it cuts out the significant amounts of the noise, but you may still hear some. It's not harmful at that level. That's the intent and that's the intent of, for instance, the barriers. And if I can reiterate that although trees, shrubbery, other vegetation is something that we like, it absolutely will not cut down on the noise. You may appreciate it, you may say, 'Oh yeah, that sounds a lot better now', but honest to goodness, folks, with the 0 meters and so forth, it doesn't do the job. But there is no reason why the barriers need to be ugly, they can be an improvement; for instance, instead of making them purple and yellow, you know, something that's greenery appreciated or something of that kind can be done, and I don't want to (unintelligible) -- there are some other jokes about that, but I don't think they're appropriate. Well, okay, so we are dealing with, incidentally, bought rhythms, not a linear scale, so when somebody says, 'Boy, we've reduced the noise or the noise is at 90 db', that's reasonable for the Turnpike; that's unreasonable for us, but it's definitely reasonable for the sounds coming from the Turnpike. And then they say, 'We've reduced this by 1 db', I can tell you, you've got nothing, absolutely nothing. So don't be fooled by the numbers and (unintelligible) rhythms run something like this, if I can remind you of your high school math: Imagine that, we deal in something called tens of the first power as an illustration, okay, let's say that tens of the first power is a ride from the center of Cleveland to this location, okay.

Dr. Raymond Liszak (cont'd) - The next jump is ten to the second power, right? But that's not an equal distance, that is now a trip from here to Pittsburgh. The next thing that happens when we go to ten to the third power, we are not going to repeat that distance, we are going to go from Pittsburgh to New York. And so forth; you can see the pattern, right? So when we deal with this it just escalates quite a bit, that is, the noise escalates quite a bit, if you go from 90 to 95. It's not just five little marks on the ruler, okay, it's much more than that and the intensity then is related to how we appreciate the loudness. Now all of us vary of us in that respect, you know that, I'm sure. If I say to you the dog's barking and the dog's barking next door, nice people, you like them, but the dog's barking at five p.m. Most of us put up with the dog barking at 5 p.m. The dog goes out, however, at 1 a.m., the dog barks. I would say that we really are not quite that tolerant anymore, we are basically annoyed and we wish that we could stick something in the dog's mouth, or the owner's mouth perhaps. Anyway, you get the idea. And so when you are living next to, or even a mile away from the Turnpike, you know, the sound carries and it's kind of like it carries on the winds. Or, if the Strongsville High School band is practicing and it's a nice evening and the wind is blowing and you're two miles away, son of a gun, you can say, 'Hey, my kid's really there and the band is practicing', and that's true, okay. So we're giving a lot of variables. The good thing, however, is that you're here, you just can't appreciate how encouraging that is, officials are here and some people in politics, that's essential, absolutely essential to move this ahead and, secondly, you need to be patient, folks, because it takes time to move these things ahead. But if we all have a goal and the goal is to try to help and increase the quality of your life, then I think that it's worthwhile coming, using your energy and having these officials work at this. I don't know what else to say to you. Privately, I'll certainly be available if you have something. But thank you very much for having me.

Mr. Daymut – Thank you very much, we do appreciate that. Excellent presentation, I think it really summed up exactly where we're at at this particular time. One thing I might mention, some of you that probably contacted and you said you probably couldn't make it, without exaggeration – my wife will attest to this, am I correct, and my wife is sitting here just sort of ignoring me – probably two, maybe three hundred calls and I can tell you, emails this thick that people would have liked to have been here. So understand that we are well supported in the community and that's what will make the difference. If we can just briefly discuss the potential sale/lease of the Ohio Turnpike. I know, perhaps Mayor Perciak, you'd like to discuss that a little bit, I know you had had some meetings with the, or at least some discussion with some of the adjoining mayors on that. Would you like to say a few words about that, about your discussions with them? The Mayor said no. No, okay. Well, I'm here. I already made my statement about it.

Mr. Daymut (cont'd) - Let's do this, we've got a room full of people. Who thinks the Turnpike should be sold? Raise your hands. Well, we've got a couple. Oh, good for you, Bob. All right, who thinks it shouldn't be sold? That's good. We've agreed on something today; that's positive, I like that and it's democracy in action. Okay, now we're going to move to discussing solutions and then public comment. As a result of our meetings, and I can be the lead on this, people have contacted me; as I said, we have some things, there's nothing that is out of the box, as far as I'm concerned; recycling, you know, to try to do some things to at least alleviate it in the short term and come up with a long term solution for this. Right now, the walls seem to be the way to go. Sound absorption seems to be in the future. Now, I think we can accomplish this in a few ways. One, this report refers a lot to – and this is our state and our elected officials, and our state elected officials can aid us with (unintelligible) what ODOT does. And the reason I bring it up, and I don't want to get into the business of the Turnpike, but all of a sudden the Turnpike has been subsidized to get the trucks off of the side roads. We'd probably mostly agree with that if we lived on the side roads. What we don't disagree with is the fact they put them in our back yards now and they increased the speed limit to 65. And as we know from this report, that can sound twice as loud with just a ten decibel increase. So the state has some involvement. That being said, I think it's up to our state legislators to come to the plate with us to work on, whether it would be on at least a trial basis with these four cities that are involved, to do something to see what we can do to mitigate the noise. The second issue is the federal government. The Mayor will tell you, here is exactly how I feel about the state and federal government. We have a big debate in town about taxes and what we pay, two percent, and then of course taking away the credit now we charge a little more to provide the services that we really need to provide here in the City of Strongsville. My philosophy on taxes is this: For every dollar we send to the state government and the federal government, they give us forty cents back. And they can keep sixty cents because we're nice people and want to take care of the world. At the same time, I probably wouldn't have to have the meeting because we'd have enough money and we go, you know, we come in your back yard and say, 'Ha ha, do you want your wall?', or, you know, 'Can we plow your street', and, you know, 'Can we plant your flowers', can we do all that. So I think it is the responsibility of the state and federal government to come to our aid because I always view it as being our dollars at work. And, you know, looking in the audience and I know quite a few of you, and I'm retired myself and some of you are retired, but we were hard working individuals all our lives; we paid our taxes and we didn't ask for much and we maintained our own property. So it's time to get something back and I think this is something that they can help us with. That being said, anybody else have any comments, my elected officials? I said it all? Mark, come on up here.

Mark Roth, Ward 3 Councilman, City of Strongsville – About five years ago in Strongsville things started changing. Our long time residents on Fair Road, they're calling me, and so my job is to be their voice. So the minutes will reflect – because I started voicing this on the Council floor about 2001, things started changing, things started evolving. What started changing? Well, the traffic started increasing, Jake braking started increasing and then another level took place about two years ago, the widening. And then, after the widening, we got a solid middle median concrete barrier that started bouncing things right back in our face. And so now, exponentially, things got really bad and everybody immediately started seeing (unintelligible) be quiet. You know, that Turnpike's been there forever. Well, the variables have changed, things have changed. They changed everything in midstream on us. We have a right to voice this, we have a right to complain and we have a right to get this fixed. It's affecting people's health. Also, we even could throw a little dash of ingredients on top. We had the Illuminating Company come by and decimate the barriers, the vegetation on the trees; 'Oh, they're in our power lines'. Everything started changing, everything started evolving. We have the right to complain and I'm going to keep pursuing this vocally until we get it fixed. I am very encouraged by the attendance, I'm very encouraged by all the parties in the room who have the power to do something, here to hear this. I'm really fearful because some of the comments in return from the Turnpike, and I really want them to respond, letters in return, communications in return to me, you know, comments such as, 'Well, if we put up a barrier or an earthen mound in Strongsville or Olmsted Falls we have to do it all the way across the breadth of Ohio, the width of Ohio.' Well, that argument doesn't hold water and we shouldn't even be voicing that. Because as you go through Oberlin and Toledo and that whole area, you can't even see a home, okay. I'm talking let's start where the density of residential is right abutting the property, the Turnpike property. We have dense residential where you've widened and where you put that concrete barrier, and on the hills through the dense residential, through the urban area where you have the hills. This is where we need to start. And another fear I have is, okay, now this failed. Are we going to sell the Turnpike or are we not? I pray that this is not a way to stall while we're in negotiations with possibly selling. We need to move on fixing this no matter who owns it and we should start now. So I guess I would like to turn it over to Mr. Suhadolnik and find out what he's going to do to fix this. Would Mr. Suhadolnik like to respond?

Mr. Daymut –Thank you, Mark. Gary? Yes, if you would.

Gary Suhadolnik, Executive Director, Ohio Turnpike Commission – Good evening. I might just take a few minutes and, first of all, let's talk about the leasing for the second. This is not a Turnpike idea, this is a candidate for governor's idea. There may be some other folks in the general assembly who will pick up on that idea and like it, but the Turnpike, I'm not aware of anyone on the Turnpike Commission or any employee of the Turnpike Commission that advocates the lease or sale of the Turnpike. We don't have the power to make that decision, that decision will or will not be made by the next governor and the next general assembly. So that's not – that's about all I can say. Just as a little bit of – it's my opinion more than anything else, but whatever the Turnpike does today, a private leasing company will have to do those same things to maintain (unintelligible), collect tolls and do those kinds of things, they'll have to make a profit. I don't think profit is a bad word, but it means they'll have to have higher tolls to make a profit. On all of these deals, in Indiana, Chicago Skyway, have provided a large upfront payment to that government body, so they'll have to raise tolls to be able to make that upfront payment. These payments are in the billions of dollars upfront, none of these private companies -- the consortium that bought Indiana and Chicago is an Australian/Spanish consortium, they're not sitting on billions of dollars so they had to finance it so they had to further raise tolls to finance that deal. Indiana, the only state that has lower tolls than the Ohio Turnpike, we have some of the lowest tolls in the country, they have five toll increases scheduled in the next five years, they are just going to fly past us in the rates that they charge. And that's not in the leasing. A little about the Ohio Turnpike. It was a longer answer, but I've been sitting here so I guess it's my turn at the mike here. Our primary source of revenue is tolls, we collect tolls in eleven weight categories, heavier trucks being more than passenger cars. That makes up about ninety percent of our revenue is toll revenue. We collect about six to seven percent of our revenues from concessions. We make a small amount from the food and the gasoline that's sold at our service plazas along the Turnpike and we receive some other small amounts in (unintelligible) and special permits and some advertising and interest income when we have money on deposit. As already mentioned, we don't receive state or federal gas tax, we did receive a small payment for an eighteen month period of time. The governor (unintelligible) wanted us to reduce tolls to attract more trucks on the Turnpike, we lowered them, but because we have bond payments we're not subject to the full faith and credit of the state. If the Turnpike goes under, that's it, there's no state to back us up. So for this one time, they tried this trial program, we received some payments; otherwise, we don't receive – we don't generally receive gas tax or federal gas tax payments. By the way, we did a rough calculation: Trucks and cars driving on the Turnpike generate about \$113 million a year in state and federal fuel taxes. We receive annually \$2.7 million. Let me restate that: They generate about \$113 million; we receive \$2.7 million. Some years ago someone stuck an amendment into a gas tax bill and the Turnpike gets five cents per gallon worth of fuel sold on the Turnpike, just for the fuel sold on the Turnpike.

Gary Suhadolnik (cont'd) - But a truck going across the state may spend forty five or fifty gallons of fuel, they get five or six miles to the gallon traveling across Ohio; if you add up all those miles, and because we have a ticketed system we know how many miles passenger cars and various vehicles travel. So we're virtually on our own. We do not receive license plate fees, we do not receive driver's license fees and, unlike ODOT - unlike ODOT, we have to pay for the Highway Patrol to service the Turnpike, that costs us about \$12 million a year. And I know it's going to surprise everyone in the room, we do not receive the fine money. Everybody thinks the Turnpike has the Patrol out there seeing how many tickets they can write; we don't receive the fine money. Matter of fact, I'm always arguing with the captain of our Patrol, he'll always come and tell us how they got a drug bust on the Turnpike or they found a stolen car, they towed the vehicle off the Turnpike. And I always kid him and I say, 'Arrest those people after they leave the toll booth, after they make the toll.' If they tow the vehicle on there, I don't even get that toll, as well. And we don't receive the fine and, as was already mentioned, we don't receive any federal money for noise walls at all. We did reduce tolls, as I indicated; there was an eighteen month program, we've extended that for six additional months until the end of the year. We're planning a toll adjustment on January 1, and I use the word 'adjustment' because we lowered truck tolls significantly, we're taking a look -we're not - they're going to be lower than they were years ago, but we're going to take a little of that increase back. And I have to tell you, Columbus is fighting us on this. So we lowered the tolls too much, we actually lost some money on the program, but the political pressure was on us and our Commission went along with it. Well, I'm the Executive Director, my role is very much like a school superintendent and I work for a commission, very much like a school superintendent works for a school board. That commission has most of the authority, I make the day to day decisions for the Turnpike. So we're fighting to keep that. The Turnpike also has other obligations. We have six old sets of service plazas that were built in 1954 that are falling apart and need to be replaced. We're trying to finish our third lane. We'd like to have a new toll system, we're the only state without E-Z Pass, electronic tolling; we would like to be able to put a new toll system into place. And by the way, if cars are traveling and not stopping, that's more environmentally friendly. And also, the Turnpike, believe it or not, we have the original concrete base. The two lanes of the Turnpike, although they've been covered all in blacktop many times, we have the original concrete base that is now 51 years old and we need to be thinking about some of the monies that we get on the Turnpike to begin to replace them, it's not going to last forever. If you've traveled 71, that's about a 30 year old road and you'll see as they're putting the third lane on they're replacing the first two. We still have the original concrete base 51 years later. So, as I look at it, we're really in kind of a tight spot. I was kind of encouraged by Representative Patton's comments; if there is some way the state or federal government can provide some funding, we would welcome that. We don't want to be your enemy. I live here in Strongsville, I don't want to be your enemy; I appreciate the support many of you gave me for many years I was in office.

Gary Suhadolnik (cont'd) - I don't – We are paid salaries, I don't get a bonus if I don't spend the money, but we don't have the money to spend. Noise walls according to the study we've been telling you in some of these letters that were quoted that noise walls are about a million dollars a mile. The study says they're 2.1 million dollars, so I was off on that. If you just take the miles in the three communities that are here; Berea, Olmsted Falls and Strongsville that's I think fourteen miles. Multiply by 2.1, that's 29 million dollars. Admittedly we wouldn't have to put noise walls the entire length of the Turnpike, but I would disagree with the previous speaker because I travel the Turnpike. As Director, I try to get out to the various locations. Travel to North Ridgeville, travel to Richfield, travel to Hudson, to Canfield, there's an area up by the Lordstown plant that's got some homes adjacent to the Turnpike. Elmore out in the west, Maumee in Toledo, there's substantial areas in Maumee and Toledo. There's some homes in the Amherst area that are near the Turnpike. And the issue is, what the Turnpike has never put up a noise wall anywhere up and down the Turnpike. There is one noise wall in the Hudson or Richfield area that was put up on our property, paid for by a private developer who built the development behind that. But we have never in our expense put up a noise wall and we know that once we start that then there's going to be fifty or sixty miles worth of noise walls to put up. We're talking about hundreds and hundreds of millions of dollars, money that we don't have. Our annual, our budget is about \$200 million dollars and we just don't have that kind of money. So I think the options were already talked about and what's effective and what isn't effective. I don't know what else I can say. I think that's really... other than that we've tried to be a good neighbor. I know from my past experience, if you get up in front of a group and you agree with them and say I'll take care of it, you're a wonderful person, you're listening, you're considerate, you're all those things. If you get up in front of a group and say I'm not able to help you, you're bullheaded, stubborn, whatever. I don't mean to be bullheaded and stubborn, but the Turnpike does not have the funds to do that kind of a program. And that's why we have resisted. And we also think that there is... we brought a map here, it's kind of interesting to look at. Maybe later on you can file by and you can see when the Turnpike.... there virtually are no houses in this stretch of the Turnpike when it was built in 1954. And know you can see how the developments have moved up against it. And what we think.... that there's some precedent for that too as to why we should have an obligation. But the main factor is we just don't have the money. I've probably talked longer than I should have, but I at least wanted to be frank with you.

Mr. Daymut - All right, thank you. What I would ask for Gary is a commitment that we do work together on this as we talk to the Federal and State Government on that. The point brought up two basic issues and that's my only (unintelligible).

Unintelligible voice from Audience.

Mr. Daymut – Excuse me a second, we'll have questions in just a... not to put you off. I do want to move this because I know people like to get home. Real briefly, comment, we need to work together. That's what we're here for. We need to work together with the Turnpike, we need to work together with the cities and get a solution and get some money for this. Brief history, won't get into it. It's supposed to be free, self perpetuating, third lane. We were supposed to get it for free and then we'd be dealing with ODOT. We're not... everybody needs to sit down and come to a solution. And that's the reason we're here. I'm asking for your support as an elected official. And that's what we're all here doing tonight. We're trying to reach a solution with this. We're trying to get these things done in an expedited manner. One suggestion I would have and the best one I think that I heard through a series of meetings is this: We are three, maybe four communities that are affected by this, it needs to be looked at; what would be the effect of increasing that toll slightly, whether it be a dime or fifteen cents or twenty cents in that area? You know, marking that money, as we do as cities, to pay off the bond to provide noise abatement. Because that is the area that's affected, that's the area that the people go through that are affecting our lives, maybe even us ourselves, trucks that are going through. Let's take a look at that option. Take some money, as you look at the toll structure; what will it take in this area, this fourteen miles – and we know it's not fourteen miles of noise walls, we defined probably about five, four, somewhere around there, a much reduced amount. Let's see if we can get that in place, you can go to the bonding, we can bond the walls, get them put up in an expedited manner, give the relief to the residents and still not affect the bottom line of the Turnpike or its existence. So, that's my suggestion. Thank you. Now I'd like to open public comment. I know we have some of our elected officials here; I would ask that you give your name and address. What we're looking for, I am having this recorded, I do want to have minutes for all the people who have contacted me and were not able to attend. And, again, I, as all of my colleagues here, and everyone appreciates taking time out of your busy schedules to come here. So, make sure you give your name and address and speak into the microphone, okay. Now we'll open it for public comment.

Kathi Lowery, Councilman-At-Large, Olmsted Falls – I'd just like to make a comment to Mr. Suhadolnik. As much as I appreciate the financial statute that the Turnpike states that there is, I do want to state clearly that in 1955 when the Turnpike did open there was only a little over one million vehicles using the Turnpike. It is now 2006 and over fifty one million vehicles are now using that Turnpike. That is an incredible amount of change. Also, it's very important that we recognize the fact that when the third lane was built, I believe, I personally believe that it was in violation of the 1972 Federal Noise Act, which requires a sound study to be provided to the communities in which they're going to affect. I believe if that happened then there might have been some different consideration of that third lane and that cement barrier. I know that I have requested the information from all the cities if they had received that study; they stated that they have not.

Kathi Lowery (cont'd) - But the Federal Noise Act is very clear, it doesn't say a private entity, it just says an entity that is going to impact a community by noise should provide them with a study. And I don't think that this particular study can be considered before or after the fact.

Olha Undicelli, North Royalton, Ohio – You were talking – I wasn't at any of the other meetings and I just wanted to know, you're talking about expenses; why did you add the third lane if you didn't have money to do it? And take us into consideration; why does the Turnpike need a third lane? If you can't afford two lanes, why would you put three lanes in? I wasn't at the other meetings and I don't know what you came up with.

Gary Suhadolnik – The third one, the decision to build a third lane was before my time, but I will say this: First of all, there were ten million vehicles the first year – the first full year the Turnpike was open. There are about fifty million vehicles a year now that travel. The third lane was added because going from ten million vehicles in 1955 to fifty million today, you need more lanes, there's more traffic on the road. And the reasons that the new toll rates were put into effect back in the mid-nineties was so that there was sufficient revenue to cover that bond, it was bonded out about thirty years; just like you take on a home loan, rates were raised so there was enough revenue to cover that. And the Turnpike has sufficient revenue to cover it, but that's it. It's like, again, it's like you buying a home; (unintelligible) have enough income to make up the mortgage payment but you don't have enough income to make two mortgage payments, a second home someplace. And that would be the situation with noise walls; a large expenditure like that, we have enough money to take care of the programs that we have now, resurface the roads if necessary, buy new trucks if necessary, but we don't have extra money to build noise walls, which would be a very expensive project – we're talking about hundreds of millions of dollars. And, back to the toll rates, we are struggling right now with folks in Columbus as we're trying to restore some of that toll rate that we temporarily cut; there's some struggle with that and people thinking that that will drive trucks off of the Turnpike. So, I don't know that there would be a potential to increase tolls for noise walls. But again, it would be hundreds of millions of dollars, maybe billions.

Joy Franz, Berea, Ohio – Before the Turnpike put that third lane in, I used to feel like there were waves coming in off of the ocean. Now, after that third lane was put in, I have not slept through the night. It's very disturbing. I know it's not your fault, but the noise is just unbearable. The plates on my wall, my pictures, they shake. I have cracks in my drywall now. All I need is some help. I don't want to sell, I love my house. I just hope there's something you can do.

Unidentified Speaker - You're basically a big business and if we live in our residential area, if a lot of noise comes from our property or a business in our area makes a lot of noise, they have to maintain it on their own property. And I don't know why you should be exempt from that.

Noelle Tsevides, General Counsel, Turnpike Commission - I'm popular right now because I'm a lawyer. I just want to address a couple of – the most recent question that was answered and just to reiterate, I don't want to be repetitive. But, as Representative Patton explained and Mr. Suhadolnik explained, the Turnpike Commission is not a federal aid highway. The program that ODOT runs for noise abatement measures is run with federal funds that the Turnpike doesn't get. The Turnpike is funded through bonds and toll revenue and so there is a fundamental distinction and I think, you know, we're here to listen, but I think, as this gentleman indicated, the solution is really with the legislative leaders because as it stands right now under federal and state law we do not qualify for any of those dollars, okay. So, I know that's not what you want to hear, but we're here to explain the situation, not to, you know, ignore or be insensitive to, you know, how it's affected you. But the lady's question about local noise ordinances; the Turnpike, just as state and federal highways, are built for the convenience of the traveling public, they are a function of modern day life and they're an inconvenience for some, a convenience for some. We are not subject to the statutes that you're speaking to, the local noise ordinances, because we are essentially run for the public welfare for traveling public who uses those highways. So, the Ohio constitution makes it very clear that local noise ordinances where cities cannot pass statutes that interfere, conflict with general state laws and ODOT, as well as the Turnpike, are a creature of state law. So, I'm happy to answer any questions. I think if you want to go to the Federal Highway Administration's website, they have a lot of information that explains the programs that are referenced in the report.

Mr. Daymut – Okay. I'll make a brief comment, just – Mayor Biddlecombe had to leave, but we had a little chat; it still is our federal government, the Turnpike is still in the State of Ohio, we're still affected by it. I had hoped from this meeting and I really hope this will happen, we brought all the cities together, we need to have the Turnpike fold in with us to find those monies. You know, I read about in the paper all the fraud going on in different sections of government, but at the same time, as an elected official I know there is money sitting in accounts that are never used, you know, that have the potential to (unintelligible) help out the Turnpike, help for the City of Strongsville, North Royalton, Berea and Olmsted Falls. So, we're here and I'm here to ask for your help as the residents to move us along and to move the Turnpike along, to move the federal government along, the state government, to come to a solution, come up with a solution, come up with the funding that's necessary to do something.

Mr. Daymut (cont'd) - We are still, no matter what, in the State of Ohio, in the United States of America, and that's all I'm asking for is some of our money to come back to us, and, again, I (unintelligible) same thing. So I'll ask for the comments, I don't want to dominate the meeting. Bob. If you'd give your name too, Bob, I'd appreciate it.

Bob Blomquist, Mayor, Olmsted Falls, Ohio – Again, I want to thank our host here, the City of Strongsville, Mayor Perciak, Councilman Daymut and, also, the Council and the Mayor of the City of Berea, and representation here from North Royalton and Olmsted Falls. Again, due respect, Director, and I'm glad your legal counsel is here because I'm not going to pretend to know everything about this myself as a public official. In my view of trying to work with the Turnpike, yeah, I look back and I'd say that when you were under that third lane construction and the contractor wanted to come through Olmsted Falls you deferred to the city, or at least your contractor did, about being able to work at night and comply with some of our ordinances and we didn't disagree, very graciously went into those neighborhoods that were affected, asked those folks to please try and understand it would help them get done, help them get through the neighborhood, and all we're asking for is kind of an open dialog here. I don't know how many people in the room attended a similar type meeting about three years ago in 2003; anybody back there then? Oh, okay. We kind of had our batting session and we were looking for ideas and then the thing kind of lost traction. I think this is a key point in time because, again, the Turnpike's a larger visibility issue. It's true, one of the candidates for governor has raised this as an issue about possible sale for the Turnpike. I'll raise my hand, I'm not afraid of that because, again, I don't want to give the standard politician let's think outside the box, but I'll tell you right now, if mitigation for the cities was part of the term and condition of that sale, I'd be a lot more interested in looking at it a lot more closely. Likewise, if you want to maintain some type of funding relationship with the State of Ohio, with or without, maybe they're going to cut the line item in the budget, or okay it with the state you're going to get assistance, and I think that if we were to define that, it was like a one-shot, temporary 18 month deal for a temporary lowering of your tolls, now you're going to re-establish your tolls, which I'm assuming that implies you're not going to re-approach the legislature now or in the future for money for at least your purpose of operations. So, once again you'll be back just to being yourselves. And, again, with respect to your legal counsel, I've got some questions just to address along those lines because, again, I just don't understand. In our city, we're doing an underpass project and we're taking the federal dollars, okay, and they have subjected us to go into that whole national environmental policy act, okay, everything, a historic study.

Bob Blomquist (cont'd) - We were studying old foundations of buildings that didn't exist anymore, the catalogs with the historic society, all the development sections on the clean water act, the clean air act, we had to compensate, mitigate people whose property we were going to even be on temporarily and I just don't understand why you weren't subject to those things for just at the very basis of (unintelligible) federal dollars so I can ignore these things. All those statutes were designed to protect people's environmental health and to protect (unintelligible) the well-being and the (unintelligible) principal that if they're going to be impacted by a government project, okay, people will be compensated some way or these things would be designed to mitigate and minimize the impact on people. And that's what we're talking about. I know when it was a four lane highway, we have new subdivisions in Olmsted Falls that back right up to it, but it was four lanes. And now they've come ahead and expanded it fifty percent. And it's in those established parts, or these urban areas of the cities, that I would like to start a dialog to see what we can do. I know this is all going to come down to the end of the day, who pays, how we'd get funding; we want to work with you on that, okay. And I'm not trying to be smart here, but take down the wall around yourself because that's the only one I've seen go up in three years. That'll help (unintelligible). No please, okay, I am not trying to be a wise guy here because I would like to see, we're going to have a progression of meetings here, or at least that's what these councilmen have worked from these three cities to try and design. And so I would like to see this progression of meetings be a dialog, I would like to see if we'd be able to meet in between these meetings and start advancing ideas. I think you've outlined your constraints to the problem very well, okay, and I understand a little more after hearing both of you speak. But the other thing, too, in regards to federal dollars, my feeling, the neighboring city of Berea, (unintelligible) same time in '98, '99, when I think this was in the planning, the railroads were merging, they were taking over the former Conrail and a couple independent operators and they came through and even though there was the transportation, (unintelligible), CSX is still privately held companies and they had to offer some type of mitigation where they were impacting. When we had a railroad going through the City of Berea going from fourteen to fifty some trains a day there was some type of mitigation over there. And I know they came to Olmsted Falls, they came to Berea, and they came through and they offered that, okay, to get approval for that from the feds under the Service Transportation Board. So, at least to me, they've always been there for other entities when they needed to grow and they've need to expand. And again, that's all we're asking for is we want a dialog to get opened. I would hope that through these series of meetings we can come back and more or less report some type of progress, or look at those things, begin to find funding sources, how you build new plazas, you got pay toilets yet - I wouldn't mind it, but my wife would be mad about it, but additional money in the gas tax that you sell. Nobody's buying gas on the Turnpike unless they're a (unintelligible) customer anyway. Get another nickel, start a fund; I mean, what can we do.

Bob Blomquist (cont'd) - Other type of revenue sources, another nickel at the Starbucks, I don't know, but there's got to be some way that we want to accrue funding, set that aside, for basically it's a one shot purpose in a limited area. I think our responsibility as individual cities, we need to, one, define what we really need so we can have an intelligent discussion and know what we're asking for, and that's our own internal discussions because, again, as Mr. Lyszak said, you're not going to get away from this noise, but you are going to deflect it elsewhere. So, you know what I mean? We don't want to protect – it doesn't do us any good to help one neighborhood and sell out on another. But, again, I think (unintelligible) this stuff, it expands out, the impacts are less. And so, I know at least in Olmsted Falls and these other communities we're trying to look at things to see what we can do. And I would just like your answer, ma'am, on the legalities; why not the (unintelligible) process and why some other private concerns with no mitigations for transportation impacts and the Turnpike, what – Because you have impacted us on many different levels, but it's mostly on the human level we're talking about. I think we can define this because, you know, if there's three lanes now and anybody wants to build a house next to that, I'm not that worried about it, and I'm very concerned about the homes that were built there, that was an existing condition and that existing condition changed dramatically and, again, Mr. Suhadolnik, you were a public official, you were very constituent driven, and I'm not saying you're not now, it's just your responsibilities are a little bit different. But I think where we're coming from as far as what we do for the people and I just want to keep it at that level. And I appreciate your time here tonight and continued participation throughout the month of November.

Noelle Tsevdes – To answer the question is all of those environmental impact studies are a condition of receiving federal funds. As I said before, we don't get many federal funds. And so if you look at those statutes, and I've looked at them, we were not subject to them, so we were not required to. I don't think anybody at the Turnpike is insensitive to how the highway impacts them. I think what we're trying to explain is that the solution is to get state legislative leaders involved and have discussion with them about finding funding for that because the Turnpike doesn't have that.

Unidentified Voice (speaking from audience, not into microphone) – (Unintelligible).

Noelle Tsevdes – I think as the Executive Director...

Unidentified Voice – (Unintelligible)

Noelle Tsevdes – Well the Turnpike was created by state statute and the Turnpike Commission was authorized and is authorized to issue bonds to pay for the Turnpike. But with bonds comes debt and you have to pledge toll revenues to pay back debt, so that's just the reality.

Mr. Daymut – And I think we've given solutions already the way you do that, and we need to sit down and – Do we have a commitment from the Turnpike? And this is what we're here for, just to sit down and try to get a solution for this. You know – I understand, I have the greatest respect in the world for attorneys, but, Gary, it's us; you know, you were an elected official, you understand. There are solutions to this, we can achieve that through our federal and state officials, but you have to be part of the solution, you can't be part of the problem.

Gary Suhadolnik – I think it's been stated, I mean, if the state or federal government – First of all, I want to back up to the comments the Mayor said here. We did not approach the legislature and say, 'Please give us the money so we can lower tolls'. It was the reverse. They forced us to lower tolls and said – And we kept saying, 'You can't do that because we need to have that revenue to pay our mortgage every month, our bond.' So then they appropriated some money for a short period of time, now they're saying, 'Hey we don't – with the price of blacktop and everything – we're not going to give any more of that money, we can't afford to do that. Get lost, Turnpike.' But they're (unintelligible) don't raise your tolls, we are going to make some toll adjustments because we have to be able to make our mortgage payment every month. And that's where we are. We are being opposed in an effort to restore some of the lower tolls, so I don't see any way that we're going to be raising tolls for a new – The truckers are telling us they're going to leave if we raise the tolls, so I don't see – And the speed limit, all those things were done to bring more traffic, so I – We're in a jackpot; I don't see us raising tolls to create a fund and I don't see the legislature giving us money in spite of what was just said here. The gas tax increase that was there probably isn't going to go as far as they thought it was going to go and we don't get any of that gas tax money, so it is a quandary that we're in. So I'm willing to work with you? I mean, I still am willing to work with you, but I don't see much to talk about.

Mr. Daymut – Okay. If you'd please come up, this mike is set up; we really need to get this on tape, if it's all right.

Glenn Bernasek, Strongsville, Ohio – I've heard enough about the poor mouth. The Turnpike doesn't have enough money to meet its obligations; I've heard enough.

(Tape stopped. End of Cassette Side A)

Glenn Bernasek (cont'd) - ...built, while walls across the whole 250, 300 miles. Just take a look out there. What you did is (unintelligible) it, you made it worse by an extra lane. Sure, you increased your capacity for increase in flow of traffic, but what you did was a (unintelligible) in a valley, you made it worse.

Glenn Bernasek (cont'd) - Your roadway right now that's down below the grade of a residential area is twenty four feet too low; it's forming a funnel type bouncing echo that just increases the sound intensity on both sides of the roadway. Now, you designed this Turnpike 50 years ago, you had no thought of putting six lanes on that. Sure, it was an agricultural toll road. You have changed it. You didn't change the grade, you've changed the physical structure of the roadway. You're responsible. You were supposed to be proactive, not reactive. Now we're going to demand some reaction. Either city council (unintelligible) on it, we have a class action lawsuit; whatever you want, but we're going to get this thing fixed. Thank you.

Dave Petrella, Berea, Ohio – Gary, I've got a temporary solution, at least for me, okay. My tax assessment just came out and I can't get anywhere near that for my property. So I'll make you a deal. You give me two percent -- now, the average is four percent increase in home value a year, you give me two percent for every year I've been there, buy me out and I'll leave. Now on the other hand – now that's just a temporary solution for me and maybe somebody else. Now that one lady didn't want to leave. My other solution I haven't heard you say anything about it, and you've been in politics, you know about plunk; why haven't you said contact your senators, your congressmen? They could attach something like that in a minute. They did this past election, they did the – they've been doing it for the last six years. Oh, they've been doing it for centuries. And you know it, you've probably done it yourself. So, I mean, I can't buy this. You're not offering us any way out, you're letting us figure it out for ourselves. And you know what? We're going to do it.

Debby Shostek, Strongsville, Ohio – I just have two questions. The first one is, I've been living in my house for 8 years, I bought it because the Turnpike's behind us so that I don't have a neighbor behind us having wild parties or whatever. But in the 8 years the jake braking has been really bad and I've been working with – actually, we sent letters to you guys and Tom Patton. I don't know where I need to go next to try to get these signs. I mean, (unintelligible) because we live so close to that on and off ramp that, you know, it wakes us up in the middle of the night, I have – you know, my daughter's sleeping in the front of the house, the new baby will be sleeping in the front of the house; I just need to know on that. And the second question was the lights on the on and off ramp over by the toll booth, they don't have the shields. I know 71 is ODOT. Are you guys planning on putting those shields up on that?

Rob Fleischman, Assistant Chief Engineer, Ohio Turnpike Commission – Actually, at the interchange when we changed to high mast lighting we got complaints about the light spilling onto the adjacent property. We removed one of the towers and then we shielded all of our lights. If ODOT has some lights there that aren't shielded, I don't know, but we did address that when the problem was brought to us.

Gary Suhadolnik – I want to go back to the jake brake. As I said earlier, we don't have any legal authority, the Turnpike Commission does not have the authority to enact jake brake laws. We have put up a couple signs by one of our service plazas where trucks are entering, with the hopes that truckers might just be nice and obey the sign, but we have no authority to do that or to enforce that. And we would need some state law to give the Patrol the authority to enforce jake brake laws, and so we need a state law to do that. But I would advise you, even if that is done, like the litter law, there's going to have to be a trooper there at that specific incidence. And I will tell you, on a daily basis, I mean it's a daily basis a truck goes by my office which is by the Turnpike and we have the jake brakes, some truckers just think that's a cool thing to do or they, I don't know, they don't like our toll rates or whatever, they decide to do that; and I will tell you that if they see a jake brake sign, that's – for some of them, that's a reason to use the jake brake. So, sometimes it's counterproductive.

(Unintelligible comment from unidentified voice)

Gary Suhadolnik – Need a law.

Unidentified Voice – Well I thought there was a state law, that's how...

Mr. Daymut – No, not state; we passed our law, you know, we did that years ago and we do have it posted all over town, but he's right. But I'll tell you, like anything else, we set up speed traps constantly, some of you know where that's at, you know, that word gets around in a hurry, doesn't it? Give one ticket and I'll tell you what, everybody knows to slow down there. All right. Anybody else who would like to address the – Come up and just give your name.

Unidentified Speaker – Heck, I'm a neighbor of yours on the street.

Mr. Daymut – You are.

Unidentified Speaker – Webster, Strongsville; Webster and Albion Roads. Thank you, Mr. Suhadolnik, it's been very enlightening, I've learned two things: Turnpike's a very bad investment, I don't know who'd want to buy it; and I guess we're being held hostage by the truckers, are we? Well, as far as I'm concerned, they can go somewhere else. But I'd like to say something on a positive note. I don't know if it's been discussed, it's a thought I had, but is there any way to apply a rubberized coating to that cement barrier? Nothing's been tried, apparently, and something to deaden that noise, to absorb the noise, because that concrete barrier is really reflecting a lot of it; that's when the noise increased, is when that new barrier went in. And that's what I've got to add.

Mr. Daymut – I like that suggestion. As I said, you know, absorption is what we really need to do, you know, with some, the new polymers, maybe we can work something out, convince the state and federal government (unintelligible) to see if anything works, take decibel readings. Okay, anybody else?

Clyde Gest, Maple Lawn Drive, Berea, Ohio – I've talked to the Turnpike a number of times to come over to my house, just stand in my back yard, see if they could talk with me. Nobody ever shows up. Matter of fact, one guy told me that he was going to send one of his assistants over there; I waited for three weeks, he never showed up. Now, if we do get funding from Columbus, does that put the Turnpike into receiving government money so you guys have to do what we ask, or is it going to be another (unintelligible) where we don't have any authority? What does the Turnpike Commission have authority to do? So far, all I see you doing is collecting tolls and making noise.

Gail Kovacs, Strongsville, Ohio - I'm a resident of Strongsville and previously a resident of Olmsted Falls. I've been to one of these meetings awhile ago and I guess I'm looking for an answer to a question that hasn't been satisfied to my satisfaction, it might just be my ignorance. I understand that everybody has some legal constraints, I understand that there's certain laws that apply and certain laws that don't apply and that certain things were inherited. But also understand there's a lot of upset people in this room; we're asking for help. I know – I just went to Columbus yesterday, I see all these barriers going up along Columbus and that's a state route. But there's money obtained somehow to do this. And I don't understand what the restrictions are that are not allowing them to happen and how we get around them. We don't seem to talk about that. So, if somebody has an answer that they can share with me; I would assume there's a few other people that don't understand that either and that would be very helpful for us to find a solution.

Mr. Daymut – Thank you. I think that's something we need to work on with our state representatives and (unintelligible). Okay. Anybody else?

Joe Clarke, Ward 3 Councilman, Olmsted Falls, Ohio – I just have several questions and they're not necessarily related, but. We've talked about the three lanes and the public good. If we really link the Indiana Turnpike and the Pennsylvania Turnpike, and Indiana has two lanes and to the best of my knowledge has no plan for three, and Pennsylvania you couldn't put three in if you wanted to. So why are we three lanes when everybody else is two? Second, which is kind of related; Mr. Suhadolnik, you mentioned early on from ten million the first year to fifty million vehicles currently, and it seems to me that building a road is kind of a self-fulfilling prophecy, okay. I've been here long enough and many of you can remember when 42 was the main highway, rather than 71, and you would not live in Brunswick and work in downtown Cleveland.

Joe Clarke (cont'd) - Okay, now you can live in Medina and work in downtown Cleveland because the road, you know, aids and abets you in that regard. And I think the Turnpike is the same way. I mean, the third lane, you mentioned the increased traffic, well, did the third lane be built to handle increased traffic or did the increased traffic come because the third lane came there first? I don't know that. You also mentioned, of course, that you're kind of working like the superintendent. I don't know if any of the commissioners are here, but I would strongly encourage, in the spirit of the dialog, that the commissioners do attend the future meetings, as well as any representatives from ODOT. I don't think it's fair for you to take all the heat on your own without, you know, going back and telling the people, so if you could please ask them to attend the future meetings I would appreciate it. You mentioned that you don't receive federal funds, but I believe you are required to meet federal regulations, particularly because you are an interstate highway. Is that correct? Okay, if you're not, then I guess kind of a – maybe this is a really dumb question: Can you remove the concrete barriers? You know. Can you just take them out? You know, so then we don't have the noise bouncing off the concrete barriers. You still got plenty of (unintelligible) so you're not going to have cars crossing the medians from one side to the other. I don't know the answer, but, you know, that's just one of the questions. And that's really all I have, so thank you.

Gary Suhadolnik – A little bit of history, first of all, just about Pennsylvania Turnpike; you might find this interesting. But back in the early 1900s, something like that, there were a couple railroads going across Pennsylvania and – this will relate back to the Ohio and the three lanes, by the way – and some folks were going to build a third railroad to compete with those two and then I guess trucks became – and automobiles and cars and things of that nature, and they didn't build that railroad. And so the Pennsylvania Turnpike is really an old railroad line that was built, and if you think about it, the way it curves around, goes under tunnels, it was to be a railroad. And so in the 30s when cars and trucks, and you weren't thinking about super highways, it was a natural for Pennsylvania to buy that and build a two lane road. They would like to build three lanes, (unintelligible) is they bought up some of the tunnels that they had and they've rerouted some sections of the road, but they have very, very difficult terrain; if they had flatter terrain like Ohio they would probably have three lanes. They just dramatically raised tolls so that they can do some of that building to make it safer and if you've traveled it (unintelligible) we have, it's not as pleasant to drive as the Ohio Turnpike. The Ohio Turnpike put a third lane on because we try to keep traffic at the quality of C or B in all areas, which means you could drive at a relaxed pace (unintelligible). You drive the Pennsylvania Turnpike, you're crowded in, there's traffic near you, they're up on your bumper, you're on the bumper of the car ahead of you, it's crowded on some of those times, so we wanted it to be a safer road. I don't think we are required to have a concrete barrier down the center, but it has dramatically decreased crossover accidents.

Gary Suhadolnik (cont'd) - Matter of fact, in the areas that we don't have the center barrier we have three lanes, about 160 miles from basically Toledo to the Youngstown area, it has dramatically reduced the number of fatalities that we have. If we took the barrier out now, I can guarantee you there would be a large number of fatalities for people that were falling asleep, crossing over the center line, what have you. And the third lane was built, again, because there's traffic – a lot of traffic comes up through Ohio from the south off of 71 or 77, takes a stretch across Ohio and then goes up to Michigan; or the auto industry, a lot of cars, even with the downfall of the auto industry, there's still a lot of parts and cars going to and from Michigan. And so our third lane ends at about the Toledo area where it then connects to Indiana, which has two lanes.

Mr. Daymut – Okay. One more brief comment I'll make on that, and I know it's not up for discussion: The Turnpike was supposed to be free. Their bonds were paid off in the late 80s, early 90s. They were supposed to go – if my understanding is right with the research I've done – it was supposed to be free and turned over to ODOT. We wouldn't be having discussion now because obviously ODOT puts up noise barriers. Self perpetuation is putting a third lane in and redoing all your plazas. And now we have a Turnpike Commission for the length of the bonds. No comment from anybody, that's just my opinion. Okay, anybody else want to speak? Go ahead.

Bob Winwood, Blazey Trail, Strongsville, Ohio – I live on Blazey Trail; we've been there for about twenty years. That's an excellent point and it's one of the things I was going to talk about. The thing that I'm seeing, and I was here two years ago, whenever we had the last meeting, is that any help we get is not going to come from the Turnpike. And funding, money, is just not going to come from that source. I would recommend and implore all of our mayors and council members to not even look that direction because it's not going to come from there, it's going to come from the state, it's going to come from the federal government. I would also ask that not only do we look at noise, funding for noise reduction, but we have to look beyond that. There was a woman here, a couple people that said they can't sleep at night, there are health issues here, be it pollution, be it mental health, all of those things are impacting and affecting people along the Turnpike. Those are all the things we have to look at, not just noise. Thank you.

Mr. Daymut – Thank you. I'm sorry, we have to use the microphone, we are taping this. And I appreciate your patience with that, but that's something we really need to do because so many people are contacting me and want to know what was said here.

Lori Scelina, Strongsville, Ohio – What can we do as individuals right now? Can there be a website set up with the addresses of our congressmen that we can write to with information of what we should say? I mean, there's got to be something that we can do, instead of just sit here and hear all these excuses.

Mr. Daymut – Okay, the Mayor has just announced that we will do that. We've been keeping as much – you know, this meeting was posted on the website. The most important thing that happened, and I appreciate it, as I said, we have all said, we appreciate you showing up here because it's through your support that we'll come up with some kind of solution to this problem we've developed. (Unintelligible) something on our web – strongsville.org, is that correct? Tomorrow? Listen to that. Now, that's action. Thank you, Mayor, thank you. That's what we like to see. We'll set up something so we can interact, we'll have the minutes of this so all the people who do support us and were not able to be here will be able to read what happened at this particular meeting.

Jim Walters, Councilman, City of Berea – I'm on the Berea City Council. I just want to remind everybody that on November 15th this meeting will take place at the Berea City Hall in the City Council Chambers. If this many people come, we're going to move that to another location because we're going to need to in order to accommodate everybody. As a member of Council and a city official, I intend to contact the Ohio Department of Transportation, invite people to come, see if we can get a representative from ODOT; also, to see if we can get any other state or federal people to come. But I do urge you to come on the 15th, also at seven o'clock, in Berea City Hall. Thank you.

Mr. Daymut – Appreciate that. And also, Olmsted, December 13th, 7 p.m. And as I had asked you in my correspondence with my residents here, that, please, we need this support. This is what it's about, it's coming here. That's what it's about right there. And it's us, understand; we're your elected – we're your voices. But we have to have the support behind us in order to get this moving. And I think our state representatives and our federal representatives understand that it's the people that elect them. People elect us, but we also elect them. So I have a real positive feeling about this meeting. If there's nothing else, guess – Oh, I'm sorry, one more. Sorry, I don't want to exclude anybody.

David Andras, Strongsville, Ohio – What are the thoughts of the city attorneys concerning this matter? Have they looked into it, or are they leaving it up to the people, or are the attorneys not from the cities?

Mr. Daymut – We've had preliminary discussion – you know, we all – just so everybody knows here, we all have noise ordinances. You know, I have mine here, I think we're at fifty decibels, you know, we've talked less decibels and stuff like that; unfortunately, with them it's a difficult issue.

Mr. Daymut (cont'd) - We've talked to the attorneys already about what our options, you know, to do; the reality you're your elected offi – we need to get this done. And I agree with you, you understand, (unintelligible) talk to our attorneys to see what we can do to possibly (unintelligible), but that's a muddled law, involved process with getting more than one attorney involved with it; we're not sure exactly where that will go. All we know is we have a problem, we have discussed solutions, you've given us a lot of good ideas here, the ball is rolling, the momentum is rolling, hopefully they will meet with us. We'll be meeting in between as the cities now, the four of us, with our state and federal representatives and keep you apprised through our website. So, I know not everybody has access to that and if you need an answer to something, please contact me at any time as soon as we're done and I'll get those over to you.

June Daymut, Strongsville, Ohio – I'm Mike's wife and I want to confirm he has been inundated with phone calls, emails, letters, 'Do something', 'Thank you, Mike, for helping because the Turnpike always turns a deaf ear'. The Turnpike says we were here first, now they're telling us they're broke. Well, I'm very disappointed. Mike hand-delivered invitations to every Turnpike Commission member and you are the only one that came and you brought your legal counsel and your engineer, and I appreciate that, but you have turned me off. You're saying, 'We're broke. We don't answer to anybody, we're a private entity where we can't get federal money. Go get state money, it's your problem.' But I think it's your problem and you need to work with us to solve it. You didn't come and knock on our door and say, 'Will you sign off, Mrs. Daymut? We're putting a third lane, we're going to increase the speed.' You didn't do that to any of us, you didn't have to go through any of the ordinances and laws about the environmental effects and effects on our health. I can't sleep at night, my windows are shut, I have storm windows on and it's still blaring. The third lane really, really has pushed us over, and we're not going to go away. We're going to keep working with our elected officials until something gets done. And it isn't the entire length, it's the impacted areas.

Mr. Daymut – Okay. And thank you, again, for taking the time this evening. We'll keep you abreast of what's going on, and we're going to solve this problem. It's the first time I can say that after three years of our initial meeting. But thank you again. Have a great evening.