

**MINUTES OF THE 607th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
May 19, 2014**

Chairman Hruby: (10:06 a.m.) Good morning. Would you please stand and join me in saying our Pledge of Allegiance. (Pledge of Allegiance is recited by all in attendance). The meeting will come to order. Will the Assistant Secretary-Treasurer please call the roll?

Director Hodges: Chairman Hruby

Chairman Hruby: Here

Director Hodges: Vice Chairman Balog

Vice Chairman Balog: Here

Director Hodges: Secretary-Treasurer Barber

Secretary Barber: Here

Director Hodges: Mr. Dixon

Mr. Dixon: Here

Director Hodges: Mr. Paradiso

Mr. Paradiso: Here

Director Hodges: Mr. Murphy

Mr. Murphy: Here

Director Hodges: Mr. Cole

Mr. Cole: Present

Director Hodges: Senator Manning

Senator Manning: Here

Director Hodges: Representative Dovilla

Representative Dovilla: Present

Director Hodges: All present and accounted for.

Chairman: Thank you very much. This is the 607th Meeting of the Ohio Turnpike and Infrastructure Commission. We are meeting here at this Commission's headquarters as provided for in the Commission's Code of Bylaws for this Commission Meeting. Various reports will be received. We will act on several Resolutions, draft copies of which have been previously sent to the Members and updated drafts are also in the Members' folders. The Resolutions will be explained during the appropriate reports. Can I have a motion to adopt the Minutes of the April 21, 2014?

Mr. Paradiso: So moved.

Chairman: Moved

Mr. Balog: Second

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

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Director Hodges: Unanimous

Chairman: We will move on right away then to the report of our Secretary-Treasurer, Mrs. Barber.

Secretary-Treasurer: Yes Mr. Chairman, I am pleased to report the following items have been sent to the Members since the last scheduled meeting of the Commission on April 21, 2014:

1. Three Resolutions;
2. Minutes of the April 21, 2014, Commission Special 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, April, 2014;
2. Traffic and Revenue Report, April, 2014;
3. Investment Report, April, 2014;
4. Total Revenue by Month and Year, April, 2014;
5. Financial Statement, April, 2014; and
6. Various News Articles.

That concludes my report Mr. Chairman.

Chairman: Thank you. Any questions for Mrs. Barber? Hearing none. We will move on to the report of our Executive Director, Mr. Hodges.

Director Hodges: Good morning Mr. Chairman and Members of the Commission. A couple of housekeeping items to start with. First of all, you will see your new identification badges in front of you. Please take your new badges, make sure the names are spelled right, and leave your old badges behind and we will dispose of them. Secondly, we will have a brief Executive Session following the conclusion of this meeting to discuss issues of pending litigation. I expect it to be very brief. Also, the Agenda today is fairly brief, but next month we will be considering the mitigation recommendations that will come from ODOT. I don't know what those recommendations will be right now, as the process is ongoing, but as soon as we find out, we will let you know and give everybody a chance to opine and give input before the June meeting.

Also, just a couple of items: 1) We had our first MBE outreach meeting last week, and it was a great event. Tommie Jo Marsilio, Therese Gallagher and their group put it together and our Engineers participated. Thank you Tony for all of their help. We had fifty-five people present and, from reports of the attendees, it was extremely well received. Hopefully that will result in us achieving our goals that you passed in the resolution of a couple of months ago. 2) We will not be having a moment with Robin today. I am going to deprive you of that, just so you know how special it is when she does have a presentation. Instead, we are going to have a moment with Dave. Dave Miller, our Internal Auditor, is going to be speaking about our *E-ZPass* program. It is always really interesting to me that wherever I go, despite the billion dollar bond issue for highways, Governor Kasich creating 65,000 jobs with his Jobs and Transportation Plan, the questions I most often get are about *E-ZPass*. People find that it is a fascinating subject, which it is, and I thought it would be good for Dave to report to you today on *E-ZPass*. Dave is our representative with the Interagency Group, which is the formal name for the *E-ZPass*

network of jurisdictions. He puts in a lot of work making something so difficult look so easy to our customers. Because of changes in federal law, changes in the industry and changes in technology, it is going to result in a landscaping change sometime in the future and issues about our technology and new ways of doing the tolling business coming before this Commission in the not too distant future, so by way of preparation for that, whether it is going to be a year from now or five years from now, I am not sure, but it is a big issue for us and for our future and so by way of preparation, I invited Dave to just give you a background on *E-ZPass*, where we are today and where the industry and regulations seem to be going in the near future, so, with that Mr. Chairman, with your permission, I will turn the floor over to our Internal Auditor, Dave Miller.

Chairman: Absolutely. Good morning Dave.

Dave Miller: Thank you Rick and good morning Mr. Chairman and Commission Members. This coming October 1st will be the fifth anniversary of the deployment of electronic toll collection via *E-ZPass* on the Ohio Turnpike. With this notable milestone within sight, Director Hodges asked me to give a brief overview about *E-ZPass* today: its history, Ohio's experience with it to date and what the future may hold for it.

First – a little history. In the mid 1980's, the technology behind electronic toll collection began to emerge as a viable alternative to traditional toll collection methods. In 1987, toll agencies in the northeast spanning New York, New Jersey and Pennsylvania began to explore the potential regional applications of this new technology to alleviate congestion on their facilities.

In 1990, seven toll facilities joined to form an electronic tolling alliance known as the *E-ZPass* Interagency Group or "IAG." At that time, these seven agencies represented almost 40% of all U.S. toll transactions and nearly 70% of all U.S. toll revenue.

This unprecedented cooperative effort included representatives from the New Jersey Highway Authority (operator of the Garden State Parkway), the New Jersey Turnpike Authority, the New York State Thruway Authority, the Pennsylvania Turnpike Commission, the Port Authority of New York and New Jersey, the South Jersey Transportation Authority (operator of the Atlantic City Expressway), and the MTA Bridges and Tunnels.

The IAG's goal was to implement a regionally compatible, non-interfering electronic toll collection system that would not only satisfy the divergent toll collection and traffic management needs of the seven participating agencies, but also provide regional mobility and convenience to their customers.

On August 3, 1993, *E-ZPass* was first deployed on the New York State Thruway. Over the next several years, the other six initial agencies implemented the interoperable system. Recognizing the benefits of *E-ZPass*, its reliability and growing brand recognition, other tolling authorities soon joined the IAG including, eventually, the Ohio Turnpike in 2009.

By the time of the 20th anniversary of the system's initial deployment in 2013, *E-ZPass* had grown to be the largest, most successful interoperable toll collection program anywhere in

the world. In 2013, more than \$7 billion in electronic tolls were collected with twenty-five million *E-ZPass* transponders among fifteen million customer accounts.

Today, the IAG prefers to be called “The *E-ZPass* Group.” As shown on the map before you, the group is presently comprised of twenty-five tolling authorities in fifteen states. The Niagara Falls Bridge Commission was approved for membership in April and is expected to be fully interoperable this summer. The next member to join the group is expected to be the Thousand Islands Bridge Authority.

The *E-ZPass* Group is governed by Operating and Reciprocity Agreements approved by all members. Basic business and administrative functions of the group are funded by annual member dues and carried out by a staff of just three individuals, who are based in Delaware: Executive Director, P.J. Wilkins, Executive Secretary and Office Manager, Linda Wiedenmann and Technology Manager, Jake Royer.

Member agencies define policy and participate in the operation of the group by representation in six primary committees: Executive Management, Finance, Legal, Policy, Public Relations and Marketing, Technology and Reciprocity. Most of these committees conduct monthly meetings with participation primarily achieved by way of teleconference with internet support. I represent the Commission on the Executive Management and Policy Committees; CFO/Comptroller, Marty Seekely is our representative on the Finance Committee; Kathy Weiss is our Legal Committee representative, the Commission’s representation on the Public Relations and Marketing Committee is presently transitioning from Lauren Hakos to Adam Greenslade; Bill Keaton participates on the Technical Committee; and our CSC Manager, Gina Kilgore and Brian Keller from our Accounting Department represent the Commission on the Reciprocity Committee. All major decisions impacting the operation of the *E-ZPass* Group are evaluated and voted upon by the Executive Management Committee and each full member has the right of veto. As you may imagine, this leads to some interesting meeting dynamics.

Last month, the Commission hosted its first-ever *E-ZPass* Committee meeting here at the Administration Building. Members of the Executive Management Committee gathered here on April 10th to discuss numerous topics and to vote upon the admission of the Niagara Falls Bridge Commission into the group.

The Ohio Turnpike deployed *E-ZPass* on October 1, 2009, following the culmination of an intensive, four-year project that comprehensively altered the way the Commission conducted its tolling operations. By all measures, the design and implementation of the *E-ZPass*-enabled toll system and its accompanying in-house Customer Service Center was an immense task. This project touched virtually every department of the Commission’s administration and included the following notable components:

- Physical construction, including the erection of gantries, installation of *E-ZPass* tolling equipment and re-development of space for customer service center operations.
- Design and integration of Automated Toll Payment Machines.
- Development of electronic tolling business rules.

- Conversion from a weight-based vehicle classification system to a methodology based upon axles and height.
- Development and approval of new tolling schedules.
- Integration of credit card technology in the exit lanes.
- Development of the Ohio *E-ZPass* website, as well as website applications for a redesigned over-dimensional permitting program.
- Establishment of new Customer Service Center and Fulfillment Departments.
- Implementation of camera systems to support new digital video audit and video surveillance systems.

The introduction of *E-ZPass* on the Ohio Turnpike was readily accepted by our customers. By the end of 2009, nearly 37,000 Ohio *E-ZPass* accounts had been established with over 46,000 Ohio tags. Almost one-third of all toll transactions occurring on the Ohio Turnpike between October 1 and December 31, 2009, were made with *E-ZPass*.

The Ohio Turnpike now routinely processes transactions with transponders from all participating agencies in the *E-ZPass* Group. Customers with transponders from the New York State Thruway, Illinois Tollway and Pennsylvania Turnpike generate the most *E-ZPass* Revenue on the Ohio Turnpike. *E-ZPass* has provided our customers with a better driving experience. Growth in the program since inception has also provided an economic benefit to the Commission, allowing for the number of toll collection personnel to be reduced by approximately one-third.

This slide illustrates the steady growth in Ohio *E-ZPass* customers since 2009. By the end of 2013, Ohio's *E-ZPass* program had approximately 158,000 accounts and nearly 215,000 transponders. These numbers continue to grow today.

This slide illustrates the growth in *E-ZPass* penetration rates since inception on the Ohio Turnpike, in terms of vehicles, toll revenue and miles traveled. Note that by the end of 2013, the penetration rate was approximately 50% or greater for each of these commonly recognized metrics. *E-ZPass* penetration continues to grow as travelers become increasingly aware of the ability to save time and money through the use of electronic tolling.

On the Ohio Turnpike and many other tolled facilities, users of *E-ZPass* enjoy substantial savings through lower toll rates. Beginning in March of 2013, the Ohio Turnpike furthered the proliferation of *E-ZPass* by partnering with its service plaza vendors to make transponders available at each of its service plaza facilities. To date, the Commission's Fulfillment Department has shipped over 38,000 passenger car transponders through this retail program. According to recent Customer Service Center data, approximately 33,000 of these retail transponders are now registered to customer accounts. Based upon the success of this program, the Commission has recently issued a RFP to solicit off-turnpike retail partners to sell transponders across the state. This expanded retail program is expected to be fully operational later in 2014.

Simply put, the *E-ZPass* Group is the largest and most successful interoperable network of electronic tolling facilities in the world. Despite this impressive standing, the future of the

organization is somewhat unclear primarily due to the emergence of a push for national interoperability by the Federal Government.

On July 6, 2012, President Obama signed into law the “Moving Ahead for Progress in the 21st Century Act.” Commonly referred to as “MAP 21,” this law provided funding for surface transportation programs and established a long-term framework to guide the growth and development of the country’s transportation infrastructure. A key part of MAP 21 established a mandate for electronic tolling by requiring that all Federal-aid highway toll facilities implement technologies or business practices that provide for the interoperability of electronic toll collection by July of 2016. The means by which this mandate will be achieved has been the topic of intense debate in the tolling industry since the Act became law.

Electronic tolling is achieved by a variety of systems across the country, with each installation having unique characteristics to meet the needs of the specific agency or region being served. With significant technological, budgetary and political obstacles, achieving consensus with respect to a unified approach to national interoperability is a daunting task, to say the very least. Given its size and longstanding history, the *E-ZPass* Group, in close alliance with the International Bridge, Tunnel and Turnpike Association or “IBTTA,” has taken a proactive approach to crafting a solution for the MAP-21 requirements. Most notably, the *E-ZPass* Group advocates a requirements-based approach to the selection of a single, open and non-proprietary national protocol for the transmission of electronic tolling data. This is in contrast to others who believe that an approach utilizing multi-protocol transponders is best. Being at roughly the half-way point for the timeframe established by MAP-21, it seems unlikely that a fully implemented solution for national interoperability will be in place by July of 2016. No matter how the issue of national interoperability is resolved, the future of the *E-ZPass* Group will likely be significantly influenced by the outcome. Will the *E-ZPass* Group’s protocol become a standard for interoperability across the country? Even if it does, will the *E-ZPass* Group’s current structure and business practices make sense and still be of value in a setting of national interoperability? Only time will tell. In the meantime, the *E-ZPass* Group will continue to do what it does best, providing vast numbers of the motoring public with the convenience of a seamless, accurate, interoperable electronic method of paying tolls. With that Mr. Chairman, that concludes my presentation, I’d be happy to respond to any questions.

Chairman: Thank you very much. Any questions?

Director Hodges: May I just add something Mr. Chairman.

Chairman: Sure. Please.

Director Hodges: I appreciate all of the work that Dave does, it takes a tremendous amount of time, and he is the auditor, thank you for the work you do with the IAG. One of the questions I get is: are we going to go to open road tolling or video tolling in the future? Ohio is somewhat unique in that 55% of our revenue begins and ends outside of Ohio. So, unlike Massachusetts, Florida, or New York where almost all of their traffic is commuter, for us it is only about 3%. The technology is certainly there for us to go to a video system, however, the legal infrastructure is not. In States that have exclusively video and open road tolling, about 20%

of their tolls are uncollectible and that is because someone driving from Minnesota through Florida says “fine track me down for that \$4.00 toll,” so it has not been a problem for us. We have about \$20,000 to \$25,000 of receivables at any given time on \$270 million of revenue. If we were like other states with their collection costs, we would be running about \$30 to \$40 million in collection costs. So, for that reason and because Ohio is a pass through state so to speak instead of a commuter state, we opted not to go with a video system or open road system in the past. I think that was the right decision, certainly. If the legal framework evolves to make it so that you can collect tolls more easily, then it might change. However, we are looking at alternatives for the future. We are looking at in the Capital plan in 2000 something, and I won’t hold Tony to this, looking at doing open road tolling and East and Westgate, where *E-ZPass* usage is about 75% of the traffic during the summer and maybe at some of our bigger interchanges in between. This would not affect staffing. This would simply allow those people who do have *E-ZPass* to just drive right through instead of stopping at a gate. It will not affect people who still pay with cash or credit card. So, it will not impact staffing, but what it might do is open the system up and be the next step for us.

Chairman: Okay. Thank you.

Mr. Cole: Mr. Chairman, just a quick question. It is actually to Mr. Murphy. Everything I have read about Brent Spence is that it will be open road tolling, so it is just a simple question: is that still being taken through the *E-ZPass* Group for consistency with their protocols and everything else, or would it be an isolated project outside of that multi-state system?

Mr. Murphy: Mr. Chairman, it is going to be part of the *E-ZPass* system and, obviously, it will be part of the interoperability of the MAP-21 requirements. I don’t know if we have been communicating with this group. We can certainly start that discussion. Brent Spence will be fully automated, fully open road tolling, as what Rick said, it has about 200,000 cars a day, 40% trucks, and it is multi-state. We are going to give away the transponders. It will be a different system there than it is here simply because it is so urban-centric; it is one bridge across, maybe a quarter mile long. Also, we are creating the framework to full reciprocity, meaning that if you come in from Minnesota and you go over our bridge and not pay, we will have reciprocity with Minnesota to block your registration. It will be a part of the *E-ZPass* system to answer your question Randy, but it will also be a little bit different. The system, as Rick indicated, is much different than what the Turnpike has. Questions have come up in testimony about why the Turnpike hasn’t done open road tolling and the way I put it was, and the Director put it was, they have the ability to do it, they are looking at it, but right now it doesn’t make any financial sense to do it. I have one other point, not on that, on another subject.

Chairman: Please, go ahead.

Mr. Murphy: Rick had mentioned the Turnpike Mitigation Program, and just for clarity, on June 3rd we will be announcing all the non-Turnpike related projects, meaning those that are off of the Turnpike system; the ones that don’t require any vote of this Commission. There are, I think, seventeen or nineteen of those projects that have been awarded and we will be announcing those across the state. The others that do require discussion from this Commission will be

brought to the next Commission meeting. I didn't want the papers to read that your community got this, and then refer back to the Meeting Minutes and say "Rick said this."

Director Hodges: Thank you.

Chairman: Okay.

Director Hodges: That concludes my report Mr. Chairman.

Chairman: Okay. Thank you very much. Any questions for the Director? Hearing none, we will move on. Robin, did you have a report?

DED/Director of Administration: No, sir I do not. I have been keeping it brief. Thank you.

Chairman: What is word of the day Mr. Murphy?

Chief Engineer: Mélange.

Chairman: We will move on then to our Chief Engineer.

Chief Engineer: Good Morning Mr. Chairman and Commission Members. I have three resolutions for your consideration this morning. The first resolution is to award Contract No. 43-14-05 for the Bridge Deck Repair and Rehabilitation of Maddock Road over the Ohio Turnpike at Milepost 149.8 located in Lorain County, and State Route 3 (Ridge Road) at Milepost 166.8 located in Cuyahoga County. This work is included in the 2014 Capital Improvement Budget. On May 5, 2014, four bids were received via Bid Express, and the apparent low bid was submitted by B.G. Trucking and Construction Company, Inc. ("B.G. Trucking"), of North Lima, Ohio, in the amount of \$706,832.00. The bid submitted by B.G. Trucking is approximately 14% less than the Engineer's Estimate. B.G. Trucking has successfully performed similar work for the Commission as a subcontractor. Based on a review of their current projects under contract and previous years' work volume, it appears they have sufficient capacity to perform the work for this project. Therefore, it is recommended that Contract 43-14-05 be awarded to B.G. Trucking and Construction Company, Inc., of North Lima, Ohio, an Ohio Turnpike certified MBE company, in the amount of \$706,832.00. This Resolution also contains provisions to assign Michael Baker Jr., Inc., of Cleveland, Ohio, to perform construction administration and inspection services and to assign Geo-Sci, Inc., of Berea, Ohio, to perform material testing services. With your permission, may the General Counsel please read the Resolved?

Chairman: Please

General Counsel: RESOLVED that the bid of **B.G. Trucking and Construction Co., Inc., of North Lima, Ohio**, in the amount of **\$706,832.00** for the performance of Contract No. 43-14-05 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said Contract, and is accepted, and that the

Chairperson and Executive Director, or either of them, hereby is authorized to: 1) execute a Contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid, 2) direct the return to the non-winning bidders of their bid security, when appropriate, and 3) take any and all action necessary or proper to carry out the terms of said bid and of said Contract; and

FURTHER RESOLVED that the Commission hereby authorizes the Executive Director and the Chief Engineer to assign to Contract No. 43-14-05, **Michael Baker Jr., Inc.**, of **Cleveland, Ohio**, for the purpose of performing construction administration and inspection services, and **Geo-Sci., Inc.**, of **Berea, Ohio**, for the purpose of performing materials testing and inspection, with such assignments in accordance with the 2013-2014 Miscellaneous Engineering Services Agreement between the Ohio Turnpike and Infrastructure Commission and said engineering firms; and

FURTHER RESOLVED that Project No. 43-14-05 is designated a System Project under the Commission's 2013 Master Trust Agreement.

Chairman: You've heard the Resolved. Any further action?

Mr. Balog: So moved.

Chairman: Moved by Vice Chairman Balog. Is there a second?

Mrs. Barber: Second

Chairman: Second by Mrs. Barber. Questions or comments? Hearing none, roll call. I am sorry Senator, please go ahead.

Senator Manning: I just wanted to comment on Maddock Road since that's a personal area. I appreciate the fact that my constituents are going to benefit from that, it is something that is very well needed.

Chairman: Thank you. Any other comments? Hearing none, roll call.

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Director Hodges: Unanimous

RESOLUTION NO. 30-2014

**Resolution Awarding Contract No. 43-14-05,
Bridge Deck Repair and Rehabilitations in Lorain and Cuyahoga Counties**

WHEREAS, the Commission has duly advertised according to law for bids upon a Contract for Bridge Deck Repair and Rehabilitations of Maddock Road over the Ohio Turnpike at Milepost 149.8, located in Lorain County; and State Route 3 (Ridge Road) over the Ohio Turnpike at Milepost 166.8, located in Cuyahoga County, Ohio, herein designated **Contract No. 43-14-05**; and

WHEREAS, expenditures for the award to be made under Contract No. 43-14-05 will exceed \$150,000.00, and, therefore, in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws, Commission action is necessary for said Contract award; and

WHEREAS, the Commission received four bids via Bid Express for the performance of said Contract, and said bids have been reviewed and analyzed by the Commission's Chief Engineer, whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer reports that the lowest responsive and responsible bid for the performance of Contract No. 43-14-05 was submitted by **B.G. Trucking and Construction Co., Inc.**, of **North Lima, Ohio**, in the amount of **\$706,832.00**, which bid he recommends be accepted by the Commission; and

WHEREAS, the Commission has also been advised by the Director of Contracts Administration that bids for Contract No. 43-14-05 were solicited on the basis of the same terms and conditions and the same specifications, that the bid of B.G. Trucking and Construction Co., for Contract No. 43-14-05 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and that a performance bond with good and sufficient surety has been submitted by B.G. Trucking and Construction Co.; and

WHEREAS, the Commission's Executive Director has reviewed the reports of the Chief Engineer and the Director of Contracts Administration and, predicated upon such analysis, has made his recommendation to the Commission to award Contract No. 43-14-05 to the lowest responsive and responsible bidder, B.G. Trucking and Construction Co.; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the bid of **B.G. Trucking and Construction Co., Inc.**, of **North Lima, Ohio**, in the amount of **\$706,832.00** for the performance of Contract No. 43-14-05 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said Contract, and is accepted, and that the Chairperson and Executive Director, or either of them, hereby is authorized to: 1) execute a Contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid, 2) direct the return to the non-winning bidders of their bid security, when appropriate, and 3) take any and all action necessary or proper to carry out the terms of said bid and of said Contract; and

FURTHER RESOLVED that the Commission hereby authorizes the Executive Director and the Chief Engineer to assign to Contract No. 43-14-05, **Michael Baker Jr., Inc.**, of **Cleveland, Ohio**, for the purpose of performing construction administration and inspection services, and **Geo-Sci., Inc.**, of **Berea, Ohio**, for the purpose of performing materials testing and inspection, with such assignments in accordance with the 2013-2014 Miscellaneous Engineering Services Agreement between the Ohio Turnpike and Infrastructure Commission and said engineering firms; and

FURTHER RESOLVED that Project No. 43-14-05 is designated a System Project under the Commission's 2013 Master Trust Agreement.

(Resolution No. 30-2014 adopted May 19, 2014)

Chairman: The Resolution passes unanimously. Please continue.

Chief Engineer: The second Resolution is to award Contract No. 59-14-02 for the Repairs and Resurfacing of the Eastbound and Westbound Roadway between Mileposts 236.00 and 241.26 in Mahoning County, Ohio. This work is included in the 2014 Capital Improvement Budget. Procurement received two bids for this Project via Bid Express, with the apparent low bid being submitted by The Shelly Company – Northeast Division of Twinsburg, Ohio, in the amount of \$4,833,010.05. This bid was approximately 17% below the Engineer's Estimate. A review of the bid concluded that Shelly Company's bid is the lowest responsive and responsible bid and they have sufficient capacity to perform this work. They have previously performed similar projects for the Commission in the past with favorable results. Therefore, it is recommended that Contract No. 59-14-02 be awarded to The Shelly Company – Northeast Division of Twinsburg, Ohio, in the amount of \$4,833,010.05. This Resolution also contains provisions to assign ms consultants, inc., of Youngstown, Ohio, to perform construction administration and inspection services and ACA Engineering, Inc., of Boardman, Ohio, to

perform materials testing services. With your permission, may the General Counsel please read the Resolved?

General Counsel: RESOLVED that the bid of **The Shelly Company – Northeast Division, of Twinsburg, Ohio**, in the amount of **\$4,833,010.05** for the performance of Contract No. 59-14-02 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said Contract, and is accepted, and that the Chairperson and Executive Director, or either of them, hereby is authorized to: 1) execute a Contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid, 2) direct the return to the non-winning bidder its bid security when appropriate, and 3) take any and all action necessary or proper to carry out the terms of said bid and of said Contract; and

FURTHER RESOLVED that the Commission hereby authorizes the Executive Director and the Chief Engineer to assign to Contract No. 59-14-02, **ms consultants, inc.**, of **Youngstown, Ohio**, for the purpose of performing construction administration and inspection services, and **ACA Engineering, Inc.**, of **Boardman, Ohio**, for the purpose of performing materials testing and inspection, with such assignments in accordance with the 2013-2014 Miscellaneous Engineering Services Agreements between the Ohio Turnpike and Infrastructure Commission and said engineering firms; and

FURTHER RESOLVED that Contract No. 59-14-02 is designated a System Project under the Commission’s 2013 Master Trust Agreement.

Chairman: You’ve heard the Resolved. Is there a motion?

Mr. Balog: Move for adoption.

Chairman: Moved by Vice Chairman Balog. Is there a second?

Mr. Paradiso: Second

Chairman: Questions or comments?

Mr. Dixon: Question Mr. Chairman. We have used Shelly a couple of times that I have seen and this is a \$5 million contract. What do we know about Shelly Company? Do we know about their hiring practices? Do they hire or use female or minority employees? Do we have any information as far as that?

General Counsel: Mr. Chairman and Commission Members, Shelly Company has committed to using a MBE and having participation in this contract. I do not know that exact amount. Tommie Jo is here, I don’t know if we have actually received the figures from Shelly at this point in time, have we?

Tommie Jo Marsilio: The last I heard, we were still pending additional information, but as you said, they have committed to participation. It seems in general terms that

our renewed emphasis has provoked a renewed interest in working with MBEs, both as subs and employees.

Mr. Dixon: Okay. That is great. I don't have a problem with the follow-up and I know that you will make sure that we do follow-up.

General Counsel: Absolutely. Mr. Chairman, I also wanted to point out from the last Resolution, I don't know if we emphasized it enough, I know Tony mentioned it, but that B.G. Trucking is a MBE firm in a direct contract, which is something that we hadn't really had before, so I wholeheartedly want to congratulate Tommie Jo. I think Tommie Jo has done a really good job in reaching out to the MBE firms and getting them to come in and bid directly on contracts. This is a first, so it's good.

Mr. Murphy: George were you talking about employees that Shelly has or the subcontractors?

Mr. Dixon: I was actually talking about employees that Shelly has.

Mr. Murphy: Shelly can provide that information. Basically what their demographics are and then they have to have an affirmative action plan to be an equal opportunity employer.

General Counsel: Mr. Chairman and Mr. Dixon, I am sorry if I did not answer your question directly. We do have that information. They are required, with every bid, to fill out what is called "Project Employment Datasheet," so we do have that information, I don't have it right here, but we can share that with you.

Mr. Dixon: That's great. I didn't know if we had the ability to even ask that, but we do?

General Counsel: We do.

Mr. Dixon: We do. Okay, great. Thanks.

Chairman: Anyone else? Please call the roll.

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Director Hodges: Unanimous.

RESOLUTION NO. 31-2014

**Resolution Awarding Contract No. 59-14-02, Resurfacing
Project in Mahoning County**

WHEREAS, the Commission has duly advertised according to law for bids upon a Contract for Repairs and Resurfacing of the Eastbound and Westbound Roadways, from Milepost 236.00 to Milepost 241.26 located in Mahoning County, Ohio, herein designated **Contract No. 59-14-02**; and

WHEREAS, expenditures for the award to be made under Contract No. 59-14-02 will exceed \$150,000.00 and, therefore, in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws, Commission action is necessary for said Contract award; and

WHEREAS, the Commission received two bids via Bid Express for the performance of said Contract, and said bids have been reviewed and analyzed by the Commission's Chief Engineer, whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer reports that the lowest responsive and responsible bid for the performance of Contract No. 59-14-02 was submitted by **The Shelly Company – Northeast Division, of Twinsburg, Ohio**, in the amount of **\$4,833,010.05**, which bid he recommends be accepted by the Commission; and

WHEREAS, the Commission has also been advised by the Chief Engineer and the Director of Contracts Administration that bids for Contract No. 59-14-02 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. 59-14-02 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and that a performance bond with good and sufficient surety has been submitted by The Shelly Company; and

WHEREAS, the Executive Director has reviewed the reports of the Chief Engineer and the Director of Contracts Administration and, predicated upon such analysis, concurs with the

recommendation to award Contract No. 59-14-02 to the lowest responsive and responsible bidder, The Shelly Company; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the bid of **The Shelly Company – Northeast Division, of Twinsburg, Ohio**, in the amount of **\$4,833,010.05** for the performance of Contract No. 59-14-02 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said Contract, and is accepted, and that the Chairperson and Executive Director, or either of them, hereby is authorized to: 1) execute a Contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid, 2) direct the return to the non-winning bidder its bid security when appropriate, and 3) take any and all action necessary or proper to carry out the terms of said bid and of said Contract; and

FURTHER RESOLVED that the Commission hereby authorizes the Executive Director and the Chief Engineer to assign to Contract No. 59-14-02, **ms consultants, inc.**, of **Youngstown, Ohio**, for the purpose of performing construction administration and inspection services, and **ACA Engineering, Inc.**, of **Boardman, Ohio**, for the purpose of performing materials testing and inspection, with such assignments in accordance with the 2013-2014 Miscellaneous Engineering Services Agreements between the Ohio Turnpike and Infrastructure Commission and said engineering firms; and

FURTHER RESOLVED that Contract No. 59-14-02 is designated a System Project under the Commission's 2013 Master Trust Agreement.

(Resolution No. 31-2014 adopted May 19, 2014)

Chairman: Tony, please continue.

Chief Engineer: The last Resolution for your consideration is for the award of Contract No. 4218 for the Furnishing of Ultra Low Sulfur Diesel Fuel and Unleaded Gasoline/Ethanol Blend. This is for use in the mélange of vehicles owned by the Commission. The bid invitation was divided into four groups, which are based on the geographical location of the Commission's maintenance buildings. Groups I and II were for furnishing approximately 428,000 gallons of diesel fuel, and Groups III and IV were for furnishing approximately 200,000 gallons of unleaded gasoline. The contract has an initial term of twelve months with an option to extend for two additional, one-year periods. The bidders were permitted to submit bids on one or any combination of the four groups. In addition, bidders were required to submit a price differential per gallon over or under the weekly fuel prices as published by the Oil Price Information Service - Cleveland Index. We received four bids in response to Group I, and three bids in response to Groups II, III and IV. The Assistant Chief Engineer has advised that the lowest bid for Groups I and II, the ultra low sulfur diesel fuel, was submitted by Ports Petroleum, of Wooster, Ohio, in the annual amount of \$1,714,720.00. Furthermore, the Assistant Chief Engineer has advised that the lowest bid for Groups III and IV, the unleaded gasoline/ethanol

blend, was submitted by Great Lakes Petroleum Co., of Cleveland, Ohio, in the annual amount of \$710,120.00. Both bidders propose to furnish the material and services in accordance with the Specifications. We are recommending the award of Groups I and II to Ports Petroleum, of Wooster, Ohio, in the total blanket amount of \$1,750,000.00 and the award of Groups III and IV to Great Lakes Petroleum Co., of Cleveland, Ohio, in the total blanket amount of \$720,000. With your permission, may the General Counsel please read the Resolved?

Chairman: Please

General Counsel: RESOLVED that the bids of **Ports Petroleum** for both Group I and Group II (Ultra Low Sulfur Diesel) and the bids of **Great Lakes Petroleum Co.** for both Group III and Group IV (Unleaded Gasoline/Ethanol Blend) under Invitation No. 4218 are, and are by the Commission deemed to be the lowest responsive and responsible bids received and are accepted, and the Executive Director or the Director of Contracts Administration, or either of them, is hereby authorized to: 1) execute Contracts with Ports Petroleum and Great Lakes Petroleum Co. in the form heretofore prescribed by the Commission pursuant to the aforesaid Invitation; 2) incur expenditures under the Contracts in the quantities estimated by the Engineering Department's staff for the purchase of Ultra Low Sulfur Diesel and Unleaded Gasoline/Ethanol Blend fuel; 3) as appropriate, direct the return to the bidders of their bid security at such time as Ports Petroleum and Great Lakes Petroleum Co. have each entered into a Contract; 4) exercise the first and second of the two renewal options predicated upon satisfactory performance reviews by the Engineering Department; and 5) take any and all action necessary to properly carry out the terms of said Contracts.

Chairman: You've heard the Resolved. Is there action to be taken by the Board?

Mr. Balog: Move to adopt.

Chairman: Motion by Vice Chairman Balog. Is there a second?

Mrs. Barber: Second

Chairman: Any questions or comments? Hearing none. Roll call.

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Director Hodges: Unanimous.

Chairman: Passes unanimously.

RESOLUTION NO. 32-2014

Resolution Awarding Contract No. 4218 for the Furnishing of Ultra Low Sulfur Diesel Fuel and Unleaded Gasoline/Ethanol Blend

WHEREAS, the Commission has duly advertised, in accordance with law, an Invitation for Bids upon a Contract for the furnishing of ultra low sulfur diesel fuel (“ULSD”) and unleaded gasoline/ethanol blend to the Commission’s eight maintenance buildings for a twelve (12) month period, with two possible, one-year renewal terms, herein designated **Contract No. 4218**; and

WHEREAS, expenditures for the award to be made under Contract No. 4218 will exceed \$150,000.00 and, therefore, in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws, Commission action is necessary for said Contract award; and

WHEREAS, bidders were asked to submit bids for four Groups that are based on the geographical location of the Commission’s maintenance buildings and, for each Group, to state the price differential per gallon they would charge from the weekly reports published by the Oil Price Information Service (“OPIS”), Cleveland, Ohio, for ULSD (Group I and Group II) and for unleaded gasoline/ethanol blend (Group III and Group IV); and

WHEREAS, the Commission received four bids for the performance of said Contract, and said bids have been reviewed and analyzed by the Commission’s Assistant Chief Engineer, Highway and Maintenance, whose report concerning such analysis is before the Commission; and

WHEREAS, the Assistant Chief Engineer reports that the lowest responsive and responsible bids received for both Group I and Group II under Invitation No. 4218 were submitted by **Ports Petroleum**, of **Wooster, Ohio**, in the approximate amount of \$1,714,720.00 and that this bidder proposes to furnish material and services in accordance with the Commission’s Specifications; and

WHEREAS, the Assistant Chief Engineer reports the bids for both Group I and Group II are approximately two percent (2%) below the annual estimated amount of \$1,750,000.00 for these two groups, but he has recommended that a cushion be built-in to account for the potential fuel cost increases and that the Commission authorize annual expenditures up to **\$1,750,000.00**; and

WHEREAS, the Assistant Chief Engineer reports that the lowest responsive and responsible bids received for both Group III and Group IV under Invitation No. 4218 were submitted by **Great Lakes Petroleum Co., of Cleveland, Ohio**, in the approximate amount of \$710,120.00 and that this bidder proposes to furnish material and services in accordance with the Commission's Specifications; and

WHEREAS, the Assistant Chief Engineer reports the bids for both Group III and Group IV are approximately one percent (1%) below the annual estimated amount of \$720,000.00 for these two groups, but he has recommended that a cushion be built-in to account for the potential fuel cost increases and that the Commission authorize annual expenditures up to **\$720,000.00**; and

WHEREAS, should the quantities of ULSD and unleaded gasoline/ethanol blend purchased exceed the number of gallons estimated by the Engineering Department staff by more than ten percent (10%), or the cost of the ULSD or the unleaded gasoline/ethanol blend exceed the \$2,470,000.00 in expenditures allocated for the first contract year by more than ten percent (10%), the Commission will be presented with a new resolution to increase said estimated quantities and/or expenditures; and

WHEREAS, the Director of Contracts Administration has advised the Commission that both bidders qualify for consideration under the Commission's Domestic and Ohio Preference Policy; and

WHEREAS, the Commission's Director of Contracts Administration has further advised that bids for Contract No. 4218 were solicited on the basis of the same terms and conditions and the same specifications, that the bids of Ports Petroleum for Group I and Group II and the bids of Great Lakes Petroleum Co. for Groups III and IV for Contract No. 4218 conform to the requirements of Ohio Revised Code Section 5537.07 and Section 9.312; and that bid guaranties with good and sufficient surety have been submitted by the aforementioned bidders; and

WHEREAS, the Executive Director has reviewed the reports of both the Assistant Chief Engineer and the Director of Contracts Administration and, predicated upon such analysis, concurs with the recommendation to award the Contract for Invitation No. 4218 to the lowest responsive and responsible bidder for both Group I and Group II, Ports Petroleum and for both Group III and Group IV to Great Lakes Petroleum Co.; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the bids of **Ports Petroleum** for both Group I and Group II (Ultra Low Sulfur Diesel) and the bids of **Great Lakes Petroleum Co.** for both Group III and Group IV (Unleaded Gasoline/Ethanol Blend) under Invitation No. 4218 are, and are by the Commission deemed to be the lowest responsive and responsible bids received and are accepted, and the Executive Director or the Director of Contracts Administration, or either of them, is hereby authorized to: 1) execute Contracts with Ports Petroleum and Great Lakes Petroleum Co. in the form heretofore prescribed by the Commission pursuant to the aforesaid Invitation; 2) incur expenditures under the Contracts in the quantities estimated by the Engineering Department's staff for the purchase of Ultra Low Sulfur Diesel and Unleaded Gasoline/Ethanol Blend fuel; 3) as appropriate, direct the return to the bidders of their bid security at such time as Ports Petroleum and Great Lakes Petroleum Co. have each entered into a Contract; 4) exercise the first and second of the two renewal options predicated upon satisfactory performance reviews by the Engineering Department; and 5) take any and all action necessary to properly carry out the terms of said Contracts.

(Resolution No. 32-2014 adopted May 19, 2014)

Chairman: I just want to note that if you look at the price per gallon, we are not getting any deal are we. I mean, it's just plain and simple; that's the facts of life. Okay. We will move on. Anything further Tony?

Chief Engineer: That concludes my report Mr. Chairman.

Chairman: Okay. Thank you very much. We will move on to the report of our CFO, Mr. Seekely.

CFO/Comptroller: Thank you Mr. Chairman. I have a brief update on our traffic and revenue for the month of April.

This first chart shows the monthly passenger car miles traveled on the Ohio Turnpike over the past two years. April this year benefited from a late Easter. As a result, passenger car vehicle miles traveled were 6.6% higher than April of last year.

Commercial traffic improved for the third straight month and was 3.6% higher than April of last year.

This chart shows the total vehicle miles traveled through the month of April during each year over the past decade. Total vehicle miles traveled for the first four months of this year were .8% less than the amount from last year.

The 6.6% increase in traffic and the 2.7% toll rate increase on January 1 were partially offset by the effect of an increase in *E-ZPass* use. As a result passenger car toll revenue increased 7.4% from April of last year.

The increase in Commercial traffic combined with the toll rate increase resulted in Commercial vehicle toll revenues increasing 6.0% from last year.

This chart shows the year-to-date toll revenues through the month of April during each year over the past decade. Toll revenues through April were \$1.3 million or 1.7% above the amount from last year. That completes my report Mr. Chairman.

Chairman: Thank you. Any questions for our CFO? Hearing none. We will move on to the report of our General Counsel, Kathleen.

General Counsel: Thank you Mr. Chairman. I am going to defer my report until later because we have a mélange of legal issues to discuss with respect to the SP-8 Project.

Chairman: Alright then. We will move on to the reports. Financial Advisor, Bethany Pugh?

Financial Advisor: No report, Mr. Chairman.

Chairman: General Consultant, Mr. Buchanan?

General Consultant: No report, Mr. Chairman.

Chairman: Trustee, Mr. Lamb?

Trustee: No report, Mr. Chairman.

Chairman: Ohio State Highway Patrol, Lieutenant Sivak? Good morning Lieutenant.

Lt. Sivak: Good morning Chairman Hruby and Commission Members. As always, it is a pleasure to be here. I have a couple of things I want to discuss today. Most of them are related to the operations of the Ohio State Highway Patrol across the Turnpike and the work that our officers are continuing to do. For the year so far, our total stops with motorists, including citations and assists are up 8%. This coincides also with an increase in traffic crashes, which are 50% higher at this point and, as we have discussed, especially at last month's meeting, a lot of that is attributed to the severe weather we had, specifically one particular day. In regards to that and the involvement of commercials on that day, so far this year our enforcement contacts with commercial vehicles are up 32%. There is a correlation between the lights on the berm with the trucks and controlling the speed limit on the roadway, so we are hopeful that helps address future crashes, especially involving commercial vehicles. Additionally, especially with all of the construction that is going on currently and proposed, we call them "aggressive citations" and that includes citations within construction zones. Those were up 102% so far this year. Our overall patrol hours, where the Troopers are able to gear their time towards not investigative work, but patrolling the road are up 7%. Again, back to the crash picture, specifically with wintertime, our "following too close citations" are up 77% and those are behavior things that we look to continue to work on with the overall goal of reducing traffic crashes out here.

The last thing I want to talk about activity-wise is our criminal patrol and the changes that the Highway Patrol has made in the past couple of years. We look to contribute to a safer Ohio,

not just with traffic enforcement as we have done in the past, but with respect to all criminal violations. Those efforts on the Turnpike are up 31% and part of that is across the state training that we have given our officers, not only in the academy, but on-the-road training. I am going to highlight one example that just occurred back on May 14, and this was out near milepost 195. We had one of our resident experts, so to speak, Sergeant Smart, who has been traveling the state training our Troopers and he was up on the Turnpike that day with one of our Troopers. They both at the same time noticed a vehicle. They look at driver behavior and indicators of criminal activity. They simultaneously decided that was a vehicle they wanted to look at based on the traffic violation and the behavior and their suspicions were correct as they interdicted fifty pounds of high grade marijuana that day with a street value of over \$100,000.00. Again, just to continue to highlight that connection that is there, you look at the picture of saving lives and how many people die in fatal crashes, but just looking at the heroine epidemic that is going on across our country right now, especially that is highlighted in this area, more people are dying from the drug usage and that it is also contributing in to our traffic crash picture. So all of this tied together will make the State of Ohio safer, and also the Ohio Turnpike as well. I felt it important to continue to bring up those efforts that our officers are making across the state. The last thing I want to discuss is this position here, the liaison position with the Turnpike. We have created a job posting for it that we have to do internally. The posting will be put out to our employees this week and it will be a promotion. One of our Lieutenants in the region will be promoted to Staff Lieutenant and then will assume this role here. As I have said to other members of the Commission and within the Turnpike, we will be very careful with our selection in that process to make sure that we have the right individual, who is the right fit for everything that this position involves, namely, working closely with the Commission, Maintenance and all of the other services on the Turnpike. So, hopefully, I would think by mid-June, at the latest, we will have that name. Similar to what Lieutenant Morgan did with me, I am sure I will be involved with a little bit of a meet and greet process with that individual and have that up and running soon.

Chairman: Thank you. Any questions for the Lieutenant? Thank you for your report. We appreciate it very much. We are going to move into Executive Session, is that correct? Before we do, I just want to let the public know that there will be no action taken thereafter in case you folks would like to return to your jobs. The next Commission Meeting will be held on Monday, June 16, 2014, at 10:00 a.m. Before we go into Executive Session, I would just like to commend Mr. Cole on his tie, which certainly exemplifies the word “mélange.”

Mr. Dixon: Quick question. On the 21st, ODOT is having a public hearing about opportunities about MBE/FBE, are we going to have anyone there?

Tommie Jo Marsilio: Yes.

Mr. Dixon: Great

Mr. Murphy: Thank you George for that. We are having a public involvement meeting on May 21st at Cleveland State University and it is open to the public. We are targeting DBE and MBE companies and what we are talking about is the way we do our DBE and MBE selection with our prime contractors and also Governor Kasich and Congresswoman Marcia

Fudge have requested a waiver from the US DOT to subdivide the DBE goal. Now that sounds like a lot of technical stuff, but what it means is that the DBE program and the Federal Government, we cannot say that 50% of it goes to African Americans, 20% to this that and the other. We are asking to do that with this waiver on five projects in Cleveland, so we are there to talk about that.

Chairman: Any other comments? Hearing none.

Mrs. Barber: Mr. Chairman, I move that we hold an Executive Session to discuss litigation matters under the provisions of Ohio Revised Code Section 121.22(G)(3). At the end of such Executive Session, the Commission shall resume its open meeting.

Chairman: I will second that motion. Roll call.

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Mrs. Barber: 10:52 a.m. is the time.

Chairman: We are in Executive Session.

Executive Session Begins at 10:52 a.m.

Mrs. Barber: I move that we conclude the Executive Session pursuant to the provisions of Ohio Revised Code Section 121.22(G)(3) and resume the open meeting of the Commission.

Mr. Paradiso: Second

Chairman: Moved and seconded. Please call the roll.

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Executive Session concluded at 11:17 a.m.

Mr. Balog: I make a motion to adjourn.

Chairman: I will second the motion. Any questions? Please call the roll.

Director Hodges: Secretary-Treasurer Barber

Mrs. Barber: Yes

Director Hodges: Chairman Hruby

Chairman Hruby: Yes

Director Hodges: Mr. Balog

Mr. Balog: Yes

Director Hodges: Mr. Dixon

Mr. Dixon: Yes

Director Hodges: Mr. Paradiso

Mr. Paradiso: Yes

Director Hodges: Mr. Murphy

Mr. Murphy: Yes

Time of adjournment: 11:18 a.m.

Attendees for Record Keeping Purposes:

Dan Castrigano, GPI; Scott Buchanan, URS; Beth Fulton, URS; Jennifer Townley, ODOT; Tim McDonald, ODOT; Vic Spinabelli, Hill Int'l.; Gene Barendale, Hill Int'l.; Frank Lamb, Huntington Bank; Tom Perevosnik, IUOE Local 18; Bethany Pugh, PFM; Ryan Kozak, PFM; Chris Cummings, Michael Baker, Jr.; Stefan Holmes, First Merit; Glen Stephens, GSI; Lieutenant Sivak, OSHP; Rick Hodges, Ohio Turnpike; Marty Seekely, Ohio Turnpike; Tony Yacobucci, Ohio Turnpike; Kathleen Weiss, Ohio Turnpike; Robin Carlin, Ohio Turnpike; Sharon Isaac, Ohio Turnpike; Mark Musson, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Dave Miller, Ohio Turnpike; Dennis Albrecht, Ohio Turnpike; Tommie Jo Marsilio, Ohio Turnpike; Adam Greenslade, Ohio Turnpike.

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

Sandra K. Barber, Secretary-Treasurer