

**MINUTES OF THE 687th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
JULY 19, 2021**

Chairman: Good morning. It is 10:00 a.m. Will you please stand and join me in reciting the *Pledge of Allegiance*.

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

Commission Member Vickie Eaton Johnson and Senator Bill Reineke will not be in attendance at today's meeting.

Will the Assistant Secretary Treasurer, Ferzan Ahmed, please call the roll?

Assistant Secretary-Treasurer: Chairman Hruby

Chairman, Jerry Hruby: Here

Assistant Secretary-Treasurer: Vice Chairman Paradiso

Vice Chairman, Timothy Paradiso: Here

Assistant Secretary-Treasurer: Secretary-Treasurer Barber

Secretary-Treasurer, Sandra Barber: Here

Assistant Secretary-Treasurer: Mr. Coviello

Commissioner, Guy Coviello: Here

Assistant Secretary-Treasurer: Dr. Marchbanks

Commissioner, ODOT Proxy, Dr. Jack Marchbanks: Here

Assistant Secretary-Treasurer: Mr. Kennedy

Office of Budget and Management, James Kennedy: Here

Assistant Secretary-Treasurer: Representative Ghanbari

Representative Haraz N. Ghanbari: Here

Chairman: We have a quorum. This is the 687th Meeting of the Ohio Turnpike and Infrastructure Commission. We are here today at the Commission's Administration Building.

Various reports will be received, and we will act on a couple resolutions. Draft copies have been sent to the Members. The resolutions will be explained during the appropriate reports.

May I have a motion to adopt the Minutes of the June 21, 2021, Commission Meeting? Any corrections, additions, or questions regarding the Minutes?

Dr. Marchbanks: Chairman Hruby, in the Minutes there is a reference to the Assistant Director for Field Operations for the Ohio Department of Transportation, Mitchell Blackford, was referred to on Page 16912, as “Mitch Black”. I am sure he would be appreciative of that being corrected to “Mitchell Blackford.”

Chairman: Sorry about that mistake. That will be corrected. Any other corrections, additions or questions? Hearing none, please call the roll, please.

MOTION: A motion to adopt the Minutes of June 21, 2021, Commission Meeting was made by Mr. Coviello, seconded by Chairman Hruby and approved by all Commission Members present, with the exception of Vice Chairman Paradiso who abstained.

Chairman: The June 21, 2021 Commission Meeting Minutes are adopted. We will move on with the report of the Secretary-Treasurer, Mrs. Barber.

Secretary-Treasurer: The following items have been provided to the Members since the last scheduled meeting of the Commission on June 21, 2021:

1. Three (3) Resolutions;
2. Draft Minutes of the June 21, 2021, Commission Meeting; and
3. Agenda for today’s meeting.
- 4.

The following additional documents have been made available to Commission Members:

1. Traffic Crash Summary Report, June 2021;
2. Traffic and Revenue Report, June 2021;
3. Total Revenue by Month and Year, June 2021;
4. Investment Report, June 2021;
5. Financial Statement, June 2021; and
6. Budget Report – Six Months 2021.

Chairman: Thank you. Any questions or comments regarding the Secretary-Treasurer’s report? Hearing none, we will move on to the report from the Executive Director, Ferzan M. Ahmed.

Director Ahmed: Thank You, Mr. Chairman. Good Morning Commission Members.

On July 9, 2021, we held an Employee Appreciation Day for all field employees. The event was organized by the People Task Force and was held to recognize all employees for their dedication in keeping the Ohio Turnpike operating efficiently and providing service to our

customers during the COVID-19 Pandemic. A similar event will take place July 23, 2021, for employees in the Administrative Building.

I congratulate Sheila Donahue and Mary Garcia for their recent retirements. Both Mary and Sheila retired on June 30, 2021, from the Toll Operations Department. I would like to recognize and congratulate Kevin Huzjak from the Maintenance Department and Victoria Kullik from the Procurement Department for their upcoming plans to retire on July 30, 2021. I thank everyone for their service to the Commission and wish them the best on their retirement journey.

I would like to provide to the Commission two (2) updates related to the Toll Collection System project.

During my report last month, I shared that the Customer Service Center project, which is a part of the new Toll Collection System, had the highest overall risk associated with the goal of going live in Spring 2023.

The Customer Service Center (CSC) implementation will be completed in two phases. The first phase is to implement the new system to work with the existing Toll Collection System (TCS). The second phase is to integrate the new CSC with the new TCS. As I had mentioned last month, there have been a few glitches with the implementation of Phase 1. At our request, our vendor TransCore sent several technicians to sit with our Customer Service Representatives downstairs so that they could get a firsthand experience of the glitches. This is our first step towards ensuring that we do all we can to mitigate the risks associated with on time completion. Next month, I will give the Commission an update on phase 1.

I would now like to give the Commission a recap of the CSC and TCS contracts, as well as the design and management projects associated with them.

Not counting physical construction projects there are five active contracts and three more upcoming contracts. I will list the contracts, their relationships with each other, and the status of each contract. It will be helpful to look at the spreadsheet in front of you as I explain:

1. Jacobs Engineering:

This was the original TCS consultant hired in 2016 to perform the study leading to the strategic plan to implement the new Toll Collection System and Customer Service Center. Their work included evaluating existing various toll collections systems, identifying alternatives for upgrading the systems, providing recommendations, and assisting with the selection of the right toll collection system for the Commission. Their work also included the design of the expansion at Toll Plaza 180, the mainline pavement replacement at ramps at the new high speed toll plazas at Milepost 211 and Milepost 239. From 2016 through 2019, there were eight resolutions for various phases of their work, for a total of \$8,067,481. The contract will stay open through October 2023, but we do not anticipate any other work on this contract.

2. Stantec:

Upon completion of Jacobs' work as the Commission's TCS representative for planning and initial design, we advertised to select an owner's representative for implementing the TCS and all associated projects. Stantec was selected and authorized in October of 2019. Stantec's work includes performing project management services for the installation of a new Toll Collection System and its integration with the Customer Service Center and unpaid toll processing systems. Work includes on-site project management services to serve as an extension of Commission staff, oversight of the development, implementation, testing, installation, and integration of the TCS and the CSC, and several related projects such as Image Review Services, Print House Services procurement and implementation, and Collections Services procurement and implementation. From October 2019 through June 2021, there have been four resolutions for approximately \$3.5 million. We anticipate presenting a future resolution for approximately \$750,000 to extend on-site project management through October 2023.

3. Conduent:

Conduent is the contractor responsible for furnishing, integrating, and maintaining the modernized Toll Collection System for the entire Turnpike. Their work includes the detailed system design, purchase and installation of the system's hardware and software, completion of system acceptance testing and approved reporting, including the test site at Toll Plaza 49, completion of all toll plazas, and successful completion of final acceptance testing. The term of the contract includes an initial five-year maintenance period and three additional two-year maintenance periods.

So far, one resolution was presented for approximately \$31.6 million for initial design and testing. In the coming months, we will present another resolution for approximately \$25 million to complete the design, installation, and testing. There will be a third resolution in late 2022 or early 2023 for approximately \$45 million which will cover the warranty period and the initial five years of maintenance from 2023 through 2029 as well as the optional six years of maintenance from 2030 through 2035.

4. Arcadis:

Arcadis is responsible for designing physical infrastructure needed at the existing toll plazas to accommodate the hardware for the new Toll Collection System designed by Conduent. They will also perform the construction administration and inspection of these projects. They were selected in August 2019. So far there have been four resolutions presented to Commission for various phases of their work, for approximately \$1.7 million. We anticipate that there will be a future resolution estimated at approximately \$960,000 to complete their work. This contract will go through October 2023.

5. TransCore:

TransCore is the contractor responsible for the development and implementation of a Customer Service Center software system. This is the back-office system that handles all financial transactions associated with *E-ZPass*[®] accounts. The total authorized amount to date includes the completion of the CSC and six years of maintenance through 2028. They were selected in January 2019. There was one resolution for approximately \$16.4 million for completing both phases of the project, and an initial six-year maintenance period from 2023 to 2028.

The contract includes five additional one-year options to renew maintenance from 2029 to 2033. At some time in the future staff anticipates presenting a resolution for approximately \$9.4 million for the additional five years of maintenance.

In addition to the active projects, there are three related projects:

- i. **Image Review Services:** Proposals are under evaluation and will be presented to the Commission possibly in August. These services are part of Open Road Tolling (ORT) to look up license plates for toll collection for customers who either do not have an *E-ZPass*[®] or travel through an *E-ZPass*[®] only lane without a valid transponder.
- ii. **Print House Services:** Request for proposals will be advertised in 2022, to secure the services of a vendor to manage the printing and mailing services associated with Open Road Tolling and the invoicing of toll violations.
- iii. **Collection Services:** Request for proposals will be advertised in 2022, to secure the services of a vendor to handle collections associated with unpaid tolls.

This is a recap of all current and upcoming projects. Please let me know if I can provide more information about these projects. This concludes my report, and I will be happy to answer any questions.

Chairman: Thank you, Mr. Director. Any questions?

Vice Chairman Paradiso: Thank you, Ferzan. Very good summary. It really helps me put it into perspective. It prompted maybe a couple of thoughts or questions. First of all, the breadth and depth and scope of this modernization project, we are aware of it, we have been dealing with it for several years now, it is huge. A lot of different departments in the organization from Engineering to IT to Finance. So, first of all, how are these projects being managed? Is this something new for the Board that you have created just as an information piece? Is there some type of dashboard that you and your staff are using? How do you communicate amongst the interested parties how these projects are developing and moving forward? Can you just talk a little bit about that?

Director Ahmed: Mr. Chairman and Vice Chairman Paradiso, Yes, I would like to start and also like to invite a couple of people to talk about some specifics as it pertains to the questions you have asked.

Yes, these projects are huge. As you can tell from the summary I gave you, that the decisions that are being made now will be valid through 2035 in some cases because of the maintenance involved in some of the toll collection system. We have weekly meetings among all of the different departments that are involved in this and that actually includes Finance, Legal, Communications, and the meetings are led by our Chief Engineer. When all of these things started, I thought it would be good to have one person from a project management perspective to be over the toll collection system and I thought our Chief Engineer was the right person for that project and I assigned that to the Chief Engineer. Of course, he has got the team at his disposal. His right hand is Stantec. Stantec has been very useful in terms to us in terms of being our owner's representative. The Customer Service center project is being managed by the Director of Toll Audit, Dave Miller. He does an outstanding job with that. Obviously, that means that Tony Yacobucci and Dave Miller have to work very closely. This is our focus. Everybody on the Commission is involved. This is not a project that belongs to Engineering or to Auditing. This is a project that belongs to the Ohio Turnpike and Infrastructure Commission because this is our bread and butter.

I would like to go into the specifics about your question. As far as the specifics in terms of meetings, I am going to ask our Chief Engineer, Tony Yacobucci, to talk a little bit about the meeting schedules and how we manage this project.

Chief Engineer: Mr. Chairman and Commission Member Paradiso, when this project started back in 2016 just with the strategic plan, we actually put together what I would a task force or committee that included basically five core individuals which included myself, Marty Seekely from Finance, Chriss Pogorelc from IT, Dave Miller from Internal Audit and Toll Audit and Sharon Isaac at that point who was from Toll Operations. In addition to that, we added Jennifer Stueber later on, but the fact was those five or six folks were meeting regularly, actually we were meeting weekly unless there was no reason to, but we also had Stantec and Jacobs. Jacobs was the original consultant that was helping us through the evaluation of the RFPs, putting the RFPs together, etc. With regard to the meetings, we continued to have that meeting once we got into the depth of this, we continue those meetings on Fridays at 10:00 a.m. We also had an Engineering and Legal meetings at 8:00 a.m. on Fridays, and then we have a 9:00 a.m. meeting with just myself, Stantec and Conduent, who is our integrator for the actual toll collection system roadside. In addition to that, on Tuesdays and Thursdays there is meetings for the actual design, which are two hours long from 1:00 p.m. to 3:00 p.m. and on Wednesdays we have construction coordination meetings with Conduent, our contractors and our Engineering staff, as well as our consultants.

This is the most complex project, I believe, the Commission has ever undertaken aside from the third lane widening, the pavement replacement to me that is a cup of tea, that is easy stuff. This is extremely complex as Ferzan said, it involves every aspect of our organization and if he didn't have all of those folks in the room on a regular basis, quite frankly we would fail. At the beginning we realized that it was very important to have all these folks in the room at the same time and on a weekly basis. You know monthly is great, but I can tell you, you can let stuff go for a month and then you are going to get behind and you can't get behind in this project.

I hope that answers your question. If there is anything further, please let me know.

Vice Chairman: It does. I have a follow-up. Thank you for that. Just think about all of the distractions in meetings, and I say distractions positively. We still have to run the Turnpike which was full-time before this project. The bond issues, the widening of the Turnpike, all of the normal maintenance and operations which are overwhelming by themselves, we are a different organization than we were fifteen short years ago. Are we keeping up? These are open-ended questions maybe for a different time, but are we keeping up with the project and changes? We have consultants that we are paying a lot of money, but internally our staff is still lean, still the same leadership and are we prepared, are we positioned to continue to drive this type of project through the organization with our leadership? This is just a different question and that probably more for you, Ferzan. I just want to applaud you for getting through COVID even. We were just having a second conversation with David and myself about coming out of COVID, the pent up anxiety of staff and development and all of the things that come with coming out of COVID and trying to get to the new normal. It is creating a lot of anxiety for a lot of my clients and a lot of the businesses that I am aware of and I am thinking it has to do the same here with the Commission. I want to make that comment. I want to applaud you for all of the extra work that you and your whole team have done, Ferzan, on this Turnpike project. I want to recognize the breadth and depth of how significant this is in our history. Is there some kind of recognition of the staff and the drain on the staff for this project?

Director Ahmed: Mr. Chairman and Vice Chairman Paradiso, yes. Indeed, the staff has been truly amazing in managing this project. To answer your question about the breadth and depth of this project and the business of the Turnpike that goes on. When this project is done, there will be other large projects as well, not as complicated as this, but we will revamp the three lane and pavement replacement. Sometime in the near future we are going to talk about finishing the three lane widening. I know that in our long term capital plan, we are also going to redo all of the maintenance buildings. So, these things will continue. One of the things that we have identified is that we have been spending a lot of time lately with succession planning. That project is being led by Matt Cole obviously as our Director of Administration. One the things that we have identified in our conversation between Matt Cole and our Chief Information Officer, Chriss Pogorelc and our Director of Internal Audit, David Miller, is there is a missing piece in terms of once we are done with installing the toll collection system, that toll collection system has to be managed for a number of years. Today's toll collection systems are many times more complicated than the toll collection systems we have used the past or even the one that we have right now. Existing staff is going to need to be supplemented to manage that system down the road and we actually have a position posted that we are calling the Manager of Toll Technology. We are going to start with just one person. We are looking for a senior level person who has a technical background, as well as project management to manage the toll technology. Unfortunately, because the Ohio Turnpike is the only Turnpike in Ohio, if you are a toll expert you work at the Ohio Turnpike. If you don't work at the Ohio Turnpike, you can't find a toll expert. So, I have had this conversation with several other executive directors who have had similar situations. So, one of the things we are looking at is should we be recruiting someone from out-of-state and relocating them to Ohio? That is not off the table for the right person. The other thing would be to bring someone in right now and have them work with Conduent and TransCore as the systems are being implemented and use that person's

aptitude to slowly develop them into an expert. Regardless, that is a position that that we are going to need in the future and possibly one or two lower level technicians. So, that is how we are going to manage the management of the toll collection system when it is installed because we have to maintain it for twelve or thirteen years.

Chairman: Any other questions or comments?

Dr. Marchbanks: Mr. Chairman, I would like to just add as a comment, I see an analogy in what the Ohio Department of Transportation is doing in that we have a huge legacy system, but while we are primarily responsible for keeping that legacy system in the state of repair, we have to prepare for the future. That is going to be smart infrastructure. You just can't have electronic vehicles and smart cars without smart infrastructure, so that necessarily directs you to technology and we too, like Executive Director Ahmed, we are looking at developing along with our engineering services a group that will be dedicated to basically implementing, assessing and managing into the future that technology that is necessary for smart infrastructure. We are not going to build tens of thousands of miles of new highways, but we will make the existing system smarter and safer in the process. It goes on with all infrastructure, owner, operators, such as ourselves.

Mr. Coviello: Mr. Chairman, is this a typo? You have \$8 million on this line and \$6 million on the other slides?

Director Ahmed: Sorry, that is a typo. It is \$8.067 million. Thank you for picking that up.

Mr. Coviello: I am curious about my colleagues on the Commission, if maybe we should periodically have work sessions where we can get a more deeper dive than just a piece of it during a regular board meeting, just to make sure we are comfortable and confident going forward, not that we aren't now, but I know I would appreciate a deeper dive. I think we did that at one time a couple of years ago along this process. But we haven't done it and I am sure COVID has prevented anything like that from happening.

Chairman: We will work with the administration to get that done. Anyone else have any comments?

Always when you travel somewhere you start to see things. I had to go to Massachusetts last week. I went through New York and Massachusetts and didn't stop one time for a toll. It is completely and totally automated. Is that same system that we are looking at? When I went through there I stopped and took a couple photographs, but they are exactly the same, the units that they have every so many miles. Signage is the same, it looked like they had bought the same package together. Is this what we are looking at?

Director Ahmed: Mr. Chairman, what we are looking at is called a "hybrid system" and what that means is if you are traveling through Ohio coming from Pennsylvania going to Indiana or from Indiana to Pennsylvania, then you will not have to stop. But in between if you are entering and exiting the Turnpike at some of the other toll plazas if you have an *E-ZPass*[®] you will

still go through a gate but there won't be an arm as you are going in because of an *E-ZPass*[®]. The reason why we did not go all electronic tolling is because one the things you mentioned, Massachusetts, that is actually a very good example, I believe when the State of Massachusetts implemented this system, they saw their first year revenue dip quite a bit. The reason why it dips is very similar to opening a doctor's office, nobody pays their bill the first time. You have to send those again and again and sometimes it ends up in collections. So, our customers, about 65%, give or take a couple, of our customers use *E-ZPass*[®]. Is that about right, Marty?

CFO/Comptroller/DED: Between 60%-65%, yes.

Director Ahmed: So that means there is a potential for us to chase 30%-35% of our revenue. We felt that is more prudent for the Ohio Turnpike at this point in time to go with the hybrid system that we have chosen. Now, the next toll collection system, people are buying *E-ZPass*[®] in greater numbers than in previous years. We hope that by the time we are ready for the next toll collection system in twelve or thirteen years, *E-ZPass*[®] penetration for the Ohio Turnpike users will be 80% or higher. There is no number but that is typically the number that a lot of turnpikes use to go to all electronic tolling because that is a lower number that you are billing and chasing.

Chairman: The equipment that they use, the units that are placed along the roadway, are those the same kind of units that we are going to be placing?

Director Ahmed: Yes, Mr. Chairman. As I mentioned, if you are coming in from Pennsylvania or Indiana, yes, you will be going under gantries and that is probably similar gantries that you cross when you were in Massachusetts and New York and those gantries have sensors, as well as cameras. The sensors can read the transponders and the cameras can read the license plates and we will use that same modern system.

Chairman: Have we consulted with them? These companies that are listed here, did they do work in those states?

Director Ahmed: Mr. Chairman, we have and I am going to ask Chief Engineer Yacobucci to go into some details of who we consulted with and I think we still talk to some of those states.

Chief Engineer: Mr. Chairman, the *E-ZPass*[®] Organization or the IAG as it is called, is all actually basically in the northeastern part of the United States and obviously as we talked before the meeting, that has moved into North Carolina and down to Florida where you can actually use your *E-ZPass*[®] across all of those states. The other thing that is happening with International Bridge Tunnel and Turnpike Association is trying to get interoperability across the entire nation so that you can have an *E-ZPass*[®] or some other type of transponder that you could use across anywhere in the United States and what we are putting in is what they call "tri-protocol readers." So, basically the three protocols that exist with a transponder will be readable under our system. So, as the interoperability goes across the entire nation, we will be able to read anybody from California to Florida, to Maine to Oregon.

Director Ahmed: Mr. Chairman, I wanted to add a couple more things related to your question about consulting with other agencies. We are currently working on our legislation and our legislation has passed through the Senate and, of course, we will be working with Representative Ghanbari to get it passed through the House when the House resumes its sessions. The next step once we pass the resolution is to have public hearings and approve how we are going to manage unpaid tolls and that does involve collections, that does involve some fines, and so on and so forth. So, we have a list of all the different states and how they are doing it. One of the things that we have learned and I hate picking on Massachusetts, but hey if you learn from them, you learn from them, one of the things we have learned is that it is not a good idea to put a very high amount as a fine because then people are reluctant to pay that high amount. If the amount is what most people consider reasonable, then that can be recovered. We have seen that with some of the states, so your question was a great question because as we are implementing the system, which some other states have already implemented, we are learning from their experiences in talking to them. On the Customer Service Center, another question you asked was, if these vendors have been doing work for others? On the Customer Service Center, I mentioned TransCore has been working with us for a couple of years now. I also mentioned there are some glitches, but Dave and I have been talking on a regular basis with our friends in other agencies that are members of IBTTA, who have the same system, so that we can learn from each other and help each other out and that has been a very good experience too because they know we are working with each other and talking to each other and sharing that information has been very useful for us as we manage the projects.

Representative Ghanbari: Chairman, I have a couple questions. Director a few questions for you if I may. The first question is, what is the Commission doing to encourage more drivers to purchase and utilize the *E-ZPass*®?

Director Ahmed: Mr. Chairman, with your permission, I would like to ask Adam Greenslade, Director of Marketing and Governmental Affairs, to come up and talk about that because he is leading that effort for us.

Director of Marketing and Governmental Affairs: Good morning, Mr. Chairman and Representative Ghanbari, as the Marketing Director, we have been doing quite a bit of advertising, especially on radio right now, promoting *E-ZPass*®. A few years ago, we actually used Jacobs Engineering to do a survey of our customers and we quickly found out there was a big disconnect between our customers and what we were putting out as far as to where to get *E-ZPass*® and that there is actually a discount for using *E-ZPass*®. So, that has been a big part of our messaging. We expanded our retail program. We went very quickly from only have them here in our lobby and by calling the Customer Service Center to, I think, we are around 375 retailers where you can get *E-ZPass*® across Northern Ohio, so that has been a big push for us expanding the retail program. Right now, we are running into supply issues because we are selling them so fast. Another recent addition to our retail program has been, that we work with AVI to put vending machines in the service plazas and I don't know what it is about the big shiny machines with buttons to push and stuff, but those things have been selling rapidly.

Representative Ghanbari: So a follow-up on the *E-ZPass*® question, and I have a couple of questions about this from folks probably that work for the Commission or know people that work for the Commission, as we are looking to advance the way we expedite drivers and goods and

services through the Turnpike, what thought is being done as, I know this initially will be at the state borders, but the Chairman had also asked about other kind of avenues to get to the Turnpike, what thought and consideration is being done to retrain current toll workers that sometime in the future many not have a job if everything is going to be automated? So, what thought is behind retraining them and finding another avenue to continue their employment with the Commission.

Director of Marketing and Governmental Affairs: Mr. Chairman and Representative Ghanbari, I am going to step away from the podium now because that does not involve my portion of the project.

Director Ahmed: Mr. Chairman and Representative Ghanbari, I will say that was one of the considerations also for us in selecting the current toll collection system that we have selected, the new one. Had we gone straight to all electronic tolling, we would have had to do what many of our partners in IBTTA have had to do and that is mass layoffs. In addition to economically, it was not the right decision because of the number of people that do not have *E-ZPass*[®]. There was also preserving the jobs of our long term employees was also an important factor for us. One of the things that we are doing is we have an outstanding Director of Toll Operations, who is a very impressive person, she started her career as a toll collector thirty-fours ago, so there is no one who knows toll operations better, I believe in North America, than our Director of Toll Operations and what she has done is working with her team and with Marty, she has developed this process of just attrition. Every meeting I thank people who have moved on and in very few meetings I welcome new people in certain departments. The reason for that is this new toll collection system is going to give us the ability to continue our operations efficiently without replacing many of the people who are retiring. At the current time, given full-time, part-time and supervision, Matt correct me if I am wrong, I think we are close to a total of 400 staff in the toll collection department. As time passes, that number is going to keep coming down. Your question is a very good question because our goal and perhaps some of us will be here in twelve or thirteen years when the next toll collection system is being discussed, but the goal is for that group of people to not have to worry about what to do with 400 people. Our goal is to continue to be efficient and keep getting leaner in that department through attrition and through the great management of staffing that Laurie is doing. We are bringing in more and more automatic toll payment machines, those are helpful and the newer toll payment machines are very fast and very efficient. We are anticipating that the number of *E-ZPass*[®] users is going to go up and we are hoping that the number that somebody has to deal with in thirteen or fourteen years is significantly lower than 400 people. Some of our toll collectors do come into the building when we have positions that are open in the building, but those positions are not that many. Our neighbors in Pennsylvania worked with their union last year to give tuition reimbursement to many of their toll collectors. In speaking with my counterpart in Pennsylvania, I am not sure too many of them used it. I think a lot of people prefer to just stay there and retire or take early retirement. I am sorry, I don't think I completely answered your question. But what I wanted to say to you is that, management of our staff is at the forefront of our decisions and it is a very important thing for us.

Representative Ghanbari: Thank you, Director. I would just underscore that. You know our human capital is some of our most important investments that we can make. So, as we are looking to technology, keeping an eye on them, which I know you will.

The last question I have pertains to the technology that you referenced in Missouri, not only the tri-protocol readers, but the cameras looking down the road a little bit towards the collection piece. Do those cameras photograph the front and rear plate or are those only rear cameras? As you all know here in Ohio, we recently made it so the front plate was not a requirement and I am just thinking how that will work.

Chief Engineer: Mr. Chairman and Representative Ghanbari, while Ohio has eliminated the front plate, a lot of other states have also. So, that technology is out there, but we do photograph both the front and back. If you think about a commercial vehicle that when you have a tractor trailer behind it you can't see their rear plate so you need their front plate, so commercial vehicles are imperative that we photograph the front plate.

Chairman: Any other questions or comments? Are you done with your report?

Director Ahmed: Yes, Mr. Chairman that completes my report.

Chairman: Thank you. On behalf of the Commission, we certainly want to thank those of you who have recently retired. We thank you for your service and you are certainly the lifeblood of this organization. We will now move on to the report of the Chief Engineer, Tony Yacobucci.

Chief Engineer: Good morning, Mr. Chairman and Commission Members, I have one Resolution for your consideration this morning.

The resolution for your consideration seeks the Commission's authorization to modify the contract with the Beaver Excavating Company ("Beaver") for Project No. 39-20-01 Parts A, B and C. Part A of the project is the Reconstruction of the Eastbound and Westbound Mainline Pavement and Shoulders from Milepost 0.00 to Milepost 7.26 in Williams County. Part A of the project also includes the construction of the entrance and exit ramps to and from new Toll Plaza 4 and the open road tolling lanes which is part of the modernization of the Toll Collection System. The Commission, under Resolution No. 59-2020 adopted September 21, 2020, approved a construction contract with The Beaver Excavating Company in the amount of \$67,594,181.85 to perform the work for Project No. 39-20-01. The maintenance of traffic required for the pavement replacement work requires bi-directional traffic which reduces the roadway to one-lane in each direction. Following the award of the contract, emergency planning meetings with various stakeholders were held and it became apparent that traffic safety would be improved with the installation of Emergency Parking Areas ("EPA's"). The Emergency Parking Areas will provide a place for which disabled vehicles could be towed to restore the flow of traffic which will also reduce the opportunity for a secondary crash to occur due to stopped traffic. The scope of work for this Change Order includes the construction of EPAs prior to implementation of bi-directional traffic, extending drainage piping, grading, seeding and mulching, installation of portable concrete barrier, maintenance of EPAs, and removal of EPAs once the bi-directional traffic pattern is no longer in place. The EPAs were constructed in April of 2021 just prior to moving traffic into the Phased MOT for 2021 construction. The Contractor was asked to provide a per square yard price for the installation, maintenance, and subsequent removal of the EPAs. The submitted price of \$110.00 per square yard has been carefully evaluated by the Commission's Consultant and Engineering Staff and has been considered reasonable when compared to bid items of a similar scope and quantity.

The work associated with the EPA's will add \$215,490 to the contract with Beaver. Therefore, it is recommended that the Commission approve the modification of the contract with The Beaver Excavating Company, Inc., of Canton, Ohio, for Project No. 39-20-01 for the work associated with the Emergency Parking Areas. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Authorizing Modification of Contract with The Beaver Excavating Company for Project No. 39-20-01 in the Not-to-Exceed Amount of \$215,490.00.

Chairman: Any questions or comments?

Representative Ghanbari: Mr. Chairman, I am looking at page 10 of 24 in the slide deck that is on the iPad, I am curious, I know ODOT has some standards that are used pertaining to how frequently you need a crossover. Is that the same with the Turnpike? How frequently do you need the crossover for emergency access?

Dr. Marchbanks: Mr. Chairman and Representative Ghanbari, Executive Director Ahmed knows this, we both use the Manual Uniform Traffic Control Devices (MUTCD), they are the same.

Chairman: Hearing none, please call the roll.

MOTION: A motion to adopt *Resolution Authorizing Modification of Contract with The Beaver Excavating Company for Project No. 39-20-01 in the Not-to-Exceed Amount of \$215,490.00* was made by Vice Chairman Paradiso, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 42-2021.

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

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

Chairman: We will move on to the report of our Director of Audit and Internal Control, David Miller.

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

The Commission's five-year contract with Plante Moran for Independent Public Accounting services ended with the completion of the 2020 fiscal audit. Plante Moran has performed very well for the Commission over the past five years. They have consistently provided a skilled team of professionals and effectively gained valuable understanding of the tolling industry and the Commission's operations. They met or exceeded all engagement deadlines as specified by the Commission's requirements and worked very effectively despite the complications presented by the recent global pandemic.

Auditor of State Keith Faber's Office governs the selection process for the Commission's independent public accountants. In early May of this year, I alerted our Auditor of State point of contact, Chief Auditor Allen Allred, of the expiring status of the Commission's contract and inquired about securing auditing services for fiscal 2021 and beyond. On May 14, he advised me that the contract with Plante Moran could be extended for a single five-year period through 2025. Based on Plante Moran's favorable past performance and the advantage to have auditors with knowledge and experience with the Commission's operations during the coming challenging years of toll system modernization, it is my professional opinion that such an extension should be undertaken.

The Auditor of State had similar communications with Plante Moran and provided them with an Extension Agreement template. Plante Moran prepared the Extension Agreement for the period January 1, 2021 through December 31, 2025 and submitted it for our review.

CFO/Comptroller Marty Seekely, Staff Attorney Heather Veljkovic, and I reviewed this Agreement and recommend its approval. The terms are nearly identical to the original contract. The grand total fixed fee for the five years of services is \$513,425.00. This amount is approximately 16% higher than the fees for the prior five years. This increase is deemed reasonable due to additional hours required for implementation and testing of new Governmental Accounting Standards Board Requirements, ongoing Commission system changes, and general inflationary factors. It should be noted that Plante Moran held their annual fee consistent for the last three years.

As such, it is my recommendation that the Commission approve the Auditor of State Extension Agreement with Plant Moran for Independent Public Accounting services for fiscal years 2021 through 2025 in the amount of \$513,425.00.

With your permission, Mr. Chairman, may the General Counsel please read the title of the resolution?

General Counsel: Resolution Approving Extension of Contract with the Independent Public Accounting Firm of Plante Moran to Perform Accounting Services for a Five Year Period in the Total Estimated Amount of \$513,425.00.

Chairman: Any questions or comments?

Dr. Marchbanks: I have a question concerning the term. I see that this five-year extension actually goes back to January 1, 2021. Is there any overlap? Can you explain that?

Director of Audit and Internal Control: Mr. Chairman and Dr. Marchbanks, it was just the recognition that the contract technically, the existing contract technically expired December 31, 2020. So, the period of time that Plante Moran's work will cover should the extension be adopted will be for the fiscal year, January 1, 2021 through December 31, 2025.

Dr. Marchbanks: Are there outstanding obligations to Plante Moran.

Director of Audit and Internal Control: Toward the existing contract, no there are not.

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

MOTION: A motion to adopt *Resolution Approving Extension of Contract with the Independent Public Accounting Firm of Plante Moran to Perform Accounting Services for a Five Year Period in the Total Estimated Amount of \$513,425.00* was made by Vice Chairman Paradiso, seconded by Chairman Hruby, and approved by all Commission Members present. Resolution No. 43-2021.

Chairman: The resolution passes unanimously. Anything further, David?

Director of Audit and Internal Control: That completes my report, Mr. Chairman.

Chairman: Thank you. We will now move on to the report of the CFO/Comptroller/DED, Marty Seekely.

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

This first chart shows the monthly passenger car miles traveled on the Ohio Turnpike since the beginning of 2019. Passenger car vehicle miles traveled were up 40.5% from June of last year but down 3.4% from June of 2019.

Commercial traffic continued to increase and was up 16.8% from June of last year and up 14.8% from June of 2019. There were two less weekdays in June of 2019 than there was this year.

The change in passenger car traffic combined with the toll rate increases caused passenger car toll revenues to increase 44.1% from June of last year and to increase 0.1% from June of 2019.

The increase in commercial traffic combined with the toll rate increases caused commercial vehicle toll revenues to increase 18.7% from June of last year and 20.7% from June of 2019.

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

Year-to-date total toll revenues were \$31.7 million or 25.0% above the amount from last year and \$11.5 million or 7.8% above the amount from 2019.

That completes my report, Mr. Chairman.

Chairman: Any questions for comments?

Representative Ghanbari: Marty, I am just curious what would you attribute the significant spike in revenue to? Is it people working from home and traveling? What are your thoughts on that?

CFO/Comptroller/DED: This year our revenue is up. As I said, the passenger car revenue versus 2019, obviously last year COVID was impacting our revenues, but from 2019, passenger car miles traveled is still down slightly. I think a lot of that is people working at home which is impacting our number of trips and vehicle miles traveled for passenger cars. For commercial vehicles, our commercial traffic is up about 10%, so it is very healthy this year and that is what is really driving our toll revenues to be higher.

Mr. Coviello: As we see an increase in commercial traffic even over 2019 and a decrease in passenger traffic, is there any notice or concern if that trend continues regarding safety or congestion?

Director Ahmed: Mr. Chairman and Mr. Coviello, the truck traffic going up and obviously when there is a crash involving a truck it is more severe as opposed to a crash involving a smaller vehicle. I am going to defer to our Staff Lieutenant of the Ohio State Highway Patrol to see if the crashes involving trucks has gone up as compares to 2019. I am not sure of that number. If we don't have that information, we will definitely have that information for you next month.

Chairman: Staff Lieutenant Haymaker, did you want to comment on that, please.

Staff Lieutenant Haymaker: I do not have that data in front of me but I don't think there is a significant increase. The last I checked, I did not see any significant increase.

Dr. Marchbanks: We just had our recent quarterly safety report with the Ohio Department of Transportation, and we have found that truck safety has actually improved. There are fewer accidents involving commercial motor vehicles. What is driving the bloodshed, the loss of life and injuries on our roadways is civilian and speed. I have that data that I can share with Executive Director Ahmed. We work with Colonel Fambro and Director Stickrath in putting this information together. We were pleasantly surprised that despite the increased in commercial vehicle traffic, truck drivers are less likely to be involved in speed, less likely to be involved in distracted driving.

Chairman: Any other questions or comments? Hearing none, is there anything else, Marty?

CFO/Comptroller/DED: That completes my report, Mr. Chairman.

Chairman: Thank you. We will now move on to the report of the Ohio State Highway Patrol, Staff Lieutenant William Haymaker.

Staff Lieutenant Haymaker: Good morning, Mr. Chairman and Commission Members. I have three items to go over with you today.

Trooper LaDonna Klocinski, of the Swanton Post, organized a drive for Ohio Troopers Caring. She then delivered the items collected to area agencies in Fulton and Lucas Counties. Ohio Troopers Caring partners with Children and Family Services to make a positive impact on children after and abuse case. Children are typically removed from their home with just the clothes on their back.

On June 12, 2021, at approximately 0143 hours, Cleveland Dispatch advised of a reckless commercial traveling eastbound near Milepost 30. Trooper Kevin Doerle, of the Hiram Post, was able to locate the commercial vehicle. While Trooper Doerle was behind the vehicle, the driver was unable to maintain lanes and crossed the fog line several times. When Trooper Doerle attempted to stop the vehicle, he continued to travel at approximately 50 MPH for 2.5 miles before stopping. While searching the vehicle, ten empty beer bottles and one half empty beer bottles were located. The driver was charged with marked lanes, no seatbelt and OVI. He tested .229 BAC which is nearly three times the legal limit.

On July 5, 2021, Trooper Browne attempted to stop a vehicle on the Ohio Turnpike near Milepost 81 eastbound for a window tint violation. The vehicle did not stop and a pursuit ensued. The pursuit lasted approximately ten miles before the suspect vehicle struck another vehicle and crashed. There were no injuries and the two suspects were taken into custody along with six pounds of marijuana with an approximate street value of \$22,200.00. The video you actually see is from a victim of the crash. I am not sure if this is an option on a Tesla, but it actually had a camera system pointing to the rear that captured the crash.

That completes my report, Mr. Chairman.

Chairman: Any questions for the Staff Lieutenant? Hearing none, stay safe. We will move on to the report of the General Counsel, Jennifer Stueber.

General Counsel: No report, Mr. Chairman.

Chairman: We will move on to the report of the Director of Administration, Matthew Cole. Based upon your report, did you want to get up and speak?

Director of Administration: I propose that we enter into Executive Session to discuss the pieces of the resolution.

Chairman: I move that we hold an Executive Session to discuss collective bargaining negotiations under the provisions of Ohio Revised Code Section 121.22(G)(4) and to discuss legal advice under the provisions of Ohio Revised Code Section 121.22(G)(5). At the end of such Executive Session, the Commission shall resume its open meeting. May I have a second?

10:57 a.m. - MOTION: A motion to adjourn into Executive Session was made by Chairman Hruby, seconded by Dr. Marchbanks, and approved by all Commission Members present.

Chairman: I move that we conclude the Executive Session pursuant to the provisions of Ohio Revised Code Sections 121.22 (G)(4) and 121.22(G)(5) and resume the open meeting of

the Commission.

12:15 p.m. - MOTION: A motion to adjourn Executive Session was made by Chairman Hruby, seconded by Mrs. Barber, and approved by all Commission Members present.

Chairman: It is 12:15 p.m. and we are adjourned from Executive and will resume the Commission Meeting.

Director of Administration: Thank you, Mr. Chairman and Commission Members. My resolution is regarding three (3) Collective Bargaining Agreements for Full-Time Toll Collectors, Maintenance Workers and Radio Room Operators.

On March 28, 2002 and March 24, 2014, Teamsters Local Union No. 436, affiliated with the International Brotherhood of Teamsters (“the Union”) was certified by the State Employee Relations Board as the exclusive bargaining representative of all regular, full-time, part-time and radio room, non-supervisory field employees in the Commission’s Toll Operations, Maintenance and Safety Services Departments.

The current collective bargaining agreements between the Commission and the Union expired on December 31, 2020. However, pursuant to Ohio Administrative Code Section 4117-9-02(E), the Agreements have continued in full force and effect after the expiration date until all dispute settlement procedures had been exhausted.

Negotiations between representatives of the Commission and the Union concerning the wages, hours, terms and conditions of employment for the Bargaining Unit Employees have taken place in accordance with the requirements set forth in Chapter 4117 of the Ohio Revised Code.

The Commission’s Negotiating Team and the Union have reached Tentative Agreements with the Full-Time Toll, Maintenance and Radio Room Bargaining Unit Employees, whereby the parties have agreed to certain changes to the current wages, hours, terms and conditions of employment under their respective Agreements.

Votes on the Tentative Agreements by Bargaining Units were concluded by the Union on June 25, 2021 and July 6, 2021, and recommends that the Commission authorize the Executive Director to execute new three-year Collective Bargaining Agreements, as the Bargaining Unit voted to approve the Tentative Agreements by a majority vote of 105-72 for Maintenance, 90-10 for Full-Time Toll Collectors and 7-1 for Radio Operators.

With your permission Mr. Chairman, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Authorizing Execution of the Collective Bargaining Agreements for the Full-Time Toll Collectors, Full-Time Maintenance Workers, and Radio Room Operators Bargaining Units Represented by the Teamsters Local Union 436.

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

MOTION: A motion to adopt *Resolution Authorizing Execution of the Collective Bargaining Agreements for the Full-Time Toll Collectors, Full-Time Maintenance Workers, and Radio Room Operators Bargaining Units Represented by the Teamsters Local Union 436* was made by Chairman Hruby, seconded by Dr. Marchbanks, and approved by all Commission Members present. Resolution No. 44-2021.

Chairman: The resolution passes unanimously. Anything further, Matt?

Director of Administration: That completes my report.

Chairman: Thank you, Mr. Cole, Director, Marty and anyone else that had part in putting this together. We appreciate it very much.

The next meeting shall be held on Monday, August 16, 2021, at 10:00 a.m. here at the Commission Administration Building located in Berea, Ohio.

If there is no further business, I will accept a motion to adjourn the 686th Commission Meeting.

MOTION: A motion to adjourn the 687th Commission Meeting is made by Vice Chairman Paradiso, seconded by Mrs. Barber, and unanimously approved by all Commission Members present.

Time of adjournment: 12:18 p.m.

Attendees for Record Keeping Purposes:

Commission Members: Chairman Jerry Hruby; Secretary-Treasurer Sandra Barber; Commission Member Guy Coviello; Commission Member Dr. Jack Marchbanks; Office of Budget and Management Representative James Kennedy; and Representative Haraz N. Ghanbari.

Other Attendees: Jacob Siesel, IUOE Local 18; Jon Lorincz, AECOM; Ed Adamczyk, Arcadis; Hamid Homae, KS Associates; Glen Stephens, G, Stephens; Michael Burgess, Prime AE; Ron Nelson, Napa IBS; Dan Bigham, Napa IBS; Staff Lieutenant William Haymaker, Ohio State Highway Patrol; Ferzan M. Ahmed, P.E., Executive Director, Ohio Turnpike; Jennifer Stueber, Ohio Turnpike; Marty Seekely, Ohio Turnpike; Laurie Davis, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Diana Anthony, Ohio Turnpike; David Miller, Ohio Turnpike; Lisa Mejac, Ohio Turnpike; Aimee Lane, Ohio Turnpike; Brian Kelley, Ohio Turnpike; Matt Cole, Ohio Turnpike; Chriss Pogorelc, Ohio Turnpike; Brian Newbacher, Ohio Turnpike; and Adam Greenslade, Ohio Turnpike.

EXHIBITS

1. Resolution No. 42-2021 – Resolution Authorizing Modification of Contract with The Beaver Excavating Company for Project No. 39-20-01 in the Not-to-Exceed Amount of \$215,490.00
2. Resolution No. 43-2021 – Resolution Approving Extension of Contract with the Independent Public Accounting Firm of Plante Moran to Perform Accounting Services for a Five Year Period in the Total Estimated Amount of \$513,425.00
3. Resolution No. 44-2021 – Resolution Authorizing Execution of the Collective Bargaining Agreements for the Full-Time Toll Collectors, Full-Time Maintenance Workers, and Radio Room Operators Bargaining Units Represented by the Teamsters Local Union 436

TCS MODERNIZATION PROJECT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Modification of Contract with The Beaver Excavating Company for Project No. 39-20-01 in the Not-to-Exceed Amount of \$215,490.00

WHEREAS, the Commission, under Resolution No. 59-2020 adopted September 21, 2020, approved a construction contract with The Beaver Excavating Company in the amount of \$67,594,181.85 for Mainline Pavement Reconstruction from Milepost 0.00 to Milepost 7.26 (“Part A”), Toll Plaza 4 Site Construction at Milepost 3.5 (“Part B”), and Toll Plaza 4 Wetland Construction at Milepost 3.6 (“Part C”), all in Williams County, Ohio, as part of the Commission’s Toll Collection System Modernization, and designated as Project No. 39-20-01 A, B & C (the “Project”); and

WHEREAS, pursuant to the Executive Director’s authority pursuant to Article V, Section 1.00 of the Code of Bylaws, the Executive Director approved Change Order 1 on March 9, 2021 in the total amount of \$25,019.00 and

WHEREAS, pursuant to the Executive Director’s authority pursuant to Article V, Section 1.00 of the Code of Bylaws, the Executive Director approved Change Order 2 on April 29, 2021 in the total amount of \$1,870.10; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer/Director of Field Operations have determined that it is necessary and reasonable to request The Beaver Excavating Company to install additional emergency parking areas (EPAs) in the eastbound direction on the Ohio Turnpike at Mileposts 4.5 and 6.3, and in the westbound direction on the Ohio Turnpike at Milepost 5.7 in order to greatly improve traffic safety on the Project; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer/Director of Field Operations have determined that EPAs have been deemed necessary to provide a place for which disabled vehicles could be towed to restore the flow of traffic in the event of a crash within the Project limits; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer/Director of Field Operations requested, and The Beaver Excavating Company completed, the EPAs in April 2021; and

WHEREAS, the construction of the EPAs has increased the contract by \$215,490, which amount exceeds the Executive Director’s contracting authority under Article V, Section 1.00 of the Commission’s Code of Bylaws, and Commission approval is necessary to authorize Change Order 3 for this Project incorporating the fee proposal; and

WHEREAS, the Executive Director has reviewed the recommendation submitted by the Chief Engineer and Deputy Chief Engineer/Director of Field Operations and approves the recommendation to authorize The Beaver Excavating Company to perform the construction of the EPAs on the Project; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the Change Order from The Beaver Excavating Company dated July 12, 2021, to construct the EPAs (as set forth in said proposal) on the Project in the not-to-exceed amount of \$215,490.00 is approved, and the Executive Director is authorized to modify the Construction Contract with The Beaver Excavating Company by issuing Change Order 3 to perform such additional services in accordance with the terms and conditions of the existing contract, which together with all amendments, shall be in the total aggregate amount not to exceed \$67,836,560.95.

(Resolution No. 42-2021 adopted July 19, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving Extension of Contract with the Independent Public Accounting Firm of Plante Moran to Perform Accounting Services for a Five Year Period in the Total Estimated Amount of \$513,425.00

WHEREAS, Article V, Section 5.15 of the Amended and Restated Master Trust Agreement dated April 8, 2013 (“Master Trust Agreement”) requires that an annual audit of the Commission’s financial statements, books and accounts be carried out by an independent, certified public accountant approved by the Ohio Auditor of State, and a similar provision is set forth in Ohio Revised Code Section 5537.17(E); and

WHEREAS, a Request for Quotations (“RFQ”) from Independent Public Accounting Firms to perform Auditing Services for fiscal years 2016 through 2020 was issued through the Auditor of State’s Office on September 9, 2016, and an Evaluation Team consisting of the Commission’s Director of Audit and Internal Control, Dave Miller, the CFO/Comptroller, Martin Seekely, Senior Internal Auditor, Denise Urbansky, and Accountant, Joanne Bartinelli, reviewed and evaluated the proposals and provided its recommendations to then Auditor of State, David Yost, who gave notice to the Commission that Plante Moran, of Columbus, Ohio, was selected as the independent public accounting firm to perform said Auditing Services; and

WHEREAS, the expenditures incurred by the Commission under the Contract awarded by the Auditor of State over the course of the five fiscal years exceeded \$150,000.00, in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws, the Commission authorized said expenditures via Resolution 62-2016; and

WHEREAS, with the expiration of the five-year Contract with Plante Moran at the completion of the fiscal year 2020 audit, Auditor of State Keith Faber has advised that the Contract with Plante Moran may be extended for a five-year period to conduct Auditing Services for fiscal years 2021 through 2025, which Plante Moran estimates a total cost of \$513,425.00 for such services; and

WHEREAS, the Commission’s Director of Audit and Internal Control advises that Plante Moran has performed in a satisfactory manner, and has significant experience and familiarity with the Commission’s operations and financial structure, and he, therefore, recommends an extension of the Contract for a five-year period; and

WHEREAS, because expenditures incurred by the Commission for this Contract over the course of the five (5) fiscal years will exceed \$150,000.00, in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws, Commission approval of this Contract award by the Auditor of State is necessary; and

WHEREAS, the Commission has received the aforesaid recommendation and concurs with such recommendation.

NOW, THEREFORE, BE IT

RESOLVED, that the Commission hereby approves the extension of the Contract with the Independent Public Accounting firm of Plante Moran, for a five-year period to conduct Auditing Services for the fiscal years of 2021 through 2025, and authorizes the Executive Director and the General Counsel to take whatever action is necessary to extend said Contract between the Auditor of State, the Ohio Turnpike and Infrastructure Commission, and Plante Moran for such services to be performed in accordance with the proposal submitted by Plante Moran, and further authorizes the Director of Audit and Internal Control and the CFO/Comptroller to take any and all actions necessary or appropriate to carry out the terms and condition of such Contract.

(Resolution No. 43-2021 adopted July 19, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Execution of the Collective Bargaining Agreements for the Full-Time Toll Collectors, Full-Time Maintenance Workers, and Radio Room Operators Bargaining Units Represented by the Teamsters Local Union 436

WHEREAS, on March 28, 2002 and March 24, 2014, Teamsters Local Union No. 436, affiliated with the International Brotherhood of Teamsters (“the Union”) was certified by the State Employee Relations Board as the exclusive bargaining representative of the regular, full-time, part-time and radio room, non-supervisory field employees in the Commission’s Toll Operations, Maintenance/Engineering and Safety Services Departments, hereinafter collectively referred to as “Bargaining Unit Employees”; and

WHEREAS, the current Full-Time and Radio Room Operator Collective Bargaining Agreements between the Commission and the Union expired on December 31, 2020; however, pursuant to Ohio Administrative Code Section 4117-9-02(E), the Agreements continued in full force and effect after the expiration date until all dispute settlement procedures were exhausted; and

WHEREAS, the Commission’s Director of Administration has reported that negotiations between representatives of the Commission and the Union concerning the wages, hours, terms and conditions of employment for the Bargaining Unit Employees have taken place in accordance with the requirements set forth in Chapter 4117 of the Ohio Revised Code; and

WHEREAS, the Director of Administration served as the Commission’s Chief Negotiator, leading a negotiating team that included Commission staff from the Legal, Maintenance/Engineering, Toll Operations and Safety Departments; and

WHEREAS, the Director of Administration has reported that Tentative Agreements have been reached with the Full-Time and Radio Room Operator Bargaining Unit Employees, whereby the parties have agreed to certain changes to the current wages, hours, terms and conditions of employment under their respective Agreements; and

WHEREAS, the Director of Administration has reported that a vote on the Tentative Agreements by all Bargaining Units was concluded by the Union on June 25, 2021 and July 6, 2021, for the Full-Time Toll Collectors and Maintenance Workers and Radio Room Operators, respectively, and recommends that the Commission authorize the Executive Director to execute three new three-year Collective Bargaining Agreements, as each of the three Bargaining Units voted to approve their respective Tentative Agreements by a majority vote of each respective Bargaining Unit; and

WHEREAS, the Executive Director concurs with the recommendation of the Director of Administration that the execution of new three-year Collective Bargaining Agreements with the Full-Time Toll Collectors and Maintenance Workers and Radio Room Operators Bargaining Units should be authorized by the Commission; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, that the Commission hereby authorizes the Executive Director to execute new Collective Bargaining Agreements with the Full-Time Toll Collectors and Maintenance Workers, and the Radio Room Operators Bargaining Units represented by the Teamsters Local Union 436 as the Full-Time Toll Collectors and Maintenance Workers, and Radio Room Operators Bargaining Units have voted by a majority to approve their respective Tentative Agreements; and

FURTHER RESOLVED, that the Commission authorizes the Executive Director and the Director of Administration to take any other action necessary to carry out the terms and provisions of the new Collective Bargaining Agreements with the Full-Time Toll Collectors and Maintenance Workers, and Radio Room Operator Bargaining Units.

(Resolution No. 44-2021 adopted July 19, 2021)