

**MINUTES OF THE 661<sup>st</sup> MEETING OF THE  
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION  
APRIL 15, 2019**

**Chairman:** Good morning. 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.

Myron Pakush is here representing ODOT as Mr. Marchbanks is unable to attend today's Commission Meeting.

Will the Assistant Secretary-Treasurer please call the roll?

**Assistant Secretary-Treasurer, Ferzan Ahmed:** Chairman Hruby

**Chairman, Jerry Hruby:** Here

**Assistant Secretary-Treasurer:** Mr. Paradiso

**Vice Chairman, Timothy Paradiso:** Here

**Assistant Secretary-Treasurer:** Mr. Coviello

**Commissioner, Guy Coviello:** Here

**Assistant Secretary-Treasurer:** Ms. Johnson

**Commissioner, Vickie Eaton Johnson:** Here

**Assistant Secretary-Treasurer:** Mr. Peterson

**Commissioner, Michael Peterson:** Here

**Assistant Secretary-Treasurer:** Mr. Pakush

**Commissioner, Myron Pakush:** Here

**Assistant Secretary-Treasurer:** Representative Greenspan

**Ohio House Representative, Dave Greenspan:** Here

**Chairman:** We have a quorum. This is the 661<sup>st</sup> 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 March 18, 2019, Commission Meeting? Any questions, comments, or additions? Hearing none, please call the roll.

**MOTION:** A motion to adopt the Minutes of March 18, 2019, Commission Meeting was made by Mr. Coviello and seconded by Mr. Paradiso. All Commission Members present voted to approve the Minutes.

**Chairman:** The minutes are adopted. We will move on to the report of the Secretary-Treasurer, Mr. Peterson.

**Secretary-Treasurer:** The following items have been provided to the Members since the last scheduled meeting of the Commission on March 18, 2019:

1. Five Resolutions;
2. Draft Minutes of the March 18, 2019, 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 and Revenue Report, March 2019;
2. Total Revenue by Month and Year, March 2019;
3. Investment Report, March 2019;
4. Budget Report, Three Months – 2019; and
5. Financial Statement, March 2019.

That concludes my report, Mr. Chairman.

**Chairman:** Thank you, Mr. Peterson. We will move on to the report of our Executive Director, Ferzan Ahmed.

**Executive Director, Ferzan Ahmed:** Mr. Chairman, we have had a very eventful month with activities that I would like to report on.

But first, I want to thank Sharon Isaac, Drew Herberger and Tony Yacobucci for arranging a field day for me on the 21<sup>st</sup> of March. We spent time with toll collectors and Service Plaza

employees and maintenance workers at several different areas on the Turnpike. I was very impressed with the cleanliness of the facilities and equipment and the professionalism of the staff.

On March 26, 2019, J.J. Szahlender received an award for a resurfacing project in Portage County, done by the Shelly Company. Congratulations to J.J. and the Shelly Company.

Two of our partner agencies had annual meetings in March, and both were great opportunities to get out there and meet local officials. On March 28, 2019, we attended the Eastgate Regional Council of Governments Annual Meeting in Youngstown. On March 29, 2019, we attended the TMACOG Transportation Summit in Toledo. Tony Yacobucci presented the Commission's Capital Plan.

Tony, Dave Miller, Brian Kelley and I attended the IBTTA Technology Conference in Orlando. Most useful to me was the Executive Directors' Roundtable. This was an opportunity for me to meet my counterparts and learn from them, since each one had more than my five weeks' experience as the head of a toll agency. Brian did a great job as a presenter on two panels and as a moderator of another session. There are many changes coming to the tolling industry as a result of smart technology. I don't think we are too far away from when payments will be possible through subscriptions and not actual hardware. I want to mention the top three things that the other Executive Directors felt we should look at collectively:

- MaaS (Mobility as a Service)
- Is the Turnpike going to be a facility of choice for an autonomous vehicle one day?
- Workforce training and retention with applications of artificial intelligence. Are we prepared to retrain our people to be part of that movement?

April 8 through April 12, 2019 was National Work Zone Awareness Week ("NWZA"). The theme for this year is "Drive Like you Work Here" and the objective is to simply keep our workers and the traveling public safe. Unfortunately, 40 construction workers have been killed in work zones in Ohio since 2007. We have to work together to create an atmosphere where this is not a statistic we need to talk about.

On April 10, 2019, the American Traffic Safety Services Association had an event in Columbus for NWZA week and I was honored to give the welcome keynote on behalf of the Commission.

On April 9 and 10, 2019, Diana Anthony, who manages the Commission's Diversity and Inclusion Program, and I attended the Ohio Civil Rights Symposium, which is led by ODOT in Columbus. We are proud to be sponsors as well. Diana set up a booth to connect with minority owned businesses.

On April 9, 2019, I had the honor to present a few proposed legislative amendments to the House Finance Committee on Transportation. Chairman Greenspan, I thank you for the opportunity and your leadership in helping us with our necessary legislation. I also thank the other

members of the committee who were very interested in learning more about our processes. We will have follow-up meetings, as well as future tours for some of the members.

Before I end my report, I would like to invite Brian Kelley to talk about a couple of grants that we have been a part of.

**Chief Technology Officer, Brian Kelley:** Chairman Hruby and Commission Members, we are Turnpike proud this morning to share that the Federal Highway Administration notified the Ohio Turnpike and Infrastructure Commission on March 18, 2019, of a grant award for Phase 1 Truck Platooning Early Deployment Assessment.

What is Truck Platooning? Truck platooning is grouping vehicles that can travel together into platoons. Platoons decrease the distances between trucks using electronic coupling. This capability allows the trucks to operate together in the platoon to accelerate or brake simultaneously. The benefits of truck platooning to our customers on the Ohio Turnpike include the following:

- Greater fuel economy due to reduced air resistance
- Reduced congestion
- Fewer traffic collisions

This project is being conducted to understand how truck platoons will operate in a realistic, operational environment and certainly our Ohio Turnpike provides such a great environment for that type of testing.

The project will assess various aspects of in-service truck platoons that are delivering commercial goods by a fleet operator on their common delivery routes over an extended time period. Various data will be collected, both technical and operational, related to the vehicles, environment, and drivers to assess safety, efficiency, and mobility impacts.

The 9-month Phase 1 project awards will perform detailed planning and team building and develop Phase 2 proposals. The Phase 2 project awards will execute the plans, collect data, and conduct evaluations of truck platoons driven by professional drivers delivering commercial goods. Only Phase 1 awardees will be eligible to submit Phase 2 proposals. There were three such awards given throughout the United States. We are Turnpike proud that we are part of two of those three awards. With our partners at DriveOhio and the Smart Belt Coalition for the two awards that we've received, we will collectively have a million dollars of grant money towards this particular endeavor.

We are also double Turnpike proud to share with you this morning that on April 1, 2019, we received notification from the U.S. Department of Transportation of an award of nearly \$2.69 million grant to Pennsylvania's Work Zone Reservation and Traveler Information System which the Ohio Turnpike is part of through our participation with the Smart Belt Coalition. We have been working on this particular technology and challenge with the Smart Belt Coalition with the Pennsylvania Turnpike for a number of years.

In the award announcement, U.S. Transportation Secretary Elaine L. Chao is quoted as saying, “These highly innovative projects offer high-tech solutions to relieve congestion and improve safety and efficiency on the nation’s highways.”

The Work Zone Reservation Traveling Information System will enhance work zone operations and safety by providing accurate, standardized, and real-time work zone information across nearly 41,000 miles of roadway through Pennsylvania and Ohio. The system will also streamline work zone coordination between maintenance crews, construction crews, and traffic operation centers by modernizing the way work zones are scheduled and managed.

We are part of the Smart Belt Coalition. This opportunity came through our partnership with them. The Smart Belt Coalition was formed in 2016 and is a strategic partnership comprised of the Ohio Turnpike and four other transportation agencies and seven academic institutions throughout Michigan, Ohio, and Pennsylvania as depicted in these diagrams. (Attached as Exhibit 6).

With both of these projects we are excited to leverage our relationships with the Smart Belt Coalition and DriveOhio and leverage technology to maintain and further improve safe and efficient travel on our Ohio Turnpike.

That completes my report.

**Chairman:** Thank you. Are there any questions for Mr. Kelley?

**Mr. Coviello:** Back to the platooning, how many trucks are in one platoon?

**Mr. Kelley:** It can be just two or it could be three, four, five, six, or seven.

**Mr. Coviello:** Can that create an issue like a vine going down the highway? Like, here’s the platoon, I need to get over there, but all of these trucks are platooning.

**Mr. Kelley:** The lead driver is watching the traffic conditions. The technology works so that if they feel they need to decouple because of the traffic congestion, or if they are coming to a point. I mean certainly on the Ohio Turnpike where we are a sturdy road, but if a truck platoon let’s say is driving down State Route 18, which has a lot of intersections, they can actually decouple at the intersections. There is also in terms of looking at how we are going to leverage this technology. It might not be during the daytime. It would be at night when there is less traffic on the road, but certainly it becomes a concern in those areas where there is a lot of traffic congestion and other commercial passenger vehicles sharing the road.

**Mr. Coviello:** What is the timing for seeing this on the Turnpike?

**Mr. Kelley:** This particular grant? We will be doing that this year.

**Chairman:** Thank you.

**Executive Director Ahmed:** Mr. Chairman, as you can see Brian is very passionate about technology. He does a great job here at the Turnpike and he has actually developed a reputation with other agencies and his presence has been requested in other states to represent the Turnpike and talk about what we are doing.

The toll collection system modernization is a huge project. It is the largest undertaking that we have. Last month, our auditor, Dave Miller, made a presentation to give you an update on what we are doing, and because of the magnitude of the project, we all think it is a good idea for him to give an update at every meeting. So, I am going to request that Dave come up and provide an update for us.

**Director of Audit and Internal Control David Miller:** Good morning, Mr. Chairman and Commission Members.

At last month's meeting, I presented for your approval a Resolution for Jacobs Engineering to assist with the implementation of the new TransCore *E-ZPass*<sup>®</sup> Customer Service Center System.

At that time, I also indicated that it was the intention of the project teams working on the new customer service center and toll system modernization to keep you routinely informed of our progress on these significant projects. Although we have no major milestones to report upon this month, I'd like to provide you with a brief overview of our activities since the last Commission Meeting on March 18, 2019.

On March 27 and 28, 2019, we held our first implementation workshop for the new Customer Service Center System. At this 2-day meeting, personnel from TransCore, Jacobs Engineering, and the Commission met here at the Administration Building to review the business rules and other requirements for how we intend to operate the modernized system. This activity was guided by a comprehensive "Requirements Tracing Matrix" that maps each requirement contained in the Commission's RFP to the functionality provided by TransCore's product. The objective of this activity is to identify "gaps" or areas where software development or procedural refinement will be necessary. While we expect to have several more rounds of this kind of exercise in the coming months, we are pleased to report that no significant gaps were identified in this initial workshop.

The next Customer Service Center implementation workshop is scheduled for April 30, 2019 through May 1, 2019. This session will focus primarily on accounting and general financial reporting aspects of the new system. We also expect to begin reviewing the operational reporting functionality of the new system in this next workshop.

Concurrent with the implementation of the new *E-ZPass*<sup>®</sup> Customer Service Center System, the project team has also been busy finalizing the RFP for the modernization of the Commission's toll collection system. This RFP is the foundation for our procurement of all the new software and equipment that will be installed in the toll lanes. Numerous internal workshops have been held in recent weeks to refine an initial RFP draft prepared by Jacobs Engineering. This

work has been challenging and time-consuming, but the team is getting closer to a final document. Release of this RFP is anticipated within the next four to eight weeks.

Plans for the construction projects that are necessary for the modernized toll collection system also continue to move forward. Bidding for this work is expected to occur in third or fourth quarter this year, with actual construction anticipated for 2020.

This completes my report. At this time, I am happy to address any questions you may have.

Thank you, I will provide further updates of our progress in future Meetings. Mr. Chairman, this ends my report.

**Executive Director Ahmed:** Thank you, Dave. Mr. Chairman, that concludes my report. I would be happy to answer any questions.

**Chairman:** Thank you. We will move on to the report of the Chief Engineer, Tony Yacobucci.

**Chief Engineer:** Good morning, Mr. Chairman and Commission Members. I have four resolutions for your consideration this morning.

The first resolution for your consideration seeks authorization for the purchase of twelve 2019 model year Ford F250 pick-up trucks and six 2019 model year Ford Transit 350 cargo vans, all with a gross vehicle weight rating (GVWR) of less than 12,000 pounds. The purchase of such vehicles is governed by the Ohio Department of Administrative Services (ODAS) under ORC Section 125.832. As a condition of these requirements, the Ohio Turnpike and Infrastructure Commission is required, on an annual basis, to submit to ODAS a Fleet Plan for review and acceptance. The 2019 Fleet Plan, which was submitted and received by DAS, included the replacement of these twelve trucks and six vans. The purchase of these vehicles is also included in the 2019 Capital Improvement Budget. The best unit pricing for twelve 2019 F250 pick-up trucks and six 2019 Ford Transit 350 cargo vans for the Commission's Assistant Foremen and Trades Technicians is available under ODAS State Term Index No. GDC093, Contract No. RS902619, Items 21AT and 8AT-148, respectively, from Middletown Ford, Inc., of Middletown, Ohio, a State of Ohio certified MBE, at the unit price of \$29,594.98 for the pick-up trucks and \$31,836.50 for the cargo vans, resulting in a total of \$546,158.76. The new pick-up trucks will replace model year 2015 pick-up trucks, with mileage estimated to be 147,500 on average when the new trucks are placed in service. The new cargo vans will replace model year 2013 vans, with mileage estimated to be 128,000 on average when the new vans are placed in service. This purchase will continue the systematic replacement of pick-up trucks for Assistant Foremen and cargo vans for the Trades Technicians. In addition, this resolution includes the disposal of the existing eighteen vehicles in accordance with the Commission's Property Disposal Policy. With your permission, may the General Counsel please read the title of the resolution.

**General Counsel:** Resolution Authorizing the Purchase of Pickup Trucks and Cargo Vans for a Total Price of \$546,158.76 Under the DAS Cooperative Purchasing Program.

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

**MOTION:** A motion to adopt the *Resolution Authorizing the Purchase of Pickup Trucks and Cargo Vans for a Total Price of \$546,158.76 Under the DAS Cooperative Purchasing Program*, was made by Mr. Pakush, seconded by Mr. Peterson, and approved by all Commission Members present. Resolution No. 21-2019.

**Chairman:** The resolution passes unanimously. Tony, please continue.

**Chief Engineer:** The second resolution for your consideration seeks authorization to award Contract No. 59-19-03 (Re-Bid) for Pavement Repairs to the Eastbound Roadway between Milepost 122.90 and Milepost 127.09 in Erie County. On April 2, 2019, Procurement received three (3) bids for this Project, with the apparent low bid being submitted by Chagrin Valley Paving, Inc. ("Chagrin Valley"), of Chagrin Falls, Ohio, in the amount of \$773,301.70. This bid was evaluated by Commission staff and was found to contain no errors or anomalies. The bid submitted by Chagrin Valley is below the Engineer's Estimate and is deemed to be a responsive and responsible bid. Based on a review of previous years' work volume and work presently under contract, it appears that Chagrin Valley has sufficient capacity to perform this project. Furthermore, Chagrin Valley has satisfactorily completed similar projects for the Commission in the past. In addition, Chagrin Valley has committed to exceed the 11% SBE/DBE goal with 11.64% SBE participation, or \$90,000.00. Therefore, it is recommended that the Commission award Contract No. 59-19-03 (Re-Bid) to Chagrin Valley Paving, Inc., of Chagrin Falls, Ohio, in the amount of \$773,301.70. This resolution also contains provisions to assign Geo-Sci, Inc., of Berea, Ohio, to perform construction administration, inspection and material testing services. With your permission, may the General Counsel please read the title of the resolution?

**General Counsel:** Resolution Approving the Selection of Chagrin Valley Paving, Inc. to Perform the Eastbound Mainline Repairs Under Project No. 59-19-03 (REBID) for the Total Amount of \$773,301.70 and Approving the Assignment of Geo-Sci, Inc. to Perform Professional Services on the Project.

**Chairman:** Any questions or comments?

**Mr. Coviello:** Do you know approximately how much this came down from the original bid?

**Chief Engineer:** Mr. Chairman and Commission Member Coviello, the original estimate was \$700,000.00. We actually raised that to \$780,000.00 because we felt there were some MOT that we didn't consider based on having them move, the MOT in and out for two lane closures. The original bid came in at \$841,000.00, so the current bid that we got with the three bidders was \$783,000.00.

**Mr. Coviello:** I want to commend the staff for making those adjustments to create a competitive bid and brought the price down.



**Chief Engineer:** Thank you. One of the other things we did was extended the schedule. We felt this project is about a thirty-day project and we felt that by extending the schedule into October, it gave the contractors an opportunity to fit this in based on their current workload.

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

**MOTION:** A motion to adopt the *Resolution Approving the Selection of Chagrin Valley Paving, Inc. to Perform the Eastbound Mainline Repairs Under Project No. 59-19-03 (REBID) for the Total Amount of \$773,301.70 and Approving the Assignment of Geo-Sci, Inc. to Perform Professional Services on the Project*, was made by Mr. Peterson, seconded by Mr. Paradiso, and approved by all Commission Members present. Resolution No. 22-2019.

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

**Chief Engineer:** The next resolution for your consideration seeks authorization to award Contract No. 70-19-01 for the rehabilitation of the eastbound mainline embankment at Milepost 222.0 and drainage work adjacent to the eastbound turnpike mainline roadway at Milepost 222.5 in Mahoning County. On March 26, 2019, Procurement received three (3) bids for this Project, with the apparent low bid being submitted by Suburban Maintenance and Construction, Inc., (“SMCI”), of North Royalton, Ohio, in the amount of \$809,856.26. This bid was evaluated by Commission staff and was found to contain no errors or anomalies. The bid submitted by SMCI is below the Engineer’s Estimate and is deemed to be a responsive and responsible bid. Based on a review of previous years’ work volume and work presently under contract, it appears that SMCI has sufficient capacity to perform this project. Furthermore, SMCI has satisfactorily completed similar projects for the Commission in the past. In addition, SMCI has committed to exceed the 5% SBE/DBE goal with 5.9% SBE participation, or approximately \$48,000.00. Therefore, it is recommended that the Commission award Contract No. 70-19-01 to Suburban Maintenance and Construction, Inc., of North Royalton, Ohio, in the amount of \$809,856.26. This resolution also contains provisions to assign ACA Engineering, Inc. of Boardman, Ohio, to perform construction administration, inspection and material testing services. With your permission, may the General Counsel please read the title of the resolution?

**General Counsel:** Resolution Approving the Selection of Suburban Maintenance and Construction, Inc. for the Slope and Ditch Repairs Under Project No. 70-19-01 for the Total Amount of \$809,856.26 and Approving the Assignment of ACA Engineering, Inc. to Perform Professional Services on the Project.

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

**MOTION:** A motion to adopt the *Resolution Approving the Selection of Suburban Maintenance and Construction, Inc. for the Slope and Ditch Repairs Under Project No. 70-19-01 for the Total Amount of \$809,856.26 and Approving the Assignment of ACA Engineering, Inc. to Perform Professional Services on the Project*, was made by Mr. Coviello, seconded by Mr. Pakush, and approved by all Commission Members present. Resolution No. 23-2019.

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

**Chief Engineer:** The fourth and final resolution for your consideration seeks authorization to award Contract Nos. 4337 and 4339, for the transport of petroleum contaminated soil (PCS) and the receiving and disposal of petroleum contaminated soil, respectively. The PCS is located at the former Oak Openings and Fallen Timbers Service Plazas which were demolished in 2012. The PCS is a result of the underground storage tanks and lines that existed when the Service Plazas were in operation. This is now the proposed site for the new Toll Plaza 49 which will be constructed as part of the Toll Collection System Modernization Project. This work is included in the 2019 Operating Budget. On March 18, 2019, Procurement received eight bids in response to Bid Invitation No. 4337 for the transportation of petroleum contaminated soil. The apparent lowest responsive and responsible bid was submitted by The Shelly Company, of Findlay, Ohio, (“Shelly”), who proposed a hourly per truck transportation hauling cost of \$98.00. On March 19, 2019, Procurement received two bids in response to Bid Invitation No. 4339 for the disposal of petroleum contaminated soil. The apparent lowest responsive and responsible bid was submitted by Allied Waste Systems of MI, LLC, dba Vienna Junction Landfill, of Toledo, Ohio, (“Allied”), who proposed a per ton disposal price of \$25.50. There is an estimated 24,500 tons of PCS soil to be hauled off by Shelly and received by Allied, resulting in estimated contract amounts of \$345,000.00 for Shelly and \$660,000.00 for Allied, which appear reasonable when compared to the estimate for these bid invitations. Both Shelly and Allied have satisfactorily performed similar services for the Commission in the past. Furthermore, Shelly and Allied propose to furnish materials and services in accordance with the specifications. Therefore, it is recommended that the Commission award Contract No. 4337 to The Shelly Company, of Findlay, Ohio, in the estimated amount of \$345,000.00 and Contract No. 4339 to Allied Waste Systems of MI, LLC, dba Vienna Junction Landfill, of Toledo, Ohio, in the estimated amount of \$660,000.00, for a total estimated amount of \$1,005,000.00. With your permission, may the General Counsel please read the title of the Resolution?

**General Counsel:** Resolution Approving the Contracts for the Removal and Transportation of Petroleum Contaminated Soil in the Aggregate Amount of \$1,005,000.00.

**Chairman:** Can you give a little background of this property and why we are in this position to spend a million dollars.

**Chief Engineer:** Mr. Chairman, this property is the Oak Openings and the Fallen Timbers Service Plazas that existed in Swanton since 1954. We’ve had underground petroleum storage tanks at that location since that time and when this property was demolished the tanks were removed, there was petroleum contaminated soil that existed because of the tanks. As part of that, the EPA required us to remediate which we tried remediation using what they call bio-piles, which is basically, microbes that are in the soil that clean the soil organically. We built these bio-piles in 2012 when it was demolished and it was estimated that it would take about six months to two years to clean the soil. After five years, we got about half of the soil cleaned. It was estimated that we would save about \$1,000,000.00 over the course of six months to two years and after five years we only had half of it clean, so we put a bid out to reconstruct the bio-piles with the remaining PCS that was there. We received no bids. We then put out another bid invitation for them to do it again, trying to procure other folks to do the same type of work and remove it. We, again, got

no bids. Finally, we decided the best way to get rid of this stuff at this point was to put it out for the transportation of that PCS and then for somebody to receive it and then our own forces would load the trucks.

**Chairman:** Do we own the tanks in all of the plazas and then our contractor then just operates with those tanks? Is that how our relationship goes?

**Chief Engineer:** Mr. Chairman and Commission Members, yes. At all of our service plazas, the Commission owns that property, owns the tanks, owns the buildings, and then our vendors, in the case of the petroleum, gas and diesel, everything above ground is their responsibility, in this case Sunoco's, who is our current vendor at the service plazas, everything below ground is our responsibility because it is our land.

**Representative Greenspan:** If this new toll plaza was not being built now, which is why I understand was the driving force behind this activity happening, when would this activity have taken place?

**Chief Engineer:** Mr. Chairman and Representative Greenspan, we want that soil to be clean so that we can use this site for whatever we chose to use it for. Granted, at this point we have decided to build the new toll plaza there, but there could be a chance that if we didn't build a new toll plaza there, we could actually erect a new service plaza if we chose to. It is not in our plans right now, obviously, the new toll plaza is, so it was our intent to clean this soil and get this off of our books as soon as possible and the five-year period that it took to get half of it clean was more excessive than we ever thought, granted there was a potential cost savings, but the intent is to get the site clean as quickly as possible.

**Mr. Coviello:** These piles that didn't work the way we thought they were going to work, is it new technology or was there something about the soil that caused it not to work as well?

**Chief Engineer:** Mr. Chairman and Commission Member Coviello, my understanding is the EPA actually changed some of the criteria they had in place when we originally thought six months to two years was the timeframe that they were going to get clean. They changed it midstream, so we were required to meet that new criteria, which extended it.

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

**MOTION:** A motion to adopt the *Resolution Approving the Contracts for the Removal and Transportation of Petroleum Contaminated Soil in the Aggregate Amount of \$1,005,000.00*, was made by Mr. Paradiso, seconded by Mr. Peterson, and approved by all Commission Members present. Resolution No. 24-2019.

**Chairman:** The resolution passes unanimously. Anything further, Tony?

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

**Chairman:** We will move on to the report of our Director of Service Plaza Operations, Andrew Herberger.

**Director of Service Plaza Operations:** Good morning, Mr. Chairman and Commission Members.

The resolution being presented seeks the Commission's authorization to award an Agreement to provide Janitorial Services at the Mahoning Valley and Glacier Hills Service Plazas for an initial term of three years.

An RFP for the provision of Janitorial Services was issued on February 15, 2019, with notices emailed to approximately one-hundred forty companies. On March 22, 2019, two proposals were received; the first from (1) AP Cleaning Company, of Poland, Ohio; and the second from the incumbent, ADW Janitorial Services, of Parma, Ohio.

Service Plaza Operations staff conducted a technical evaluation of the two proposals scoring both company's solutions to perform the required scope of services. Scoring criteria included:

- Each contractor's narrative explaining their capability and resources to perform the required services and their experience providing services similar in size and scope to the service plazas;
- Scoring also included the level of management and supervisory staff assigned to the agreement, the proposed staffing plans, service schedules for peak and off-peak travel periods, as well as reference checks and past performance under similar agreements. (These include the hourly staff assigned per shift, and scheduled functions such as terrazzo floor care, high/low window washing, pressure washing, carpet cleaning, high dusting.)

Upon completion of the technical evaluation and scoring, the results were provided to the Director of Contracts Administration. The Office of Equity and Inclusion then reviewed the proposals and determined that both companies demonstrated good faith efforts to meet the goals for the small, minority and disadvantaged business enterprise programs.

Lastly, sealed price proposals were then opened separately and factored into the technical scores. The Director of Contracts Administration used the Cost Performance Index method that creates a ratio of technical points awarded and the proposed costs. While both companies submitted competitive and responsive proposals, results of the index show that AP Cleaning Company's proposal will deliver the highest overall value to the Commission and best serve the interests of the traveling public at the Mahoning Valley and Glacier Hills plazas.

With your permission, may the General Counsel please read the title of the Resolution.

**General Counsel:** Resolution Authorizing an Agreement with AP Cleaning Company, LLC for Janitorial Services at the Mahoning Valley and Glacier Hills Service Plazas in the Total Amount of \$2,350,800.00.

**Chairman:** Any questions or comments?

**Mr. Kauffman:** Do you generally receive more than two bids? Is this something where it is difficult to get three or more bids or is this kind of common for this type of service?

**Director of Service Plaza Operations:** There is a fairly good database of resources that are available. Given the territory of the different companies, this fell within ADW and AP Cleaning Company's territories as Poland, Ohio is just north of the service plazas, so he was very interested in bidding on this piece of business.

**Chairman:** I see there is a zero participation of SBE, what is the good faith effort?

**Director of Service Plaza Operations:** The initial proposal did not include a lot of data as it applies to the MBE programs. So, the Director of Contracts Administration and Office of Equity and Inclusion, circled back with AP Cleaning Company to clarify what his commitment was. Specifically, I believe they outlined some of that in their proposal.

**Office of Equity and Inclusion, Diana Anthony:** Basically, our good faith effort process is that the company if they failed to meet the goal, they have to submit forms that we include in our packages to show us how they demonstrated their process to meet the goal. So, who did they contact, what were their responses, and did they give the companies enough time to respond to them? I spoke with AP Cleaning's representative and they said they will continue to try and get a certified firm throughout the process. Generally, on these projects we only receive suppliers.

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

**MOTION:** A motion to adopt the *Resolution Authorizing an Agreement with AP Cleaning Company, LLC for Janitorial Services at the Mahoning Valley and Glacier Hills Service Plazas in the Total Amount of \$2,350,800.00*, was made by Mr. Coviello, seconded by Mr. Pakush, and approved by all Commission Members present. Resolution No. 25-2019.

**Chairman:** The resolution passes unanimously. We will move on to the report of the CFO/Comptroller/DED, Martin Seekely.

**CFO/Comptroller/DED:** Thank you Mr. Chairman, I have a brief update on traffic and revenue for the month of March this morning.

This first chart shows the monthly passenger car miles traveled on the Ohio Turnpike over the past two years.

Passenger car vehicle miles traveled continued their recent negative trend and were down 4.1% in March. The last few days of the month were lower compared to last year due to the Easter holiday being on April 1<sup>st</sup> last year.

Commercial traffic was 1.4% lower than last year in March as the economy begins to moderate from its strong growth over the last few years.

The decrease in passenger car traffic caused passenger car toll revenues to decrease 2.8% in March.

The decrease in commercial traffic partially offset the effect of the toll rate increase on January 1, and as a result Commercial vehicle toll revenues increased 0.9% in March.

This chart shows year-to-date toll revenues through the month of March during each year over the past decade.

Year-to-date toll revenues were \$379,000.00 or 0.6% above the amount from last year.

That completes my report Mr. Chairman.

**Chairman:** Thank you. Any questions?

**Mr. Paradiso:** Is this the first time we have missed our revenue forecast for the quarter, right? Although not significantly at this point, but what do we do on the expense side when we are missing our revenue forecast?

**CFO/Comptroller/DED:** Our revenues are below budget for the first quarter, I think a little over a \$1,000,000.00, between \$1,000,000.00 and \$2,000,000.00. Our expenses were very good this quarter. The snow and ice operations was very good because the weather was pretty mild this winter. I think we are about \$4,000,000.00 below budget on operating expenses for the first quarter. Overall, we are in good shape on the bottom line for the first quarter at least.

**Chairman:** Any other questions? Hearing none, we will move on to the report of the General Counsel.

**General Counsel, Jennifer Stueber:** No report, Mr. Chairman.

**Chairman:** Thank you. We will move on to the report of the Ohio State Highway Lieutenant Richard Reeder.

**Lieutenant Reeder:** Good morning, Mr. Chairman and Commission Members. First off, the fatal crash we handled out in the Post 89 area. One of the things we are so aggressive about our traffic efforts is to change driving behavior. The crash was at approximately 4:40 a.m. We are all going to think sleepy driver, something of that nature. As with any fatal crash, we do a thorough investigation, which includes asking the coroner to do some sort of analysis of the blood and see if there was any drugs, anything of that nature. This did involve a commercial motor vehicle. The crash was on March 19, 2019. The investigation showed that she was actually sitting on top of her seatbelt. She did not put the seatbelt on, she just sat on it. So, a lot of vehicles now will beep when you don't wear your seatbelt. I am not sure about semi-trucks, but people will buckle the seatbelt and unfortunately with her not wearing it properly. She was ejected from the

vehicle when it went down in a ravine and rolled over. She was pronounced dead at the scene. One of the things we determined in our investigation was that this commercial vehicle was equipped with a Bendix Wingman System of Collision Mitigation, it included cameras, radar and the system would also activate the brakes in the vehicle if it sensed that a vehicle was following too close or someone had cut the vehicle off. In addition, it would also assist in leaving the lane. It would give the driver some sort of notification, but unfortunately none of this stuff worked. The box was able to be recovered and it was sent to Bendix for analysis. That analysis has not yet come back. Again, even with all of those systems in place, it just seems like it is probably some sort of driving behavior, possibly sleepy or something. We will continue our investigation and supplement the crash report.

On March 27, 2019, near Milepost 173, we stopped a vehicle for a marked lanes violation. The Trooper on scene detected the smell of raw marijuana, which then gave him a probable cause to search the vehicle. During the search of the vehicle, we were able to locate a kilo of cocaine, two pounds of oxycodone pills, and a baggie of marijuana. One of the things we always try to do is see if the suspect will work with us to determine where the substances were going and what was the end destination. This suspect would not work with us. He was incarcerated and charged with the offense. We found that the approximate street value of this substance was just under \$70,000.00.

The next incident occurred on the Ohio Turnpike near Milepost 177 when a vehicle was stopped for a marked lanes violation. In this case, criminal indicators were observed, so they deployed a K-9. The K-9 alerted to a free air sniff, which allowed us to search the vehicle. During this search we located seven pounds of marijuana concealed under the back seat. Again, the suspect was unwilling to work with us, so we do not know what the final destination was. He was incarcerated and the approximate street value of the seizure was over \$18,000.00.

There is one more incident I want to talk about today as we are trying to remove this element from our communities. On April 5, 2019, personnel from Maintenance Building 5, while doing their work at the 142.8 Milepost located a deceased body. Our investigation determined that this person was from the Detroit, Michigan area and had a criminal history of solicitation. The preliminary report from the coroner is that his death was due to a drug overdose. So, we believe the offense occurred up there and the body was transported down here. This is a very in depth and thorough investigation covering two states, but we are doing our best to determine everything that happened and then consult with the prosecutor for charges. Again, this is what we are trying to do, eliminate this heroin from getting into the communities and persons overdosing. We are going to continue to do what we can to do our part.

That completes my report, Mr. Chairman.

**Chairman:** Thank you, Lieutenant Reeder. Keep up the good work.

The next meeting will be held on May 20, 2019, at 10:00 a.m. If there is no further business, I will accept a motion to adjourn.

**MOTION:** A motion to adjourn the Commission Meeting is made by Ms. Johnson, seconded by Mr. Paradiso and unanimously approved by all Commission Members present.

Time of adjournment: 10:47 a.m.

**Attendees for Record Keeping Purposes:**

Michael Burgess, Prime AE; Scott Buchanan, AECOM; Jake Siesel, IUOE 18; Jason Watson, MSG; Bethany Pugh, PFM; Hamid Homaei, KS Associates; Peter Lee, RI; Brian Avarello, HDR; Todd Majidzadeh, Resource International; Kevin Grobelny, PNC; Preston Yuzma, IUOE 18; Kevin Westover, Huntington; Hallie Jones Capers, G. Stephens; Ferzan M. Ahmed, P.E., Ohio Turnpike; Anthony Yacobucci, Ohio Turnpike; Martin Seekely, Ohio Turnpike; Jennifer Stueber, Ohio Turnpike; Matt Cole, Ohio Turnpike; Denise Criscuolo, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Mark Musson, Ohio Turnpike; Diana Anthony, Ohio Turnpike; David Miller, Ohio Turnpike; Chris Matta, Ohio Turnpike; Lisa Mejac, Ohio Turnpike; Brian Kelley, Ohio Turnpike; Sharon Isaac, Ohio Turnpike; Joseph Mannion, Ohio Turnpike; Drew Herberger, Ohio Turnpike; and Adam Greenslade, Ohio Turnpike.

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

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Secretary-Treasurer, Michael A. Peterson



# **EXHIBITS**

1. Resolution No. 21-2019 – Resolution Authorizing the Purchase of Pickup Trucks and Cargo Vans for a Total Price of \$546,158.76 Under the DAS Cooperative Purchasing Program;
2. Resolution No. 22-2019 – Resolution Approving the Selection of Chagrin Valley Paving, Inc. to Perform the Eastbound Mainline Repairs Under Project No. 59-19-03 (REBID) for the Total Amount of \$773,301.70 and Approving the Assignment of Geo-Sci, Inc. to Perform Professional Services on the Project;
3. Resolution No. 23-2019 – Resolution Approving the Selection of Suburban Maintenance and Construction, Inc. for the Slope and Ditch Repairs Under Project No. 70-19-01 for the Total Amount of \$809,856.26 and Approving the Assignment of ACA Engineering, Inc. to Perform Professional Services on the Project;
4. Resolution No. 24-2019 – Resolution Approving the Contracts for the Removal and Transportation of Petroleum Contaminated Soil in the Aggregate Amount of \$1,005,000.00;
5. Resolution No. 25-2019 – Resolution Authorizing an Agreement with AP Cleaning Company, LLC for Janitorial Services at the Mahoning Valley and Glacier Hills Service Plazas in the Total Amount of \$2,350,800.00; and
6. Truck Platooning Early Deployment Assessment Grant Award Presentation.

## OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

### **Resolution Authorizing the Purchase of Pickup Trucks and Cargo Vans for a Total Price of \$546,158.76 Under the DAS Cooperative Purchasing Program**

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

WHEREAS, the Deputy Chief Engineer has determined that the purchase of twelve pickup trucks and six cargo vans is necessary to replace similar vehicles used for operating and maintaining the Ohio Turnpike that have reached the end of their viable economic life and are recommended for disposal under the Commission’s Property Disposal Policy; and

WHEREAS, the Maintenance Department staff has recommended selecting the Ford F250 XL Series for the pickup trucks and the Ford Transit XL Series for the cargo vans; and

WHEREAS, the recommended pickup trucks and cargo vans are available under the DAS Cooperative Purchasing Program, and the Procurement Manager has determined that the lowest cost to obtain the vehicles is through DAS Contract Schedule No. RS902619, Index No. GDC093, from Middletown Ford, Inc., of Middletown, Ohio, is \$355,139.76 for the pickup trucks, Item No. 21AT and necessary optional items, and \$191,019.00 for the cargo vans, Item No. 8AT-148 and necessary optional items; and

WHEREAS, the Executive Director and Chief Engineer have reviewed the recommendation of the Deputy Chief Engineer and concur that the Commission should approve the purchase of the twelve pickup trucks and six cargo vans from Middletown Ford, Inc. under the DAS Cooperative Purchasing Program; 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 pickup trucks and cargo vans exceeds \$150,000.00; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the purchase of twelve pickup trucks for \$355,139.76 and six cargo vans for \$191,019.00 from Middletown Ford, Inc. for a total purchase price of \$546,158.76 through the DAS Cooperative Purchasing Program under DAS Contract Schedule No. RS902619, Index No. GDC093, is approved.

**(Resolution No. 21-2019 adopted April 15, 2019)**

## OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

### **Resolution Approving the Selection of Chagrin Valley Paving, Inc. to Perform the Eastbound Mainline Repairs Under Project No. 59-19-03 (REBID) for the Total Amount of \$773,301.70 and Approving the Assignment of Geo-Sci, Inc. to Perform Professional Services on the Project**

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) published a notice in accordance with law advertising its invitation to bid on a Contract to repair the eastbound mainline roadway between Milepost 122.90 and Milepost 127.09 in Erie County, Ohio, designated as Project No. 59-19-03 (REBID) (the “Project”); and

WHEREAS, the Commission received three bids to perform the Contractor’s obligations on the Project, and the Chief Engineer and Deputy Chief Engineer reviewed and evaluated the bids received, which report concerning such analyses is before the Commission; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer report that Chagrin Valley Paving, Inc., of Chagrin Falls, Ohio (“Chagrin Valley Paving”) submitted the lowest responsive and responsible bid to perform the Contractor’s obligations on the Project for the total amount of \$773,301.70, 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 the Project were solicited on the basis of the same terms and conditions and the same specifications, that selecting the bid of Chagrin Valley Paving for the Project conforms to the requirements of Ohio Revised Code Sections 153.54, 5537.07 and 9.312, and Chagrin Valley Paving submitted a performance bond with good and sufficient surety and made a good faith effort to attain the participation of small or otherwise disadvantaged businesses on the Project; and

WHEREAS, Commission action is necessary to approve the Contract in accordance with Article V, Section 1.00 of the Commission’s Bylaws because the amount of the bids received will require expenditures under the Project that will exceed \$150,000.00; and

WHEREAS, the Commission’s Executive Director has reviewed the reports of the Chief Engineer, the Deputy Chief Engineer and the Director of Contracts Administration and concurs with the recommendation that the Commission approve the award of the Project to Chagrin Valley Paving 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 Chagrin Valley Paving, Inc. in the total amount of \$773,301.70 for Project No. 59-19-03 (REBID) 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 Geo-Sci, Inc., of Berea, Ohio, to perform the necessary construction inspection, administration and materials testing services in accordance with the Miscellaneous Professional Services Agreement between the Ohio Turnpike and Infrastructure Commission and said 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. 22-2019 adopted April 15, 2019)**

## **OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**

### **Resolution Approving the Selection of Suburban Maintenance and Construction, Inc. for the Slope and Ditch Repairs Under Project No. 70-19-01 for the Total Amount of \$809,856.26 and Approving the Assignment of ACA Engineering, Inc. to Perform Professional Services on the Project**

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) published a notice in accordance with law advertising its invitation to bid on a Contract to repair the slope at Milepost 222.0 and the ditch at Milepost 222.5 in Mahoning County, designated as Project No. 70-19-01 (the “Project”); and

WHEREAS, the Commission received three bids to perform the Contractor’s obligations on the Project, and the Chief Engineer and Deputy Chief Engineer reviewed and evaluated the bids received, which report concerning such analyses is before the Commission; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer report that Suburban Maintenance and Construction, Inc., of North Royalton, Ohio (“SMCI”), submitted the lowest responsive and responsible bid to perform the Contractor’s obligations on the Project for the total amount of \$809,856.26, 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 the Project were solicited on the basis of the same terms, conditions and specifications, that selecting the bid of SMCI for the Project conforms to the requirements of Ohio Revised Code Sections 153.54, 5537.07 and 9.312, and SMCI submitted a performance bond with good and sufficient surety and made a good faith effort to attain the participation of small or otherwise disadvantaged businesses on the Project; and

WHEREAS, Commission action is necessary to approve the Contract in accordance with Article V, Section 1.00 of the Commission’s Bylaws because the amount of the bids received will require expenditures under the Project that will exceed \$150,000.00; and

WHEREAS, the Commission’s Executive Director has reviewed the reports of the Chief Engineer, the Deputy Chief Engineer and the Director of Contracts Administration and concurs with the recommendation that the Commission approve the award of the Project to SMCI 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 SMCI in the total amount of \$809,856.26 for Project No. 70-19-01 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 ACA Engineering, Inc. to perform the necessary material testing, construction inspection and administration services for the Project under its Miscellaneous Professional Services Agreement with the Ohio Turnpike and Infrastructure 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. 23-2019 adopted April 15, 2019)**

## **OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**

### **Resolution Approving the Contracts for the Removal and Transportation of Petroleum Contaminated Soil in the Aggregate Amount of \$1,005,000.00**

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) published notices for its Invitations to Bid on transporting and receiving approximately 24,500 tons of petroleum contaminated soil for disposal from the former Oak Openings and Fallen Timbers Service Plazas under Bid Invitation Nos. 4337 and 4339, respectively; and

WHEREAS, the Commission received eight bids in response to the Invitation for transporting the petroleum contaminated soil and two bids in response to the Invitation for receiving the soil for disposal, and the Commission’s Deputy Chief Engineer reviewed and analyzed the bids, whose reports concerning such analyses is before the Commission; and

WHEREAS, the Deputy Chief Engineer reports that The Shelly Company, of Findlay, Ohio (“Shelly Company”), submitted the lowest responsive and responsible bid for transporting the petroleum contaminated soil based on the evaluation standards set forth in Bid Invitation No. 4337 for the estimated amount of \$345,000.00, and that Allied Waste Systems of Michigan, LLC dba Vienna Junction Landfill of Toledo, Ohio (“Allied Waste”), submitted the lowest responsive and responsible bid to receive the petroleum contaminated soil for disposal based on the evaluation standards set forth in Bid Invitation No. 4339 in the estimated amount of \$660,000.00; and

WHEREAS, the Director of Contracts Administration advises that all bids were solicited on the basis of the same terms, conditions and specifications, and that both Shelly Company and Allied Waste complied with the requirements of Sections 5537.07 and 9.312 of the Ohio Revised Code, and submitted performance bonds with good and sufficient sureties; and

WHEREAS, the Deputy Chief Engineer reports that the bids of Shelly Company and Allied Waste conform with the bid specifications in all material respects, have furnished similar services for the Commission in the past, and recommends that the Commission select the bids of Shelly Company and Allied Waste as the lowest responsible and responsive bids received under Invitation No. 4337 and Invitation No. 4339; and

WHEREAS, the amount of the bids received under Invitation Nos. 4337 and 4339 involve expenditures that exceed \$150,000.00, and Commission action is necessary to make the awards in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of The Shelly Company under Invitation No. 4337 to transport approximately 24,500 tons of petroleum contaminated soil for the estimated amount of \$345,000.00; and

FURTHER RESOLVED that the bid of Allied Waste Systems of Michigan, LLC under Invitation No. 4339 to receive approximately 24,500 tons of petroleum contaminated soil for disposal in the estimated amount of \$660,000.00, for the total aggregate amount of \$1,005,000.00, are approved as the lowest responsive and responsible bids received, and that the Executive Director is authorized to cause a purchase order to issue on the basis of said bids.

**(Resolution No. 24-2019, adopted April 15, 2019)**



## OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

### **Resolution Authorizing an Agreement with AP Cleaning Company, LLC for Janitorial Services at the Mahoning Valley and Glacier Hills Service Plazas in the Total Amount of \$2,350,800.00**

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) issued its Request for Proposals to perform janitorial services at the Commission’s Mahoning Valley and Glacier Hills Service Plazas for an initial period of three years with options to renew for up to three additional two-year renewal terms; and

WHEREAS, two firms submitted proposals to perform the janitorial services at the Service Plazas and an Evaluation Team comprised of Service Plaza Management staff, the Eastern Division Manager and the Director of Service Plaza Operations reviewed the Proposals and awarded technical scores to each respondent; and

WHEREAS, the sealed price proposals were opened separately and reviewed after the technical scores were assigned to each proposal, and the Evaluation Team, in consultation with the Director of Contracts Administration, determined that selecting the proposal from AP Cleaning Company, LLC to perform janitorial services at the Mahoning Valley and Glacier Hills Service Plazas will serve the best interests of the Commission based on the combined merits of the technical proposals and pricing; and

WHEREAS, the Evaluation Team, the Office of Equity and Inclusion and the Director of Contracts Administration recommend that the Commission approve an agreement based on the Proposal submitted by AP Cleaning Company, LLC for janitorial services at the Mahoning Valley and Glacier Hills Service Plazas in the amount of \$783,600.00 per year; and

WHEREAS, the Executive Director concurs with the recommendation to select AP Cleaning Company, LLC to perform the necessary janitorial services at the Mahoning Valley and Glacier Hills Service Plazas.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the Proposal from AP Cleaning Company, LLC to perform janitorial services at the Mahoning Valley and Glacier Hills Service Plazas in the total amount of \$2,350,800.00, is selected as the best submitted, and that the Executive Director is authorized to enter into an agreement on the basis of the Proposal for a term of three years, with three two-year options to renew.

**(Resolution No. 25-2019 adopted April 15, 2019)**

## Phase 1 Truck Platooning Early Deployment Assessment Grant Award



### What is Truck Platooning?

Truck platooning is grouping vehicles that can travel together into platoons. Platoons decrease the distances between trucks using electronic coupling. This capability allows the trucks to operate together in the platoon to accelerate or brake simultaneously

## Truck Platooning



### 'Platooning' trucks

Several trucks equipped with smart technologies drive very close to each other, communicating wirelessly. Also known as platooning, the process is meant to improve the safety, efficiency and time of travel of the vehicles, while decreasing traffic congestion and pollution.



Source image: Peleton Tech

POLITICO

## Truck Platooning



The potential benefits of truck platooning to our customers on the Ohio Turnpike include the following:

- Greater fuel economy due to reduced air resistance.
- Reduced congestion
- Fewer traffic collisions

## Work Zone Reservation and Traveler Information System (WZRTIS) \$2.6 Million Dollar Grant Award to PA Turnpike



WZRTIS will enhance work zone operations and safety by providing accurate, standardized, and real-time work zone information across nearly 41,000 miles of roadway through Pennsylvania and Ohio.

The system will also streamline work zone coordination between maintenance crews, construction crews, and traffic operation centers by modernizing the way work zones are scheduled and managed.

# Smart Belt Coalition



# Smart Belt Coalition



Members			Partners
State	Agencies	Research Affiliates	
 Pennsylvania	 pennsylvania DEPARTMENT OF TRANSPORTATION	 Carnegie Mellon University	 Federal Highway Administration
 Ohio	 OHIO TURNPIKE OHIO DEPARTMENT OF TRANSPORTATION	 THE OHIO STATE UNIVERSITY	
 Michigan	 MDOT	 MICHIGAN STATE UNIVERSITY  American Center for Mobility	

# The Road of the Future

