

**MINUTES OF THE 637th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
FEBRUARY 27, 2017**

Chairman: Good morning. Will you please stand and join me in reciting the Pledge of Allegiance?

The meeting will come to order. Have all guests signed the sign-in sheet in the lobby? If not, please do so prior to leaving, so we can maintain an accurate account of attendance.

We have two new members of the Ohio Turnpike and Infrastructure Commission. Ms. Capri Cafaro was appointed by the Honorable Governor John Kasich to serve as a voting Commission Member beginning January 27, 2017 through June 30, 2018. Secondly, we have State Representative Thomas F. Patton. I will recognize both of them when they arrive.

Will the Assistant Secretary-Treasurer please call the roll?

Assistant Secretary-Treasurer: Chairman Hruby

Chairman Hruby: Here

Assistant Secretary-Treasurer: Vice Chairman Paradiso

Vice Chairman Paradiso: Here

Assistant Secretary-Treasurer: Commissioner Barber

Secretary-Treasurer Barber: Here

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Here

Assistant Secretary-Treasurer: Mr. Peterson

Mr. Peterson: Here

Assistant Secretary-Treasurer: Mr. Pakush

Mr. Pakush: Here

Assistant Secretary-Treasurer: Ms. Cafaro

Ms. Cafaro: Here (10:04 a.m.)

Assistant Secretary-Treasurer: Senator LaRose

Senator LaRose: Here (10:04 a.m.)

Chairman: We have quorum. This is the 637th Meeting of the Ohio Turnpike and Infrastructure Commission. We are meeting here at the Commission's headquarters, as provided for in the Commission's Code of Bylaws for a Commission Meeting.

Various reports will be received, and we will act on several resolutions. Draft copies have previously been sent to the Members and updated versions are in the Members' folders. The resolutions will be explained during the appropriate reports.

May I have a motion to adopt the Minutes of the January 23, 2017, Commission Meeting? Call the roll, please.

MOTION: A motion to adopt the Minutes of the January 23, 2017, Commission Meeting was made by Mr. Dixon and seconded by Mr. Paradiso. All Commission Members present voted to approve the Minutes.

Chairman: The Minutes are adopted. If there are no questions, we will proceed with the report of the Secretary-Treasurer, Mrs. Barber.

Secretary-Treasurer: The following items have been provided to the Members since the last scheduled meeting of the Commission on January 23, 2017:

1. Five Resolutions;
2. Draft Minutes of the January 23, 2017, Commission Meeting; and
3. Agenda for today's meeting.

We have included in their folders for today's meeting, the following additional documents:

1. Traffic Crash Summary Report, January 2017;
2. Traffic and Revenue Report, January 2017;
3. Total Revenue by Month and Year, January 2017;
4. Investment Report, January 2017;
5. Financial Statement, December 2016;
6. Budget Report, Twelve Months 2016; and
7. Various News Articles.

Chairman: Thank you. Any questions for Mrs. Barber? Please have the Minutes reflect Senator LaRose (10:04 a.m.) has arrived, along with our newest Member, a former member of the Senate, Capri Cafaro. She served in the Senate for the 32nd District from 2007 to 2016.

Ms. Cafaro: Thank you very much. I am happy to be here.

Chairman: We will now move on to the report of the Executive Director, Mr. Cole.

Director Cole: Thank you, Mr. Chairman.

I would like to join Chairman Hruby in recognizing the new members of the Commission. Fortunately, they aren't rookies. Representative Patton has previously served on the Commission and Capri Cafaro brings a wealth of knowledge from her work on HB 51, the legislation that implemented Governor Kasich's Jobs and Transportation Plan, and her time on the Senate Transportation Committee.

Before I proceed, in this era of frequent job changes, we have reinstated service recognition to employees of the Commission at five year intervals. Two members of the Commission qualify for recognition. Chairman, Jerry N. Hruby, has now been providing leadership through the Commission for five years and Commissioner George Dixon has provided fifteen years of exemplary service. I would like to thank you both for your service to the Commission.

In a quick update to the Commission, since our last meeting, I provided testimony about our budget and operations to the House Finance Committee and Tony Yacobucci appeared before the House Finance subcommittee on transportation. Tomorrow, I will appear before Chairman LaRose and the Senate Transportation, Commerce and Workforce Committee. While the General Assembly does not appropriate funds for our use, or oversee actions taken by the Commission, we are required by law to appear and it provides a good opportunity for us to provide an update on our operations and our future plans.

One of the areas I have included in my testimony, is an interim update on the development of our Toll Collection System (TCS) and Customer Service Center (CSC) Strategic Plan. We have also provided this interim update to the Ohio Trucking Association, the leadership of Teamsters Local 436 and are preparing to share with other stakeholders and interested parties. I'd like to provide a slightly more detailed update to you at this time. (handout provided to Commission Members and attached hereto as an exhibit).

If you remember, the study started in July 2016 with the selection of Jacobs Engineering as a consultant.

An important emphasis of the initial research was obtaining a "Voice of the Customer" and a deeper understanding of the makeup of our customer base. A license plate survey was conducted at twelve of our tolling locations. Results show, that depending on the interchange and time of collection, approximately 37% to 51% of cash paying cars and approximately 65% to 73% of cash paying trucks are from outside of Ohio. When all electronic tolling (AET) or open road tolling

(ORT) are considered cash and credit card paying customers lead to potential revenue loss. Non-*E-ZPass* out-of-state customers have higher potential revenue losses than in-state customers. So, the handout you have shows some indication that if we instituted open road tolling, in other words, remove the gates, put up gantries along the mainline or at locations to get that tolling, we would lose potentially 2% of our overall revenue, 4% of our non-*E-ZPass* revenue. However, if Pennsylvania, which has moved to all electronic tolling, Massachusetts, which this past year has moved to all electronic tolling, if we got rid of all of those gates, didn't except cash and credit card payments at the toll plazas, we would see up to a 17% overall revenue decrease; what is at stake is 44% of our non-*E-ZPass* revenue. So, that is one of the major factors we need to take into account as we look at the alternatives I am going to talk about shortly.

In other states with toll agencies, the lost revenue from AET or ORT have been offset through toll increases, administrative fees on collections for non-*E-ZPass* and through fines and penalties for those who try to evade paying the toll.

In addition to the license plate survey, 13,989 customer surveys were completed by Ohio *E-ZPass* customers, AAA Members, and the general public through survey cards distributed at the toll plazas. Also, ninety-six stakeholder surveys were completed by AAA Leadership, municipal planning organizations, and the Ohio Trucking Association. The results indicate a strong preference for removing the toll lane gates. Modifications to current lane operations, such as removing gates was supported by 89% of customers who responded to the surveys and by 94% of stakeholders. Support for removing gates, even if it was accompanied by an increase to the minimum toll, which may again not actually be a toll increase, but it would be the implementation of administrative fees, enforcement penalties for people who don't pay, received the following responses: 1) 34% of customers might support; 2) 32% of customers would support; 3) 42% of stakeholders might support; and 4) 34% of stakeholders would support, so again, even if there is an increase in cost.

There has also been a thorough effort to research the applicable laws and policies. A key finding in legal review determined that OTIC has the authority and ability to access Ohio Bureau of Motor Vehicle data. However, statutory and administrative rule changes are necessary to allow for the use of cameras and registration holds for violation enforcement and pursuing uncollected tolls.

In November and December, we spent time selecting TCS and CSC alternatives for detailed analysis. Selection criteria included: benefit to customer, public perception, acceptance by the stakeholders, net revenue potential, ease of transition, our back-office impacts, and whether the new collection technology aligned with autonomous/connected vehicles and innovation. So, the list of alternatives you see before you are the five that we are taking to a detailed analysis in the coming days and weeks. You can read them, but we are considering: (1) no change to the system which would be just our existing operations with improved equipment, updating equipment that is running end of life; (2) maintaining conventional toll plazas, but implementing low speed gateless *E-ZPass* lanes, which would be done at all thirty-one of our interchanges; (3) conventional toll plazas with higher speed gateless lanes, which because of their physical configuration could be done at seventeen of thirty-one of our interchanges and effect almost 41% of our trips; (4) conventional toll plazas with highway speed, gateless *E-ZPass* lanes, but that can

only be done at four or five of our thirty-one interchanges because of the make-up of the construction, the length of lane we need for people to pass through at full highway speeds, and; (5) free flow cashless tolling lanes. We are looking at all electronic tolling, which would have one of the most significant impacts because of the potential revenue loss and the effect on our operations. Over the course of our initial review, we did remove one potential alternative, which is free flow *E-ZPass* with automatic payment machines for cash. You see some initial construction and implementation costs, basically they are for the Commission's benefits, four main factors in what we do moving forward. The cost of capital outlays and the return on that investment, the ongoing operations and maintenance cost of the new system, the impact on our labor costs, and the introduction of collections and enforcement for anything that involves a higher level of electronic toll collection.

The customer service alternatives are: (1) currently, we are all in-house, except for software. We have our own customer service representatives, who operate out of this building; (2) in-house *E-ZPass* customer service center without outsourced video tolling and violations processing; (3) we can outsource additional back office functions; or we can completely outsource all of our back-office functions, so we are evaluating the details of all of those. What we are looking at, as you see in your handout, is the risk associated with those, the full operational analysis going out up to thirty years, the cost benefit analysis, again both short term and longer term, in each of those four categories, evaluating the policy technical and operational criteria to make sure it matches the recommended alternative, and we are preparing the final preferred alternative, which we expect will come to the Commission in March or April.

I would like to remind everyone that the staff will be making recommendations to the Commission in March or April. Our existing system, the maintenance agreements run through 2019. Any chosen alternative will take a significant period of time to implement just because of the procurement, the potential engineering, and the process of getting any related equipment and everything in place. It is a long-term thing, but in the very near future you will be presented with the recommendations of the preferred alternative, and it will be one of the more important things you do during your time on the Commission.

Any questions?

Ms. Cafaro: Yes, Mr. Chairman, if I may?

Chairman: Please, Ms. Cafaro.

Ms. Cafaro: Thank you. Yes, I do have a couple questions. Since this is my first meeting, I am not completely aware of the overall toll revenue that comes in, so my first question is a pretty obvious one, what is the actual, so the 17% overall and 44% non-*E-ZPass* all electronic tolling, what is that actually in dollars and how does that compare to the cost associated with potential changes in the system?

Director Cole: Mr. Chairman and Commission Member Cafaro, those are exactly the type of detailed numbers we will be analyzing here in the near future. If you look at our \$300 million budget, approximately \$280 million of that is toll revenue. I just for that base number of

what that percentage is, it is off the \$280 million existing toll revenue figure, which has been increasing each year and still projected to increase because we keep seeing record number of travelers on the Turnpike and nearing record numbers in miles. The detailed expense is the data we will be getting from Jacobs this week, again in the coming days and weeks, and all of that detailed analysis will be coming back to the Commission along with the recommended alternative. We don't have those exact dollars yet. In rough terms, you can see in the initial cost in construction and implementation costs, everything is in the \$10's of millions to \$100's of millions of dollars. So, it is a significant capital outlay and we have not connected the dots yet.

Ms. Cafaro: How much of the revenue because that is what I am trying to figure out.

Director Cole: Yes.

Ms. Cafaro: My follow-up, Mr. Chairman, has to do again, back to the issue of toll revenue losses, when we did OTIC in 2013, and part of what we did was in order for us to expedite the process with TRAC, we issued bonds against future toll revenues. How, if there is a fluctuation and reduction in future toll revenues does that impact our bond issuance situation with what we did at the onset of this?

Director Cole: Mr. Chairman and Commission Member Cafaro, when I talk about the risk analysis, the operational analysis, and the cost benefit analysis, we have explained to all of the stakeholders through this process, then when we talk about those revenue impacts, we look at the net revenue impact and one of the deciding factors in the financials will be an increase to that net revenue, right, so the bond covenants that are in place related to the debt issuance all still need to be met, and are right there as one of the top factors. So, again, right now we really don't have a collections issue. We have almost 100%, actually 99.9% collection of our existing revenue because of the gated system. If we were to remove that, in talking with other tolling agencies around the country, they make that up through administrative fees, fines and penalties, other things. I talked to one Executive Director from a tolling agency and when I said we collect 99.99% of our revenue, he said "well that is nice, last year we collected 106% of our net revenue." If you follow me, there are ways to make up the difference, but we have to assess: the political viability of that; the impact on our current customer base; the citizens of Ohio; our customers on the road; those levels of enforcement all need to be factored into it and/or the cost of collections, so we will connect the dots, and bring that detailed analysis to you when we bring the final recommendations, again, either later in March or at the April meeting.

Ms. Cafaro: Thank you very much.

Chairman: Marty, Tony, Director Cole or Mr. Dixon, if you could answer this question as you have been here a lot longer than I, a similar type of study was done initially to create *E-ZPass*, was it not? A study was done to give us the impact on tolls, collection of tolls and so forth, a similar study, is that correct?

Director Cole: Yes, in 2005. Beginning in 2005, David Miller has had the good fortune of being Project Manager through both studies and could answer some of those detailed questions, but in 2005, we commenced a similar study that took about two years. In 2007, the

recommendations were made and we went through the process of putting both this tolling system and the introduction of *E-ZPass* and electronic tolling on the Turnpike happened at that time.

Chairman: The success of the study, I understand, was good. In other words, the study told us exactly and we even exceeded that after a couple of years, is that not correct?

CFO/Comptroller/DED: That is correct, Mr. Chairman. Our *E-ZPass* penetration rate is higher than what we thought at the time, so we exceeded the *E-ZPass* goals and as a result were able to reduce our toll collector costs with the implementation of *E-ZPass* and we didn't lose any revenue. In fact, we had additional revenues.

Mr. Paradiso: We have had the history of the *E-ZPass* and the toll collection system, again three or four lead time and at the end of the 2009 implementation of *E-ZPass*. When we talked about this a few months ago, we talked about a ten-year run time on toll collection systems and I heard you mention a thirty-year view and I am a little concerned about that. Can you please explain?

Director Cole: Mr. Chairman and Commission Member Paradiso, what we are looking at, the ten-year timeframe I don't want to say is arbitrary because we can see from the existing system there are things that are beginning to rust, wear and tear, operationally pieces of equipment that become end of life especially highly technical ones where the manufacturer stops supporting it, so there is some basis for ten years. However, if we don't fully change our system, there may be some interim upgrades we can make or we have to make because we already know that a sensor is in place on our existing system that we put in spec in 2008, installed in 2009 that some of those sensors are not end of life, we can't get them anymore, so we are replacing them with a different type of sensor, if that makes sense. We are evaluating even shorter term than ten years. We are saying if within the next three to five years, there are specific parts of our system we can replace to get better operations, reduce maintenance costs, reduce operating costs, we are going to that. If a ten year, again going back to what we evaluated last time, we are still evaluating that ten year for the basic replacement of a system, if we were to go to a new system, but we are also looking beyond the ten years to twenty years or thirty years, going back to Commission Member Cafaro's point about the bonds, we know that we have existing revenue, operating costs and debt service requirements that go out thirty to thirty-five years. We are making sure that any system that we put in place beyond that ten years, how does that impact to the positive or negative through a longer time period? So, again, it is not that the ten year time frame we talked about in the past isn't in play, but we are also saying if there is low hanging fruit or a shorter term gain that has a return on investment maybe we need to do that now even if there isn't a full system replacement or conversely if the full system replacement, we need to look at that ten year time frame, but we also want to see the benefits and costs over a longer term recognizing the significance of it and that we are operating in a world of rapidly changing technology.

Mr. Paradiso: I guess that is to my point, that the technology changes, the experiences change, the travel continues to change and we want to be flexible enough to adapt to that as well. Again, I like the long-term view, so part of the follow-up question is in the five options that we are exploring are there phase in options, do we take number two now and we move

it to number four in five years, is that part of the consideration because that does not look like that was offered as an option.

Director Cole: Mr. Chairman, the Commission Members are trying to jump to the final recommendations and I wanted to impress today that we are being deliberative and thoughtful when we come back in March or April, but that's exactly the type of thing, there could be an interim step. Commission Member Paradiso, there is a partial implementation of a larger recommendation, it doesn't disrupt negatively our operations, but takes some of the advantage of that, or as a building block. You have heard me talk before and other staff about the fact that we don't want to buy a Betamax. In the executive conference room, we have an old Betamax and I welcome any of you to visit that and we have a sign on top of the Betamax machine that says "Friends don't let friends invest in Betamax," and our point is in a rapidly changing world of technology, we want to make sure that any step we have, again, either has that return on investment that pays for itself, provides a benefit, but longer term is a building block for where technology may be going. That is why we don't have connected and autonomous vehicles in our general traffic today, but it would be unwise for us not to take that into account with our systems today. Putting up a whole bunch of cameras to account for fifty-three million trips a year if in five years, as some suggest, or seven or ten years, you don't need cameras anymore because cars are going to all have an electronic identification and through a radio device transmit a signal, then you have bought cameras that, again, over thirty years, those gantries, those parts of the system don't have that payback because it becomes an outdated technology. I like to talk about the Betamax because it is not that Betamax and VHS were two rival technologies and that VHS and the old video tapes beat Betamax, it is that we have moved past that. We moved to DVDs, which are now becoming obsolete because of streaming video. If you look back over those twenty/twenty-five years, we want to make sure that we are looking at short term benefits, but that we are also putting in place the building blocks that are consistent with where technology and commercial payment methods are going on into the future.

Chairman: Any other questions or comments regarding this topic?

Director Cole: Mr. Chairman, we will repeat all of what I just said there again in March or April.

Chairman: Anything further, Director?

Director Cole: Unless there are further questions, Mr. Chairman. Thank you.

Chairman: Any additional questions? Hearing none, let's move on to the report of the Chief Engineer, Mr. Yacobucci.

Chief Engineer: Good morning, Mr. Chairman and Commission Members. I have five (5) resolutions for your consideration this morning.

The first Resolution for your consideration seeks authorization to award Contract No. 43-17-05 for the repairs and rehabilitation of three (3) bridges at Mileposts 178.0, 179.5, and 199.2 in Summit and Portage Counties. This work is included in the 2017 Capital Improvement Budget.

On January 25, 2017, Procurement received four (4) bids in response to this Project. The apparent low bid was submitted by The Great Lakes Construction Company (“Great Lakes”), of Hinckley, Ohio, in the amount of \$3,174,376.30, which is about 12% below than the Engineer’s Estimate of \$3,600,000.00. This bid was evaluated by both the design consultant, AECOM, of Akron, Ohio, as well as Commission staff and was found to contain no errors or anomalies. Great Lakes has satisfactorily performed projects of similar scope for the Commission in the past, and based on previous years’ work volume and work presently under contract, it appears Great Lakes has sufficient capacity to perform this project. Therefore, it is recommended that the Commission award Contract No. 43-17-05 to The Great Lakes Construction Company of Hinckley, Ohio in the amount of \$3,174,376.30. This resolution also contains provisions to assign AECOM, of Akron, Ohio, to perform construction administration and inspection services, and ProGeotech, Inc., of Broadview Heights, Ohio, a Commission certified SBE/MBE, to perform material testing services. With your permission, may the General Counsel please read the title of the Resolution.

General Counsel: Resolution Approving the Selection of The Great Lakes Construction Co. to Repair and Rehabilitate the Overhead Bridges for Boston Mills Road at Milepost 178.0, for Olde Eight Road at Milepost 179.5, and for Nichols Road at Milepost 199.2 in Summit and Portage Counties Under Project No. 43-17-05 for the Total Amount of \$3,174,376.30 and Approving the Assignment of AECOM and ProGeotech, Inc. to Perform the Professional Services for Constructing the Project.

Chairman: Are there any questions or comments? We are only a couple of months into the year, but how do the prices look compared to last year?

Chief Engineer: Mr. Chairman, the prices actually look right in line with everything that we have had in the past several years as a matter of fact.

Chairman: So, no major increases?

Chief Engineer: No major increases.

Mr. Pakush: I noticed in the bid packets that there is a 13% SBE commitment on this project, so I commend the group for that. It is a good goal, a high goal. Very good participation.

Chairman: Thank you for pointing that out. Any further questions? Hearing none, please call the roll.

MOTION: A motion to adopt the *Resolution Approving the Selection of The Great Lakes Construction Co. to Repair and Rehabilitate the Overhead Bridges for Boston Mills Road at Milepost 178.0, for Olde Eight Road at Milepost 179.5, and for Nichols Road at Milepost 199.2 in Summit and Portage Counties Under Project No. 43-17-05 for the Total Amount of \$3,174,376.30 and Approving the Assignment of AECOM and ProGeotech, Inc. to Perform the Professional Services for Constructing the Project*, was made by Chairman Hruby, seconded by Mr. Peterson, and approved by all Commission Members present. Resolution No. 8-2017 is attached hereto as an Exhibit.

Chairman: The resolution is adopted unanimously. Please continue, Tony.

Chief Engineer: The second Resolution for your consideration is to award Contract No. 59-17-01 for the Repairs and Resurfacing of the Eastbound and Westbound Roadway between Mileposts 69.30 and 74.15 in Wood and Ottawa Counties. This work is included in the 2017 Capital Improvement Budget. On February 14, 2017, Procurement received three (3) bids for this Project, with the apparent low bid being submitted by The Shelly Company-Northwest (“Shelly”), of Findlay, Ohio, in the amount of \$4,217,154.60. This bid is about 6.7% below the Engineer’s Estimate of \$4,500,000 and is deemed to be a responsive and responsible bid. Based on a review of Shelly’s Financial Statement and Experience Questionnaire it appears they have the capacity to perform this work. They have previously performed similar projects for the Commission in the past with favorable results. This resolution also contains provisions to assign DGL Consulting Engineers, LLC, of Maumee, Ohio, to perform construction administration and inspection services, and to assign TTL Associates, Inc., of Toledo, Ohio, a Commission certified SBE/DBE, to perform material testing services. With your permission, may the General Counsel please read the title of the Resolution?

General Counsel: Resolution Approving the Selection of the Shelly Company to Repair and Resurface the Roadway from Milepost 69.30 to Milepost 74.15 in Wood and Ottawa Counties Under Project No. 59-17-01 for the Total Amount of \$4,217,154.60 and Approving the Assignment of DGL Consulting Engineers, LLC and TTL Associates, Inc. to Perform the Professional Services for the Project.

Chairman: Any questions or comments?

Ms. Cafaro: Mr. Chairman, I have a question. If I may, and I do apologize if this is an obvious question, but why is the percentage goal for SBE and MBE different from the one that we just did, which was 12% and this one is 9%, is there a specific reason as to why there is a variation for our targets?

Director Cole: Mr. Chairman and Commission Member Cafaro, I would like to have Diana step up, the manager of our Office of Inclusion and give that specific answer. To put it into context, we did a disparity study in conjunction with ODOT and we put significant effort in last year to create the Office of Equity and Inclusion and develop a thorough SBE program, and as a new member we haven’t provided all of that to you yet, but as part of our on-boarding we will provide all of the documentation, so you can see in connection, and get the same training our staff has on how that program is being implemented.

Ms. Cafaro: Again, I am just trying to figure out why there is a variation.

Diana Anthony: Mr. Chairman and Commission Member Cafaro, basically we look at each project individually. Each project has a different scope. Each project has a different amount of availability and different opportunities. So, when we are trying to come up with a goal, we look at all of that and then we put it into, what we have is a formula in a spreadsheet, that gives us the potential amount of scope of work in dollars for those particular opportunities and the

spreadsheet with the formula gives us the number at the end. So, if the number is too high, we analyze what it looked like last year to make sure we are inline and that it is practical and attainable for our contractors to meet.

Ms. Cafaro: Got it. Thank you.

Chairman: Any other questions? Hearing none, please call the roll.

MOTION: A motion to adopt the *Resolution Approving the Selection of the Shelly Company to Repair and Resurface the Roadway from Milepost 69.30 to Milepost 74.15 in Wood and Ottawa Counties Under Project No. 59-17-01 for the Total Amount of \$4,217,154.60 and Approving the Assignment of DGL Consulting Engineers, LLC and TTL Associates, Inc. to Perform the Professional Services for the Project*, was made by Mr. Pakush, seconded by Mr. Paradiso, and approved by all Commission Members present. Resolution No. 9-2017 is attached hereto as an Exhibit.

Chairman: The resolution is adopted unanimously. Please continue, Tony.

Chief Engineer: The third Resolution for your consideration is to award Contract No. 59-17-02 for the Repairs and Resurfacing of the Eastbound and Westbound Roadway between Mileposts 136.00 and 144.10 in Erie and Lorain Counties. This work is included in the 2017 Capital Improvement Budget. On February 2, 2017, Procurement received three (3) bids for this Project, with the apparent low bid being submitted by Shelly Company-Northeast (“Shelly”), of Twinsburg, Ohio, in the amount of \$9,889,568.15. This bid is about 4.1% greater the Engineer’s Estimate of \$9,500,000 and is deemed to be a responsive and responsible bid. Based on a review of Shelly’s Financial Statement and Experience Questionnaire it appears they have the capacity to perform this work. They have previously performed similar projects for the Commission in the past with favorable results. This resolution also contains provisions to assign Quality Control Inspection, Inc., of Cleveland, Ohio, to perform construction administration and inspection services, and to assign Solar Testing Laboratories, Inc., of Brooklyn Heights, Ohio, a Commission certified SBE/DBE, to perform material testing services. With your permission, may the General Counsel please read the title of the Resolution?

General Counsel: Resolution Approving the Selection of Shelly Company to Repair and Resurface the Roadway from Milepost 136.00 to Milepost 144.10 in Erie and Lorain Counties Under Project No. 59-17-02 for the Total Amount of \$9,889,568.15 and Approving the Assignment of Quality Control Inspection, Inc. and Solar Testing Laboratories, Inc. to Perform the Professional Services for the Project.

Chairman: Any questions or comments?

Mr. Pakush: Mr. Chairman, in the Turnpike analysis that there is going to be bridgework as part of the project with the SBE contractor. Is there bridgework as part of this job or is it just pavement work?

Chief Engineer: Mr. Chairman and Commission Member Pakush, in many of our resurfacing projects we weatherproof the bridge decks. I am not 100% sure whether B&G Trucking is just doing the weatherproofing of those bridges or not, but my Assistant Chief Engineer acknowledged it is the weatherproofing of the bridge decks.

Director of Contracts Administration: I could just provide a little bit of clarification. When the bidders submit their bids, they include a DBE utilization plan and that is how the scope of work was broken out by the bidder and it came out of the scope of work for the contract itself based on what the Chief Engineer said.

Chairman: Any other questions or comments? It looks like Shelly has done a good job of sharpening their pencil. They have the trifecta so far. Please call the roll.

MOTION: A motion to adopt the *Resolution Approving the Selection of Shelly Company to Repair and Resurface the Roadway from Milepost 136.00 to Milepost 144.10 in Erie and Lorain Counties Under Project No. 59-17-02 for the Total Amount of \$9,889,568.15 and Approving the Assignment of Quality Control Inspection, Inc. and Solar Testing Laboratories, Inc. to Perform the Professional Services for the Project*, was made by Mrs. Barber, seconded by Mr. Peterson, and approved by all Commission Members present. Resolution No. 10-2017 is attached hereto as an Exhibit.

Chairman: The resolution passes unanimously. Please continue, Tony.

Chief Engineer: The next Resolution for your consideration seeks authorization for the purchase of twenty-eight (28) Motorola Multi-Agency Radio Communication System (MARCS) mobile radio devices and related components under the Ohio Department of Administrative Services Cooperative Purchasing Program. The proposed purchase is for equipment utilized by the Ohio State Highway Patrol (OSHP) in policing the Ohio Turnpike, and is part of an OSHP statewide upgrade of their MARCS radio equipment. This upgrade is being implemented as newly purchased vehicles are outfitted for service each fiscal year. The Commission's current Master Contract with the Department of Public Safety of the State of Ohio requires the Commission to purchase certain supplies and equipment exceeding a value of \$1,000 for OSHP use in policing the Turnpike. The purchase of the MARCS mobile radio equipment is included in the 2017 Capital Improvement Budget. The Procurement Manager has determined that the lowest cost of obtaining the MARCS mobile radio equipment is under State Term Contract Index No. STS073, Schedule No. 573077 through Motorola Solutions, Inc., of Westerville, Ohio. The total cost for the twenty-eight (28) mobile radio equipment and components will be \$201,699.40. The expenditures by the Commission for the MARCS radio equipment will exceed \$150,000.00, and, therefore, in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws, Commission authorization of this purchase is required. With your permission, may the General Counsel please read the title of the Resolution?

General Counsel: Resolution Authorizing the Purchase of Mobile MARCS Radio Equipment from Motorola Solutions, Inc. Under the DAS Cooperative Purchasing Program for the Ohio State Highway Patrol in the Total Amount of \$201,699.40.

Chairman: Are there any questions or comments? Hearing none, please call the roll.

MOTION: A motion to adopt the *Resolution Authorizing the Purchase of Mobile MARCS Radio Equipment from Motorola Solutions, Inc. Under the DAS Cooperative Purchasing Program for the Ohio State Highway Patrol in the Total Amount of \$201,699.40*, was made by Chairman Hruby, seconded by Mrs. Barber, and approved by all Commission Members present. Resolution No. 11-2017 is attached hereto as an Exhibit.

Chairman: The resolution passes unanimously. Please continue, Tony.

Chief Engineer: The final Resolution for your consideration seeks authorization to award Contract No. 4287 for pavement sweeping services between Milepost 0.0 and Milepost 241.3. The pavement sweeping service will be used for the removal of road debris accumulated along the curbs and median barrier of the Turnpike. The bid invitation was divided into two groups containing four items each, which are based on the geographical location of our facilities. The bidders were permitted to bid on one or both groups. We received three (3) bids in response to the invitation. The apparent low bid for both groups was submitted by Perfect Sweep, Inc., of Toledo, Ohio. This bidder proposes to furnish equipment and services in accordance with specifications and this bidder has satisfactorily supplied pavement sweeping services to the Commission in the past. Inasmuch as our needs can fluctuate for this service we are recommending a blanket order Contract in the estimated amount of \$150,000.00 be established with Perfect Sweep, Inc., of Toledo, Ohio. With your permission, may the General Counsel please read the title of the Resolution?

General Counsel: Resolution Awarding a Contract for the Furnishing of Pavement Sweeping Services Under Invitation No. 4287 to Perfect Sweep, Inc. in the Total Estimated Amount of \$150,000.00.

Chairman: Any questions or comments? Hearing none, please call the roll.

MOTION: A motion to adopt the *Resolution Awarding a Contract for the Furnishing of Pavement Sweeping Services Under Invitation No. 4287 to Perfect Sweep, Inc. in the Total Estimated Amount of \$150,000.00*, was made by Mr. Pakush, seconded by Mr. Paradiso, and approved by all Commission Members present. Resolution No. 12-2017 is attached hereto as an Exhibit.

Chairman: The resolution passes unanimously. Anything further, Mr. Yacobucci?

Chief Engineer: Mr. Chairman, that completes my report.

Chairman: Any questions for Tony before we move on? Hearing none, we will move on to the report of the CFP/Comptroller/DED, Marty Seekely.

CFO/Comptroller/DED: Thank you, Mr. Chairman. I have an update on our traffic and revenue for the month of January.

This first chart shows the monthly passenger car miles traveled on the Ohio Turnpike over the past two years. Passenger car vehicle miles traveled were up 2.1% in January as a result of the mild winter weather and an increase in traffic due to the Inauguration.

Commercial traffic benefited from one extra week day this year and as a result, commercial traffic was 4.9% higher than January of last year.

The increase in traffic combined with the 2.7% toll rate increase on January 1 caused passenger car toll revenue to increase 4.2% in January.

The 4.9% increase in commercial traffic combined with the toll rate increase caused commercial vehicle toll revenues to increase 7.4% in January.

This chart shows toll revenues for the month of January during each year over the past decade. Total toll revenues for January were \$1.2 million or 6.2% above the amount from last year.

That completes my report, Mr. Chairman.

Chairman: Thank you, Marty. Any questions or comments? Hearing none, we will continue on to the report of the General Counsel, Jennifer Stueber.

General Counsel: No report, Mr. Chairman.

Chairman: Thank you. We will move on to the report of Staff Lieutenant Hughes.

Staff Lieutenant Hughes: Good morning, Mr. Chairman and Commission Members. First of all, I am happy to report that there have been no fatal traffic crashes year-to-date in 2017. The next thing I want to highlight are the photos of some recent stops in the last few weeks.

The first stop occurred in Summit County. It resulted in eleven pounds of marijuana being seized with an estimated street value of \$55,000.00.

Second, an incident that occurred in Sandusky County. During that investigation two hundred and fifty grams of heroin, some marijuana and codeine cough syrup with an estimated street value of over \$34,000.00 was seized.

Thirdly, a traffic stop occurred in Summit County resulting in the seizure of eight hundred and six, schedule prescription pills, six grams of heroin and thirty ecstasy pills were seized with an estimated street value of over \$10,000.00.

Lastly, a traffic stop occurred in Sandusky County resulting in the seizure of thirty-five packages of marijuana-infused candies. I do not have an estimated street value for this seizure.

I do want to also report on is that this Thursday, Friday and Saturday, the Highway Patrol will be partnering with the five neighboring states for a six-day trooper project focusing on criminal behavior and, obviously, will result in seizures such as this.

That concludes my report. I would be happy to answer any questions.

Chairman: Thank you. Are there any questions for the Staff Lieutenant? Thank you and please pass on our good word to your women and men for an outstanding job again.

Are there any other matters to be brought forth before the Commission? Hearing none, the next meeting shall be held on Monday, March 20, 2017 at 10:00 a.m.

If there is no further business I will make a motion to adjourn.

MOTION: A motion to adjourn the Commission Meeting is made by Chairman Hruby, seconded by Mr. Dixon and unanimously approved by all Commission Members present.

Time of adjournment: 10:45 a.m.

Attendees for Record Keeping Purposes:

Bethany Pugh, PFM; Scott Buchanan, AECOM; Todd Majidzadeh, Resource International; Al Biehl, TranSystems; Jason Watson, Mannik & Smith; Dave Ray, JMT; Maureen Shildwachter, HNB; Biagio Impala, HNB; Tim McDonald, ODOT; Jennifer Townley, ODOT; Jim Gates, ODOT; Justin Kurtz, Hill International; Sarah Brown, HNTB; Gene Baxendale, Hill International; Beth Fulton, TRC; Halle Jones Capers, G. Stephens; Ron Strauser, Hill International; Marc Pomenico, Hill International; Jennifer Stueber, Ohio Turnpike; Anthony Yacobucci, Ohio Turnpike; Martin Seekely, Ohio Turnpike; Sharon Isaac, Ohio Turnpike; David Miller, Ohio Turnpike; Matt Cole, Ohio Turnpike; Helen Guggenbiller, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Mark Musson, Ohio Turnpike; Diana Anthony, Ohio Turnpike; Chris Matta, Ohio Turnpike; Dennis Albrecht, Ohio Turnpike; Lisa Mejac, Ohio Turnpike; Adam Greenslade, Ohio Turnpike; and Brian Newbacher, Ohio Turnpike.

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

Sandra K. Barber, Secretary-Treasurer

EXHIBITS

1. Ohio Turnpike and Infrastructure Commission Toll Collection System (TCS) and Customer Service Center (CSC) Strategic Plan Status Report January 26, 2017;
2. Resolution No. 8-2017: Approving the Selection of The Great Lakes Construction Co. to Repair and Rehabilitate the Overhead Bridges for Boston Mills Road at Milepost 178.0, for Olde Eight Road at Milepost 179.5, and for Nichols Road at Milepost 199.2 in Summit and Portage Counties Under Project No. 43-17-05 for the Total Amount of \$3,174,376.30 and Approving the Assignment of AECOM and ProGeotech, Inc. to Perform the Professional Services for Constructing the Project;
3. Resolution No. 9-2017: Approving the Selection of the Shelly Company to Repair and Resurface the Roadway from Milepost 69.30 to Milepost 74.15 in Wood and Ottawa Counties Under Project No. 59-17-01 for the Total Amount of \$4,217,154.60 and Approving the Assignment of DGL Consulting Engineers, LLC and TTL Associates, Inc. to Perform the Professional Services for the Project;
4. Resolution No: 10-2017: Approving the Selection of Shelly Company to Repair and Resurface the Roadway from Milepost 136.00 to Milepost 144.10 in Erie and Lorain Counties Under Project No. 59-17-02 for the Total Amount of \$9,889,568.15 and Approving the Assignment of Quality Control Inspection, Inc. and Solar Testing Laboratories, Inc. to Perform the Professional Services for the Project;
5. Resolution No. 11-2017: Authorizing the Purchase of Mobile MARCS Radio Equipment from Motorola Solutions, Inc. Under the DAS Cooperative Purchasing Program for the Ohio State Highway Patrol in the total amount of \$201,699.40; and
6. Resolution No. 12-2017: Awarding a Contract for the Furnishing of Pavement Sweeping Services Under Invitation No. 4287 to Perfect Sweep, Inc. in the Total Estimated Amount of \$150,000.00.

**Ohio Turnpike and Infrastructure Commission
Toll Collection System (TCS) and Customer Service Center (CSC) Strategic Plan
Status Report January 26, 2017**

Project Timeline

July 2016 — Selection of Jacobs Engineering as Consultant, Project Kickoff

August-September 2016 Initial Research and Voice of the Customer

License Plate Survey - Results show that approximately 37% to 51% of cash paying cars and approximately 65% to 73% of cash paying trucks are from outside of Ohio.

The probable revenue loss is estimated to be:

- -2% overall and 4% Non-E-ZPass for Open Road Tolling (ORT – cash payment accepted at toll plazas)
- -17% overall and 44% Non-E-ZPass for All-Electronic Tolling (AET – cash payment not accepted at toll plazas)

13,989 Customer surveys Ohio E-ZPass customers, AAA Members, and the general public.

96 Stakeholder surveys AAA Leadership, Municipal Planning Organizations, and the Ohio Trucking Association.

Modifications to Current Lane Operations Such as Removing Gates

- 89% of customers support
- 93% of stakeholders support

Support for Removing Gates with an Increase to the Minimum Toll

- 34% of customers might support 31% would support 34% Would NOT support
- 42% of stakeholders might support 34% would support 24% Would NOT support

October 2016 — Identification, Review, and Initial Prioritization of Alternatives, Legal and Policy Review, Best Practices Research

Key finding in Legal review: OTIC has authority and ability to Access BMV data, however, statutory and administrative rule changes are necessary to allow use of cameras and registration holds for violation enforcement and pursuing uncollected tolls. Reciprocal agreements on registration would be BMV to BMV, not through the tolling agencies.

November-December 2016 — Selection of Alternatives for Detailed Analysis

Selection criteria include: Benefit to customer, Public perception, Acceptance by stakeholders, Net revenue potential, ease of transition, back office impacts, new collection technology, aligned with autonomous/connected vehicles, Innovation

Toll Collection System Short list of alternatives includes:

1- **Conventional Toll Plazas with Gates (No Change)**

- a. No staffing Impact (400 Collectors, 100 supervisors) \$35 million current salary and benefits
- 2- **Conventional Toll Plazas with Low Speed Gateless E-ZPass Lanes** (Can be Implemented Turnpike-Wide) (ORT)
 - a. Moderate staffing Impact (Fewer Collectors in gateless lanes; New Back Office Staff for Violations)
- 3- **Conventional Toll Plazas with Higher Speed Gateless E-ZPass Lanes** (17 of 31 Interchanges, 41.2% of Trips) (ORT)
 - a. Moderate staffing Impact (Fewer Collectors in gateless lanes; New Back Office Staff for Violations)
- 4- **Conventional Toll Plazas with Highway Speed Gateless E-ZPass Lanes** (5 of 31 Interchanges, 24.6% of Trips) (ORT)
 - a. Higher Impact (No Collectors in Gateless Lanes; More Back Office Staff for Higher E-ZPass Penetration and Violations)
- 5- **Free Flow Cashless Tolling Lanes** (Can be Implemented Turnpike-Wide) (AET)
 - a. Significant Impact (No Collectors; Highest Number of Back Office Staff for Higher E-ZPass Penetration and license plate collection by mail)

Removed from detailed analysis: **Free Flow E-ZPass Tolling Lanes with ATPM for cash**

Initial Construction and Implementation Costs

Plaza Modification:	#1-3: \$8 - \$40 million	#4: \$122 - \$447 million;	#5: \$19 - \$85 million
Plaza Demolition:			#4-5: \$3 - \$150 million;
Camera Systems:		#2-5: \$5 - \$15 million	
Other Toll System Upgrades:	#1-3: \$49 - \$58 million		#4-5: \$14 - \$57 million

Customer Service Center Alternatives:

- 1 - **All In-House Except Software** (Current Model)
- 2 - **In-House E-ZPass Customer Service Center/Outsourced Video Tolling/Violations Processing to Vendor**
 - This could require significant additional facility space and staffing
- 3 - **Outsource Some Back-Office Functions to a Vendor**
- 4 - **Outsource All Back-Office Functions to a Vendor**

Next Steps

January-March 2017 — Detailed Analysis, Selection of TCS and CSC Preferred Alternative, Development of Strategic Plan

- **Risk Analyses** — Experience from other similar tolling projects and input from various toll agencies. Determine the location of the mainline tolling points for the open barrier system TCS alternatives.

- **Operational Analyses** — Evaluate the potential impact on traffic flow, toll operations and revenue collection.
- **Cost/Benefit Analyses** — Preparation of comparative costs including capital and operating/maintenance costs for each alternative as well as net revenue estimates.
- **Evaluation** — Policy, technical and operational evaluation criteria to compare the recommended alternatives.
- **Prepare Final Preferred Alternative** — Identify and select the TCS, CSC, infrastructure, specifications and procurement aspects of the final preferred alternative that will be recommended to the Commission.

March-April 2017 — Deliver Strategic Plan to the Ohio Turnpike and Infrastructure Commission

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of The Great Lakes Construction Co. to Repair and Rehabilitate the Overhead Bridges for Boston Mills Road at Milepost 178.0, for Olde Eight Road at Milepost 179.5, and for Nichols Road at Milepost 199.2 in Summit and Portage Counties Under Project No. 43-17-05 for the Total Amount of \$3,174,376.30 and Approving the Assignment of AECOM and ProGeotech, Inc. to Perform the Professional Services for Constructing the Project

WHEREAS, the Commission published notice in accordance with law advertising its invitation to bid upon a Contract for the Bridge Deck Repair and Rehabilitation of Boston Mills Road over the Ohio Turnpike at Milepost 178.0, Olde Eight Road over the Ohio Turnpike at Milepost 179.5, and Nichols Road over the Ohio Turnpike at Milepost 199.2 in Summit and Portage Counties, Ohio, designated as Project No. 43-17-05 (the "Project"); and

WHEREAS, the Commission received four bids via Bid Express to perform the Contractor's obligations on the Project, and the Assistant Chief Engineer and the Chief Engineer reviewed and evaluated the bids received, and whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer reports that The Great Lakes Construction Co., of Hinckley, Ohio, submitted the lowest responsive and responsible bid to perform the Contractor's obligations for the Project for the total amount of \$3,174,376.30, which they recommend the Commission accept and approve authorization for the Executive Director to award; and

WHEREAS, the Director of Contracts Administration advises that bids for Contract No. 43-17-05 were solicited on the basis of the same terms and conditions and the same specifications, that the bid of The Great Lakes Construction Co. for Contract No. 43-17-05 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and The Great Lakes Construction Co. submitted a performance bond with good and sufficient surety and made a good faith effort to attain the participation of disadvantaged businesses in the Project; and

WHEREAS, the amount of the bid received will require expenditures under Contract No. 43-17-05 that will exceed \$150,000.00, and Commission action is necessary to approve the Contract in accordance with Article V, Section 1.00 of the Commission's Bylaws; and

WHEREAS, the Commission's Executive Director has reviewed the reports of the Chief Engineer and the Director of Contracts Administration and concurs with the recommendation that the Commission approve the award of Project No. 43-17-05 to The Great Lakes Construction Co. as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendation.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of The Great Lakes Construction Co. in the total amount of \$3,174,376.30 for Project No. 43-17-05 is approved as the lowest responsive and responsible bid received, and the Executive Director is authorized to execute a Contract on the basis of said bid and enter into an agreement; and

FURTHER RESOLVED that the Commission approves the Executive Director and the Chief Engineer assigning AECOM, of Akron, Ohio, to perform the necessary construction inspection and administration services for the Project under the agreement previously approved in Resolution No. 22-2016 and ProGeotech, Inc., of Broadview Heights, Ohio, to perform materials testing services in accordance with its Miscellaneous Engineering Services Agreement with the Commission; and

FURTHER RESOLVED that the Executive Director has the authority to approve such extra work or change orders under said contracts as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the Project or increase its costs.

(Resolution No. 8-2017 adopted February 27, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of the Shelly Company to Repair and Resurface the Roadway from Milepost 69.30 to Milepost 74.15 in Wood and Ottawa Counties Under Project No. 59-17-01 for the Total Amount of \$4,217,154.60 and Approving the Assignment of DGL Consulting Engineers, LLC and TTL Associates, Inc. to Perform the Professional Services for the Project

WHEREAS, the Commission published notice in accordance with law advertising its invitation to bid upon a Contract for the Repairs and Resurfacing of the Eastbound and Westbound Roadways from Milepost 69.30 to Milepost 74.15 in Wood and Ottawa Counties, Ohio, designated as Project No. 59-17-01 (the "Project"); and

WHEREAS, the Commission received three bids via Bid Express to perform the Contractor's obligations on the Project, and the Acting Assistant Chief Engineer and the Chief Engineer reviewed and evaluated the bids received, and whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer reports that the Shelly Company, of Findlay, Ohio, submitted the lowest responsive and responsible bid to perform the Contractor's obligations for the Project for the total amount of \$4,217,154.60, which they recommend the Commission accept and approve authorization for the Executive Director to award; and

WHEREAS, the Director of Contracts Administration advises that bids for Contract No. 59-17-01 were solicited on the basis of the same terms and conditions and the same specifications, that the bid of the Shelly Company for Contract No. 59-17-01 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and the Shelly Company submitted a performance bond with good and sufficient surety and made a good faith effort to attain the participation of disadvantaged businesses in the Project; and

WHEREAS, the amount of the bid received will require expenditures under Contract No. 59-17-01 that will exceed \$150,000.00, and Commission action is necessary to approve the Contract in accordance with Article V, Section 1.00 of the Commission's Bylaws; and

WHEREAS, the Commission's Executive Director has reviewed the reports of the Chief Engineer and the Director of Contracts Administration and concurs with the recommendation that the Commission approve the award of Project No. 59-17-01 to the Shelly Company as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendation.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of the Shelly Company in the total amount of \$4,217,154.60 for Project No. 59-17-01 is approved as the lowest responsive and responsible bid received, and the Executive Director is authorized to execute a Contract on the basis of said bid; and

FURTHER RESOLVED that the Commission approves the Executive Director and the Chief Engineer assigning DGL Consulting Engineers, LLC of Maumee, Ohio to perform the necessary construction inspection and administration services for the Project and TTL Associates, Inc., of Toledo, Ohio, to perform materials testing and inspection services both in accordance with the Miscellaneous Engineering Services Agreement between the Ohio Turnpike and Infrastructure Commission and the engineering firms; and

FURTHER RESOLVED that the Executive Director has the authority to approve such extra work or change orders under said contracts as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the Project or increase its costs.

(Resolution No. 9-2017 adopted February 27, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of Shelly Company to Repair and Resurface the Roadway from Milepost 136.00 to Milepost 144.10 in Erie and Lorain Counties Under Project No. 59-17-02 for the Total Amount of \$9,889,568.15 and Approving the Assignment of Quality Control Inspection, Inc. and Solar Testing Laboratories, Inc. to Perform the Professional Services for the Project

WHEREAS, the Commission published notice in accordance with law advertising its invitation to bid upon a Contract for the Repairs and Resurfacing of the Eastbound and Westbound Roadways from Milepost 136.00 to Milepost 144.10 in Erie and Lorain Counties, Ohio, designated as Project No. 59-17-02 (the "Project"); and

WHEREAS, the Commission received three bids via Bid Express to perform the Contractor's obligations on the Project, and the Assistant Chief Engineer and the Chief Engineer reviewed and evaluated the bids received, and whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer reports that Shelly Company, of Twinsburg, Ohio, submitted the lowest responsive and responsible bid to perform the Contractor's obligations for the Project for the total amount of \$9,889,568.15, which they recommend the Commission accept and approve authorization for the Executive Director to award; and

WHEREAS, the Director of Contracts Administration advises that bids for Contract No. 59-17-02 were solicited on the basis of the same terms and conditions and the same specifications, that the bid of Shelly Company for Contract No. 59-17-02 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and Shelly Company submitted a performance bond with good and sufficient surety and made a good faith effort to attain the participation of disadvantaged businesses in the Project; and

WHEREAS, the amount of the bid received will require expenditures under Contract No. 59-17-02 that will exceed \$150,000.00, and Commission action is necessary to approve the Contract in accordance with Article V, Section 1.00 of the Commission's Bylaws; and

WHEREAS, the Commission's Executive Director has reviewed the reports of the Chief Engineer and the Director of Contracts Administration and concurs with the recommendation that the Commission approve the award of Project No. 59-17-02 to Shelly Company as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendation.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of Shelly Company in the total amount of \$9,889,568.15 for Project No. 59-17-02 is approved as the lowest responsive and responsible bid received, and the Executive Director is authorized to execute a Contract on the basis of said bid; and

FURTHER RESOLVED that the Commission approves the Executive Director and the Chief Engineer assigning Quality Control Inspection, Inc., of Cleveland, Ohio to perform the necessary construction inspection and administration services for the Project and Solar Testing Laboratories, Inc., of Brooklyn Heights, Ohio, to perform materials testing and inspection services both in accordance with the Miscellaneous Engineering Services Agreement between the Ohio Turnpike and Infrastructure Commission and said engineering firms; and

FURTHER RESOLVED that the Executive Director has the authority to approve such extra work or change orders under said contracts as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the Project or increase its costs.

(Resolution No. 10-2017 adopted February 27, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing the Purchase of Mobile MARCS Radio Equipment from Motorola Solutions, Inc. Under the DAS Cooperative Purchasing Program for the Ohio State Highway Patrol in the Total Amount of \$201,699.40

WHEREAS, the Commission authorized the Executive Director via Resolution No. 32-2003, adopted on July 21, 2003, to participate in state contracts under the Department of Administrative Services (“DAS”) Cooperative Purchasing Program, through which members may purchase supplies, services, equipment and other materials pursuant to Ohio Revised Code Section 125.04; and

WHEREAS, the contract between the Commission and the Ohio Department Public Safety (“ODPS”) provides that the Commission will purchase supplies and equipment exceeding a value of one thousand dollars per unit for use by the Ohio State Highway Patrol (“OSHP”) in the course of policing the Ohio Turnpike; and

WHEREAS, the Commission received a request from the ODPS to purchase twenty-eight radio devices and related components to update the mobile Multi-Agency Radio Communications System (“MARCS”) radios in its newly purchased vehicles as they are outfitted for service during this fiscal year; and

WHEREAS, the OSHP reports that it is necessary to upgrade the OSHP radios to match the current models deployed across the OSHP fleet utilizing the MARCS Radio Network in order to better ensure interoperability, uniformity and the safety of its personnel; and

WHEREAS, the Motorola radio equipment hardware and necessary components are available through the DAS Cooperative Purchasing Program under Contract No. 573077-0, Index No. STS-073, from Motorola Solutions, Inc., of Westerville, Ohio, in the total amount of \$201,699.40 for the entire project; and

WHEREAS, Commission action is necessary under Article V, Section 1.00 of the Commission’s Code of Bylaws because the expenditure required to purchase the Motorola radio equipment hardware and components exceeds \$150,000.00.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission authorizes and approves the purchase of the MARCS mobile radio equipment and components from Motorola Solutions Inc. through the DAS Cooperative Purchasing Program under Contract No. 573077-0, Index No. STS-073, in the total amount of \$201,699.40.

(Resolution No. 11-2017 adopted February 27, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Awarding a Contract for the Furnishing of Pavement Sweeping Services Under Invitation No. 4287 to Perfect Sweep, Inc. in the Total Estimated Amount of \$150,000.00

WHEREAS, the Commission advertised an Invitation for Bids to perform its requirements for pavement sweeping services during a period commencing upon contract execution and continuing through the 2017 pavement sweeping season; and

WHEREAS, the Commission received three bids in response to the Invitation, and the Commission's Maintenance Engineer reviewed and analyzed the bids timely submitted, whose report concerning such analysis is before the Commission; and

WHEREAS, the Maintenance Engineer reports that the lowest responsive and responsible bid for the performance of Contract No. 4287 was submitted by Perfect Sweep, Inc., of Toledo, Ohio, in the total estimated amount of \$150,000.00 based on the anticipated quantities of pavement sweeping services that the Commission will require throughout the term of the Contract and the pricing offered under the bid; and

WHEREAS, the Maintenance Engineer reports that Perfect Sweep, Inc. is the current contractor for the Commission's pavement sweeping services, and has performed satisfactorily for the Commission; and, therefore, the Maintenance Engineer recommends that the Commission award a contract for pavement sweeping services to Perfect Sweep, Inc. as the lowest responsive and responsive bidder; and

WHEREAS, the Director of Contracts Administration advises that the bids for Invitation No. 4287 were solicited on the basis of the same terms and conditions and the same specifications, and that the bid from Perfect Sweep, Inc. for Invitation No. 4287 conforms to the requirements of Ohio Revised Code Sections 5537.07 and 9.312; and

WHEREAS, the Executive Director has reviewed the reports of the Maintenance Engineer and the Director of Contracts Administration, and concurs with the recommendation to award Perfect Sweep, Inc. the contract for Invitation No. 4287 as the lowest responsive and responsible bidder; and

WHEREAS, Commission action is requested to approve the Contract in accordance with Article V, Section 1.00 of the Commission's Bylaws because the amount of the bid received may require expenditures under Contract No. 4287 that will exceed \$150,000.00 if the Commission's requirements for pavement sweeping services surpass the estimated quantities; and

WHEREAS, the Commission has duly considered such recommendations;

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of Perfect Sweep, Inc., of Toledo, Ohio, in the estimated amount of \$150,000.00 to perform the Commission's requirements for pavement sweeping services is approved as the lowest responsive and responsible bid received, and that the Executive Director is authorized to execute a Contract on the basis of said bid, and the Contractor shall furnish the Commission's requirements for pavement sweeping services throughout the Contract term, whether more or less than the estimated quantities, as may be ordered by the Commission under the Contract; and

FURTHER RESOLVED that the Executive Director has the authority to approve such extra work or change orders under said contracts as a result of an increase in the planned quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the contract services or increase its costs.

(Resolution No. 12-2017 adopted February 27, 2017)