

**MINUTES OF THE 688th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
AUGUST 16, 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, Senator Bill Reineke and Representative Ghanbari 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

Chairman: We have a quorum. This is the 688th 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 prior to this meeting. The resolutions will be explained during the appropriate reports.

May I have a motion to adopt the Minutes of the July 19, 2021, Commission Meeting? Any corrections, additions, or questions regarding the Minutes?

MOTION: A motion to adopt the Minutes of July 19, 2021, Commission Meeting was made by Dr. Marchbanks, seconded by Vice Chairman Paradiso and approved by all Commission Members present

Chairman: The July 19, 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 July 19, 2021:

1. Eleven (11) Resolutions;
2. Draft Minutes of the July 19, 2021, Commission Meeting; and
3. Agenda for today's meeting.

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

1. Traffic Crash Summary Report, July 2021;
2. Traffic and Revenue Report, July 2021;
3. Total Revenue by Month and Year, July 2021;
4. Investment Report, July 2021; and
5. Financial Statement, July 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.

In recent meetings, I have updated Commission Members on the status of the deployment of the new Customer Service Center (CSC). I have shared that the initial deployment has had several software and operational glitches.

TransCore personnel have been working diligently with the Commission's project team to remediate these issues. TransCore has been very responsive and remains committed to resolving all these issues.

During the weeks of July 12 and July 26, a team of TransCore personnel worked on-site at the CSC to view first-hand and investigate some of the ongoing issues. Their President, Tracy Marks, has taken an active role in taking steps to resolving these issues.

The new system requires re-setting all accounts on a new website, and this caused many of our customers to wait for long periods of time. This also resulted in an increased workload for our customer service representatives, who have done an outstanding job in helping our customers. In the coming weeks we will be deploying a new automated interactive voice response telephone system. This system will greatly help in assisting our customers.

We have not formally accepted the system yet, but anticipate doing so within the next 30-60 days. After acceptance is granted, the warranty and maintenance periods will begin and efforts will fully shift to Phase 2, where the new CSC will be integrated with the new TCS currently in development.

Conduent's design of the toll collection system is on target. The construction projects associated with the TCS are progressing well. The project that builds the new Open Road Tolling plazas at milepost 2, near the Indiana border has very heavy traffic due to the work zone. The issue is that we have a one lane zone that ends in a toll plaza. Any kind of delay or slowdown causes long backups.

Last week, we met onsite with OTIC staff, the contractor, our consultants and the OSHP. We have taken several additional steps, including additional signage and the presence of a Trooper in the zone, in a safe spot behind the barrier wall to slow down traffic. We have seen some improvement and will keep taking measures to make the zone safe and as efficient as possible.

We have started preparations with the 2022 budget. One of our key initiatives in 2022 will be succession planning. There are many key areas within the organization where we need to look at future staffing levels to handle the management of the new toll collection system once it is installed and our consultants are gone. There are also areas where key staff members are nearing retirement. The leadership team at the Commission is very aware of this and is working on a comprehensive succession plan.

I would like to recognize and congratulate the following soon to be retirees:

- William Harrison and Nathaniel Matthews, Sr. from the Maintenance Department
- William Smith from the Service Plaza Operations Department
- Larry Crawl from the Technology Department
- Thomas Zuffa and Cindy Burling from the Toll Operations Department.

Two of our colleagues, David Thomas and Dannial Rico, are retiring with more than 35-years of service to the Commission in the Toll Operations Department. As is our practice, we would like to honor their service with Commission resolutions. With your permission, may the General Counsel read the titles of the resolutions.

General Counsel: Resolution Expressing Appreciation of David D. Thomas.

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

MOTION: A motion to adopt *Resolution Expressing Appreciation of David D. Thomas* was made by Secretary-Treasurer Barber, seconded by Vice Chairman Paradiso, and approved by all Commission Members present. Resolution No. 45-2021.

Chairman: The resolution passes unanimously. Please continue.

General Counsel: Resolution Expressing Appreciation of Dannial Rico.

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

MOTION: A motion to adopt *Resolution Expressing Appreciation of Dannial Rico* was made by Vice Chairman Paradiso, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 46-2021.

Chairman: The resolutions pass unanimously. On behalf of the Commission, we congratulate them for their service. We thank them very much for their dedication. From what the Executive Director has said about them and what is contained within the resolutions, they have had a very good career and have been a very integral part of the Commission. So, thank them very much.

Director Ahmed: Mr. Chairman, this concludes my report, and I will be happy to answer any questions.

Chairman: Thank you, Mr. Director. Any questions? We will now move on to the report of the Acting Chief Engineer, Chris Matta.

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

The first resolution for your consideration seeks the Commission's authorization to award Contract No. 58-21-02 (REBID). This represents a contract to construct a new mainline toll plaza facility, utility buildings, toll booths and canopies at Milepost 211 in Trumbull County and Toll Booth Renovations at Milepost 239 in Mahoning County, as part of the Commission's Toll Collection System Modernization Project. This construction Project will be performed over the 2021 and 2022 construction seasons and this work is included in the 2021 Capital Improvement Budget. As you may recall, this project bid earlier this year and the Commission received one bid on Project No. 58-21-02 which was 35.4% above the Engineer's Estimate and pursuant to Resolution No. 32-2021, adopted June 21, 2021, the Commission voted to reject the bid and readvertise the project. Prior to readvertising the project, Commission Staff reached out to several contractors advising them of the project, including companies that have performed similar work for the Commission in the past and other Contractors who perform facility and site work. The self-performance requirement was also lowered from 35% at the time of original bidding to 25%. The

Engineer's Estimate for the original bid was \$13,800,000. The Commission's Consultant, PrimeAE ("Prime"), of Akron, Ohio, reviewed their original Engineer's Estimate, and revised the estimate for the Rebid to account for local and regional market conditions, the availability of qualified labor, coupled with the availability of resources including building materials, lack of available subcontractors, and the project schedule. With this information, Prime provided an Engineer's Estimate for the Rebid in the amount of \$18,000,000. The Project was readvertised on June 30, 2021, and on July 28, 2021, and the Commission received one (1) bid in response to this project. The lone bid again was submitted by A.P. O'Horo ("AP O'Horo"), Youngstown, Ohio, in the amount of \$20,284,000 which is approximately twelve and seven tenths (12.7%) above the Engineer's Estimate. In accordance with Article 5.1.2 of the Instructions to Bidders, if all bids received are in excess of ten (10) percent above the Engineer's Estimate, the Commission shall convene a Construction Contracts Award Committee ("Committee") to determine if the bid prices are in reasonable conformance with the Engineer's Estimate and a bid may be recommended for acceptance. On August 6, 2021, the Construction Contracts Award Committee met to examine and discuss the bid received as well as other pertinent information. The bid tabulations, including unit prices and extensions, of the bidder were provided to the Committee, as well as a tabulation of bid unit prices and extensions of the AP O'Horo Bid compared to the unit prices and extensions of the Engineer's Estimate. The Commission's Consultant, PrimeAE ("Prime") of Akron, Ohio, also provided an evaluation of the bid received for the Project to determine the major items that varied from the Engineer's Estimate, found no apparent errors in the bid, and recommended an award be made. The Committee reviewed various factors to assist in determining what the best recommendation would be in the evaluation of the Rebid from AP O'Horo, including bidder availability, urgency of the project, validity of the bid, bidding alternatives, project scope, funding availability, SBE participation, and their past performance. In consideration of the information provided in Prime's Bid Evaluation Letter, the Commission's staff recommendation memo, and the information noted above, the Construction Contracts Award Committee recommends the lone bid for Project 58-21-02 (REBID), be accepted and awarded to A.P. O'Horo, Youngstown, Ohio, in the amount of \$20,284,000.00. It appears that A.P. O'Horo has the available capacity in both manpower and resources and has successfully performed projects of a similar size and nature for the Commission in the past. In addition, A.P. O'Horo has committed to meet or exceed the 15% SBE goal as set by the Office of Equity and Inclusion. Therefore, it is recommended that the Commission award Contract No. 58-21-02 (REBID) to A.P. O'Horo, of Youngstown, Ohio, in the amount of \$20,284,000.00. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Approving the Selection of A.P. Horo Company for Project No. 58-21-02 (Rebid) for the Total Amount of \$20,284,000.

Chairman: This resolution, seems to be something that I believe the Commission should be discussing this morning. I would encourage each one of you, if you would, if you have any comments or questions. The original estimate was \$13.8 million when it was originally bid by the contractor at \$18.6 million. Now, a month later, it is being bid at \$20,284,000. That's a \$6.4 million more than the original estimate. The Executive Director and staff have put together a memo which explains all of their work in determining their recommendation, which we have all read, even though they have put that together, some of that, we believe, should be discussed and should be said publicly because we are being asked to accept another single bid from a project that

started at one price and now is another price and it just seems like we are in a difficult situation to justify that kind of spending over and above. So, I will tell you right off the top of my head, I know the Commission is at more risk if we don't take action on this soon. It is part of an ongoing project that has to be done in certain steps, and this must be done, there is no question about that. So, I will open the floor for any questions or comments and I can finish it up with my questions.

Vice Chairman Paradiso: Obviously, this is disturbing. Is this trend? We have not seen it so much on the asphalt side, this is vertical building, correct? Are we seeing this as a trend and is it something that we are going to have to deal with the balance of the project?

Acting Chief Engineer: Mr. Chairman and Vice Chairman Paradiso, it is hard to say that it is a trend. I mean, obviously, there has been a few resolutions we've come to where we have had one or two bidders. This project is a little complex in the fact that it is a combination of vertical construction and site work. A lot of times it seems those don't align. However, if you go back to the job, we awarded in April for the job out at TP 4, we had multiple bidders for that job. We have three bidders for that job and kind of seemed to be a regional type thing. However, if you look at the Youngstown area, Warren area, you have Cleveland, you've got Pittsburgh, you know the possibility of other contractors coming in and bid the work. As Mr. Chairman noted, we did a lot of due diligence in trying to identify and understand what these bidders are facing particularly, the primes, we did lower the percentage of the obligation that they had to self-perform to 25%. But whether it is material pricing volatility, material availability is another big factor. Some of the reports we received showed like a thirty-five week lead time for simple bar joist, apparently caused by all of the warehousing facilities being built with some of the big global suppliers. Labor issues, obviously anywhere you go, you see or hear about labor issues and shortages. Another factor is the subcontractors themselves and the risk that they have to take when they go to secure their pricing from their suppliers and then submit that to the contractor, they are typically not locked into that price with their supplier. Just because we require the prime to hold

their bid price for up to sixty days, I believe it is, to award the contract they have to hold their price. The subcontractors for those primes are not so fortunate.

Vice Chairman: By the way, if the contractor is here, if A.P. O'Horo is here, we appreciate the bid, we need the work done, and thank you for your follow-up and hopefully it is a good project for both of us. But having said that, it was also mentioned in the resolution that they have worked for the Commission before with projects like this, I am just unaware of it. Is there anything in your mind that talks about their history with the Commission? This is a big project and they are the solo bid, so we are putting a lot of confidence in that.

Acting Chief Engineer: Mr. Chairman and Vice Chairman Paradiso, recently A.P. O'Horo has done a couple projects for us, not quite on a scale of this project, but they did perform the expansion of Toll Plaza 180 a couple years ago, two lanes, which turned out to be a successful job with relatively minimal issues. About two years ago, they rebuilt our wet well, pumphouse and pump station system at our Portage Service Plaza, in Portage County. Prior to me, I know that they did a lot of the toll plaza renovations that we had going on in the 1990's, and as far as my knowledge, they performed satisfactorily on several different toll plazas.

Vice Chairman: Marty, this is for you. I don't know, again, I think Chris mentioned it, we can't necessarily say it is a trend, but this project has timing, as the Chairman has mentioned, we really can't stop the project and we don't want to defer the construction on the project. Does this require us to maybe rethink the budget and does it have anything to do with our creditors, debt, bondholders? Do we have any concern about maybe missing the estimate for construction? Should we maybe reforecast the budget?

CFO/Comptroller/DED: Mr. Chairman and Vice Chairman I, I don't think so. We are fortunate enough this year that we are over budget through July quite a bit, actually, \$30 million more has been deposited into our Systems Project Fund then we had budgeted up to this point in time because our toll revenue has been very strong compared to where we thought it was going to be, so I think financially, the additional costs can be absorbed fairly easily.

Mr. Coviello: Can the Director explain the risk that would be involved in not moving forward with this?

Director Ahmed: Mr. Chairman and Mr. Coviello, that is a good question. We discussed that internally. We thought could we isolate this project which is at the east end and perhaps get our toll collections system in order and then add this one later on, perhaps to defer to project next year, when perhaps things are a little better in the construction industry. The problem is the way the toll collection system works, it cannot be done that way. Eastgate has to be built in order for the toll collection system to work. We kept talking about that. We want our toll collection system to go into operation in the spring of 2023, but that is not a hard fast date. We can move it; it is our toll collection system. The problem is that we have several construction projects going on right now that we would have to delay or ask the contractors to back-off so we could delay this project and if we did that, we would incur delay costs, which can be extremely expensive in the construction area.

Secretary-Treasurer: Mr. Chairman, I just have a comment. I have talked to several contractors in my area, and they have said the very same thing that Mr. Matta has said that materials have gone up in price, the waiting time increased, they can't even give you a quote as to when you may receive the materials, and the labor situation is a problem for them with having enough employees to perform the work for them, so I understand a little about why the price has gone up and it is substantial. Our Director has mentioned the risk to the Turnpike is a concern that we don't perceive even though it is going to be costing us a bit more and it is comforting to know that Marty has kept his eye on things and that we can afford it. I would hate to see the project not go forward.

Dr. Marchbanks: I echo Commission Member Barber's concerns. It seems that we are really in a bad spot in terms of the market and timing. I was just in a meeting last week with the Lieutenant Governor where Mighty Turner Construction mentioned a thirty-five month wait time. As much as I am uneasy with the 12% overage, particularly on a rebid, it seems the timing has us in a situation where we must act.

Director Ahmed: Mr. Chairman, may I add one more thing?

Chairman: Please.

Director Ahmed: Mr. Chairman and Commission Members, to be honest with you, we didn't want to. We wanted to find a way to do something else because of the fact that this is way more expensive than what we thought it could be. The issue is that this is just one part of a much bigger system and as much as we tried to separate this out in a way so the rest of the projects could be done, we couldn't do that. There is no way to do it unless we actually give a direct order to some of the other contractors to slow down. You know. The contracting industry has their schedules and any kind of enforced slow down or a forced change of date from the client usually results in delay costs from the contractor which can be substantial.

Dr. Marchbanks: One more comment, Mr. Chairman. In regard to what Vice Chairman Paradiso was talking about, I think, that the Chief Engineer and Director Ahmed are going to have to look at, and we are doing this at ODOT, revisiting budgeted costs for the upcoming construction you are looking at, the supply chain and the choke point we are in. We do not see it relenting for at least a year. So, everyone is saying by the end of the year, but that is not going to happen. So that might require revisiting your budget.

Chairman: That was a concern that I had, Dr. Marchbanks. Here on one hand, we are saying we are going to have this delay, then why did we turn this around in a month or less than a month and rebid it without making any changes to the documents? Here we see the bidder coming back and now putting at additional \$2 million on top of that. How could the price and why did the price go up? Did we make any changes in the specifications when they were submitted a second time?

Acting Chief Engineer: Mr. Chairman, the only change to the specifications on the project was the self-performance requirement of 35% the first time. We reduced it to 25%. The rest of the contract documents and the scope of the work stayed the same.

Chairman: Is there any reason in your mind as to what justifies an additional \$2 million?

Acting Chief Engineer: Mr. Chairman, you are right. That was disheartening because obviously the goal back in June was to try and harvest competition and reduce our costs for the project and it was disheartening when the lone bid did open. But, based upon the evaluation we received from our consultant, Prime, the inquiries that our staff had made and the meeting of the construction contracts award committee. There were additional price increases in July, so the one we rejected in June opened at the end of May. This one opened at the end of July. There were additional price increases for structural steel, bar joist roof decking, roofing, electrical components, and some additional price increases. Looking at the bid itself, one of the line items in the bid is mobilization costs and the bid opened from A.P. O'Horo had a mobilization cost of \$400,000. ODOT 624 in the CMS permits a maximum partial payment amount for mobilization based upon what their bid amount is. That chart for a bid between ten and twenty (million dollars), which A.P. O'Horo's bid back in May fit in between allows \$400,000 and that is what A.P. O'Horo bid. This time around with their increases in prices, their bid was above twenty (million dollars) and the ODOT 624 chart allows a bid of up to \$800,000 for mobilization and that is what they bid. I went back and looked at the last times A.P. O'Horo has bid for us, that is their standard practice. So, that was an increase of \$400,000 on that item alone, which mobilization accounts for them getting to the project site, getting things in order, getting materials ordered. Another item on it was the facility itself. The site work in general for trades/roadway went up \$850,000 from the original bid and that was supply chain forecast issues. Again, whether it was steel joist and decking, drywall steel studs, and related proofing products indicate price increases due to global demand, transportation shortages, and demand due to warehousing distribution and data center industrial construction. There also appears to be about \$400,000 price increase in the pedestrian bridge itself and I believe that the bidder mispriced the item back in May as their bid price for the pedestrian bridge on the rebid is more in line with what have seen on the other projects.

Chairman: Do we have a construction administrator on this project?

Acting Chief Engineer: Mr. Chairman, at this time, we have our designer that is onboard and handles everything for us through either the bid award or bid reject process and after that we will have a construction administrator. That service is currently under evaluation by our staff.

Chairman: So, we didn't have that company out there helping us to try and find bidders?

Acting Chief Engineer: Mr. Chairman, it was done by our Procurement Manager and by our staff Major Projects Engineer.

Vice Chairman: I want to say again that we appreciate the bid by the contractor. It is our job to get the competition.

Chairman: One more question, Mr. Matta. There is a mention of a premium. What is the premium that we are paying on this project?

Acting Chief Engineer: Mr. Chairman, I guess I am not seeing anything about a premium?

Director Ahmed: Mr. Chairman, that is a generic comment, saying that because the prices are so much higher, we are getting this project at a premium. That was the intent of that comment.

Chairman: Okay. So, there is not set figure?

Director Ahmed: Mr. Chairman, no. There is no set figure or a premium.

Chairman: Last question, it has been said that others are busy doing their work and if slow this project down, it will slow them down costing us money. Are they having the same problem getting equipment, getting materials, and getting labor? Have you seen any slowdown on any of these that are ongoing right now?

Acting Chief Engineer: Mr. Chairman, one of the good things about when we do award the contract that allows those contractors on the material side to lock that all in. They get it all ordered, so they have their place in the line and they know they are going to get those materials in a certain timeframe versus not being able to secure that. We have a lot of projects out there. We have two other toll plazas; one is under construction and one is about to be under construction. We have four mainline pavement replacement projects, which include sitework for the new mainline toll plaza ramps and to this point we meet weekly on Friday mornings, our staff, to go over all of these projects to see how things are going. At this time, it's so far so good. Maybe a little bit of a weather issue at some of them with all the rain we had, especially in the month of July. No, nothing as far as material or labor shortages that is hindering them totally at this point.

Chairman: So, we do not really have a project to point to and say, 'look at how that's slowed up as a result of this?' Yet, we are making that claim.

Acting Chief Engineer: Mr. Chairman, not that I have been reported to. I haven't seen any projects that are requesting the extended substantial or final completion date or claiming other hardships.

Chairman: Anything else from anyone? Hearing none, please call the roll.

MOTION: A motion to adopt *Resolution Approving the Selection of A.P. Horo Company for Project No. 58-21-02 (Rebid) for the Total Amount of \$20,284,000* was made by Secretary-Treasurer Barber, seconded by Chairman Hruby, and approved by all Commission Members present. Resolution No. 47-2021.

Chairman: The resolution passes unanimously. Please continue, Mr. Matta.

Acting Chief Engineer: The second resolution for your consideration seeks the Commission's authorization to award a Contract for Project No. 64-21-01 for Automatic Traffic Recorders (ATR) at Toll Plaza 13, Toll Plaza 25, Toll Plaza 34, Toll Plaza 39, Toll Plaza 215, Toll Plaza 216, Toll Plaza 218, Toll Plaza 232 and Toll Plaza 234, in Williams, Fulton, Trumbull, and Mahoning Counties. The work includes the installation of overhead supports for cameras, installation of conduit, pull boxes, cables, wires, and appurtenances needed to install Automatic Traffic Recorders (ATR) infrastructure and temporary traffic control and is part of the modernization of the Ohio Turnpike's Toll Collection System.

On August 5, 2021, Procurement received three (3) bids in response to this Project. The apparent low bid was submitted by Perram Electric, Inc. ("Perram Electric"), of Wadsworth, Ohio, in the amount of \$376,050.00, which is below the Engineer's Estimate. Commission staff evaluated the unit bid prices and found them to be reasonable and the bid tabulation did not appear to contain any errors or anomalies. Perram Electric has not performed any projects for the Commission in the past, therefore additional due diligence was performed. Owners for whom Perram Electric has previously performed work were contacted by Engineering Staff, and all reported satisfactory performance. Based on a review of Perram Electric's Financial Statement and Experience Questionnaire, it appears they have the capacity to perform this work. In addition, Perram Electric has committed to exceed the 10% SBE goal as set by the Office of Equity and Inclusion. Therefore, it is recommended that the Commission award Contract No. 64-21-01 to Perram Electric, Inc. of Wadsworth, Ohio in the amount of \$376,050.00. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Approving the Selection of Perram Electric, Inc. for Project No. 64-21-01 for the Total Amount of \$376,050.00.

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

MOTION: A motion to adopt *Resolution Approving the Selection of Perram Electric, Inc. for Project No. 64-21-01 for the Total Amount of \$376,050.00* was made by Chairman Hruby, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 48-2021.

Chairman: The resolution passes unanimously. Inc. continue, Mr. Matta.

Acting Chief Engineer: The third resolution for your consideration seeks the Commission's authorization to modify the Agreement for Project No. 71-20-03 with Woolpert, Inc. ("Woolpert"), of Columbus, Ohio, relating to the replacement of the Mainline Bridge over Tinkers Creek at Milepost 185.6 in Summit County. The Commission, under Resolution No. 64-2020, awarded a Contract to Woolpert for Phase 1A Services, which included Site Inspection, Survey, Geotechnical, Environmental, Bridge Final Type Study Report, and preliminary design plans in an amount not-to-exceed \$234,747.00. Phase 1A Services required Woolpert to finalize the bridge type study for the Mainline bridge over Tinkers Creek at Milepost 185.6. The Phase

1A work indicated the most economical option is to replace the bridge with a shorter structure utilizing precast, prestressed concrete beams. The use of concrete beams will reduce long term maintenance by eliminating the need to paint beams had steel beams been selected. A contract modification is required because the final design and plan preparation for the Tinkers Creek bridge was not included in the previous authorization since the scope could not be clearly defined at the time. On July 29, 2021, Woolpert submitted a fee proposal to perform Phase 1B Services which includes Final Design and Plan Preparation for the removal and replacement of the Ohio Turnpike mainline bridge over Tinkers Creek at Milepost 185.6 in Summit County in an amount of \$807,516.00. The additional costs to obtain the necessary Phase 1B Services for Project No. 71-20-03 will both increase the cost of the contract in excess of the Executive Director's contracting authority and exceed 10% of the original contract amount, requiring Commission authorization of the contract modification. Therefore, we are requesting Commission authorization to amend the Agreement for Project No. 71-20-03 with Woolpert, Inc., of Columbus, Ohio, in the aggregate not-to-exceed amount of \$1,042,263.00. With your permission, may the General Counsel please read the title of the Resolution.

General Counsel: Resolution Authorizing Woolpert, Inc. to Perform Phase 1B Services for Project No. 71-20-03 in the Aggregate Not-to-Exceed Amount of \$1,042,263.00.

Chairman: Any questions or comments?

Mr. Coviello: Mr. Chairman, the changes, it sounds like it will either reduce cost or extend life which then reduces costs? Is the correct?

Acting Chief Engineer: Mr. Chairman and Mr. Coviello, yes. The most economical bridge type that Woolpert came up with is this precast, prestressed structure. What's nice is that it is going to: (1) reduce the overall bridge length from 988 feet to 653 feet, so obviously, there is some super structure and substructure cost savings there. We are going to go from a 23-span bridge, which means 24 different supports on that bridge, down to six. So, it'll be a lot longer spans, and this is over a wetland area, so anytime you can spend less time messing around in the wetlands, it should save some costs as far as that goes. Lastly, coming from the maintenance operations side, we are going to utilize semi-integral abutments, which will help eliminate joints on the bridge when we are plowing out there and the long term maintenance of the substructure underneath, there should be less potential for leakage down on the substructure.

Dr. Marchbanks: As Executive Director Ahmed knows, ODOT in the 1990's utilized concrete beams for bridge supports. Is this something that has been done at the Turnpike before?

Acting Chief Engineer: Mr. Chairman and Dr. Marchbanks, yes. Actually, our largest bridge, the Cuyahoga River Bridge, utilizes that type of construction. We have one other one, it's our mainline bridges over the toll plaza ramps at Toll Plaza 52 (Toledo Airport). There are not a whole lot of them, but a few of them and one big one.

Dr. Marchbanks: How has the performance been on some of the bridges with similar beams that have been in place for some time now?

Acting Chief Engineer: Mr. Chairman and Dr. Marchbanks, the ones on the Cuyahoga River Bridge which opened in 2000, so we are pushing a little over 20 years old, there is some maintenance that needs to be done on the bridge and the beams themselves, it's nothing major, more or less preventative type maintenance and we are hoping to get that done within the next couple years.

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

MOTION: A motion to adopt *Resolution Authorizing Woolpert, Inc. to Perform Phase IB Services for Project No. 71-20-03 in the Aggregate Not-to-Exceed Amount of \$1,042,263.00* was made by Vice Chairman Paradiso, seconded by Dr. Marchbanks, and approved by all Commission Members present. Resolution No. 49-2021.

Chairman: The resolution passes unanimously. Please continue, Mr. Matta.

Acting Chief Engineer: The fourth resolution for your consideration seeks the Commission's authorization to modify a contract with AutoBase, Inc. ("AutoBase"), of Amityville, New York, for motorist safety patrol and incident response services. These services provide assistance to Ohio Turnpike customers and employees in situations with disabled vehicles, collisions, lost motorists, removal of non-hazardous debris, and advanced queue notification. The Commission, under Resolution No. 67-2020, awarded a Contract to AutoBase to perform the services for an initial period of 36 months in an amount not-to-exceed \$1,900,000.00, and authorized the Executive Director to assign additional zones and shifts. The original contract amount of \$1,900,000.00 was based on an estimated 12,896 hours of service per year for the initial three-year term of the Contract. However, it is necessary to increase the original contract amount due to additional work shifts required by AutoBase, Inc. as a result of the migration of the Incident Responder position to a Roadway Worker position under the recently approved Collective Bargaining Agreement (CBA) for the Full-Time Maintenance Workers. With the change of service, an estimated 13,728 additional hours per year are required. To cover this cost, an additional amount of \$1,700,000.00 must be added to the original contract amount for a total three-year contract amount of \$3,600,000.00. These changes will complete the process of moving to a vendor provided service and save the Commission approximately \$660,000 per year in expenses. Since the amount of the modifications will require an expenditure that will exceed \$150,000.00, and, therefore, in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws, Commission authorization is required. Therefore, we are requesting the Commission authorization to modify the Contract with AutoBase, of Amityville, New York, in the not-to-exceed amount of \$3,600,000. With your permission, may the General Counsel please read the title of the Resolution.

General Counsel: Resolution Authorizing Modification of Contract with AutoBase, Inc. for Incident Response Services in the Total Not-to-Exceed Amount of \$3,600,000.00.

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

MOTION: A motion to adopt *Resolution Authorizing Modification of Contract with AutoBase, Inc. for Incident Response Services in the Total Not-to-Exceed Amount of \$3,600,000.00* was made by Chairman Hruby, seconded by Mr. Coviello, and approved by all Commission Members present. Resolution No. 50-2021.

Chairman: The resolution passes unanimously. Please continue.

Acting Chief Engineer: The fifth resolution for your consideration seeks the Commission's authorization to award bid invitation No. 4395 for the furnishing of approximately 645,000 pounds of hot-pour, ready mixed joint sealant material. On August 4, 2021, Procurement received two bids for this material under Bid Invitation No. 4395. The apparent low bid was submitted by Crafc0, Inc. ("Crafc0"), of Chandler, Arizona, at a unit price of \$0.4046 per pound. Crafc0 proposes to furnish the joint sealant material and services in accordance with the Specifications. Crafc0 has furnished similar material to the Commission in the past and has performed satisfactorily. Additionally, Crafc0 has a significant Ohio presence as this product is manufactured in Youngstown, Ohio. Therefore, I am recommending that an award be made to Crafc0, Inc., of Chandler, Arizona, in the amount of \$274,015.35, which includes the five percent delivery variance required by the Bid Invitation. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Awarding a Contract to Crafc0, Inc. for Joint Sealant Under Bid Invitation No. 4395 in the Total Amount of \$274,015.35.

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

MOTION: A motion to adopt *Resolution Awarding a Contract to Crafc0, Inc. for Joint Sealant Under Bid Invitation No. 4395 in the Total Amount of \$274,015.35* was made by Secretary-Treasurer Barber, seconded by Vice Chairman Paradiso, and approved by all Commission Members present. Resolution No. 51-2021.

Chairman: The resolution passes unanimously. Please continue, Mr. Matta.

Acting Chief Engineer: My sixth and final resolution for your consideration seeks the Commission's authorization to award bid invitation No. 4393 for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines. The Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines contract will be used for Cummins replacement parts and service on Commission owned trucks in Division I & II. The bid invitation was divided into two groups, the bidders were permitted to bid on one or both groups based on their location in relation to our two division buildings. Procurement received four bids in response to the bid invitation. The apparent low bid for both groups was submitted by Valley Freightliner, Inc., d/b/a Western Star Trucks of Cleveland, Cleveland, Ohio. This bidder proposes to furnish materials and services in accordance with the Specifications. Additionally, this vendor has successfully provided these parts and service to the Commission in the past. Inasmuch as our needs can fluctuate for this service, we are recommending a blanket order Contract, for a one-year term, in the estimated amount of \$160,000.00 be established with Valley Freightliner, Inc. dba

Western Star Trucks of Cleveland, Cleveland, Ohio. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Awarding a Contract to Valley Freightliner, Inc. dba Western Star Trucks of Cleveland for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines Under Bid Invitation No. 4393 in the Total Not-to-Exceed Amount of \$160,000.00.

Chairman: Any questions or comments?

MOTION: A motion to adopt *Resolution Awarding a Contract to Valley Freightliner, Inc. dba Western Star Trucks of Cleveland for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines Under Bid Invitation No. 4393 in the Total Not-to-Exceed Amount of \$160,000.00* was made by Vice Chairman Paradiso, seconded by Dr. Marchbanks, and approved by all Commission Members present. Resolution No. 52-2021.

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

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

Chairman: We will now move on to the report of the Director of Administration, Matthew Cole.

Director of Administration: Good morning, Mr. Chairman and Members of the Commission. I have one resolution for your consideration.

My resolution seeks approval for the purchase of NEOGOV's Recruitment and eForms Software and Maintenance modules.

This purchase consists of all the necessary software and maintenance for the recruiting and onboarding of candidates for employment with the Turnpike. Further, it provides the tools to automate position requests and postings, recruitment, and onboarding process for our organization.

Our Human Resource Department currently uses a manual, paper driven process, which is inefficient, labor intensive, and time-consuming. In an effort to make this HR process more efficient, it needs to become paperless to provide a more efficient method to requisition, recruit, communicate with and onboard additional personnel.

We are seeking to electronically post open positions on the internet and receive applications, via an applicant portal, also known as an Applicant Tracking System (ATS). The portal will allow an applicant to manage their application(s), including status monitoring. The ATS will provide an initial review of employment applications via established rule sets and will automatically send communications to applicants, based upon those rules. Upon determination of potential candidates, all future communication, such as, scheduling of interviews and employment offers, will be handled via the ATS. Once an employment offer is accepted, the onboarding process will also be electronic. This includes the completion of necessary employment forms and

initial policy review. Orientations will remain an in-person activity. This solution includes necessary integration functionality to feed data into our legacy systems such as emPath.

A review team consisting of Human, Payroll and Technology representatives spent several months engaged in numerous meetings to gather requirements, contacting vendors, and reviewing demos. Vendors engaged included ADP, NEOGOV, Workforce, Workday and Paycor.

Based upon the vendor demonstrations, discussions, and reference checks, we have determined that NEOGOV provides our organization the best functionality, with its ease of implementation and use, meeting public-sector HR project requirements, modularity, and implementation timeline. A pricing request was sent to NEOGOV and three quotes were received. We recommend the Omnia Partners quote for implementation and licensing of the NEOGOV software, and 5-years of maintenance submitted by SHI in the amount of \$320,832.50.

We find it in the best interest of the Commission to move forward with the purchase of this software now, which will allow us to keep our projected installation schedule tentatively to begin Fall 2021 and conclude in first quarter of 2022.

With your permission, if General Counsel would please read the title of the resolution.

General Counsel: Resolution Authorizing Purchase of NEOGOV Solution, Implementation Services and Maintenance Services Under Omnia Partners Cooperative Purchasing Program in the Total Amount of \$320,832.50.

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

MOTION: A motion to adopt *Resolution Authorizing Purchase of NEOGOV Solution, Implementation Services and Maintenance Services Under Omnia Partners Cooperative Purchasing Program in the Total Amount of \$320,832.50* was made by Chairman Hruby, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 53-2021.

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

Director Administration: That completes my report, Mr. Chairman.

Chairman: We will move on to the report of the General Counsel, Jennifer Stueber.

General Counsel: Good morning, Mr. Chairman and Commission Members. For my report this morning, I would like to introduce and invite Dan Buser from Crain Langner to present to the Commission about our renewal of our insurance policy program. The insurance is for our property and liability insurance. After Mr. Buser's presentation, I will read the title of the resolution for your consideration.

Mr. Buser: Good morning, Mr. Chairman and Commission Members. My name is Dan Buser, of Crain Langner. We are the insurance consultant/risk management consultant for the

Ohio Turnpike and Infrastructure Commission. We are not the insurance agent, broker, or insurance company representative. We review the program every year. Some opening remarks first then we will go through a short slide presentation.

We are addressing insurance coverage, which protects the buildings that we work in, the equipment we own, the vehicles we drive, the mobile equipment, the income streams which are generated from those operations and liability claims that can arise from what we do for a living every day, we call it Property and Casualty Insurance. We do this every year. Our program renews on September 1st. That is pretty consistent, we don't change that very often. Our program is rather robust. It covers everything from A-Z and what we do for a living, what could go wrong and what things we want to cover. We are rather a sophisticated program and we are also a sophisticated enterprise because we are not just a toll road, we do a lot of things on those 241-miles. There is a lot going on, the underwriters know us, know us well, so do the brokers and agencies.

Akin to the remarks heard from the Acting Chief Engineer and other Commission Members, the insurance marketplace is extremely stressed. It has been that way for about a year and a half. It is going to continue for at least 18 months roughly. It is borne out of a variety of factors, none of which relate to what we do. They are not unique to us. They are not just COVID related or the like. However, they have compressed the coverages that we buy to some degree, put stress on those, increase the prices, and increase the terms and conditions or restrictions on that coverage. We expect that this will continue until, at least, the end of the second quarter 2022. I will probably be standing here next year, hopefully, explaining a little bit of an improvement, but we will have to wait and see. Drivers for that, no pun intended given my audience, but those are, in fact, hardening conditions, we call that increased pricing, narrowing of coverage due to liability claims, frequency, and severity are up across the board. Again, this is not unique to the Commission and what we do for a living. Auto accidents and the severity of auto accidents and the causes of those accidents go up. Autos are much more expensive, medical healthcare costs are much higher than they used to be. Property insurance protects our buildings and the like. Catastrophic losses, while we sit here in the Midwest, we are largely immune from hurricanes do affect pricing for us as well. We also buy any number of rather sophisticated liability coverages for the Commission, which includes employment practices, public officials which is decision making coverage for the ladies and gentlemen like you, as well as administration members and the like. Our overall increase, the short answer is this, our increased pricing has gone up by 12%, which is remarkably lower than the annual average for just about every type of insured across the United States and to some degree globally. This is the end of the first year of a marketing cycle. We do marketing every three years on a competitive basis. It is a very wide, open widely cast invitation for agencies and brokers to participate in proposing and giving us bids for coverage. This is the end of our first year. At the end of 2023, is when we will conduct another marketing process.

First slide, this chart depicts the coverages that we buy. The green reflects some minor pricing decreases, which is a good thing and rather unusual and unheard of. The pink lines depict significant material dollar increases or percentage increases and we have experienced some of that. The blue are relatively modest increases, which is rather a neutral outcome. The overall price increase, which I said was approximately 12% or \$115,000.00. Our annual spend is approximately \$1,072,954.00, which is up \$115,000.00 year over year. We buy insurance from nine different

insurance companies, utilizing three different agencies or brokers. One is national the other two are local.

One of the key strategies we employed a year ago has proven very beneficial to us and it has contained our costs and sustained the breadth of our coverages. While our program is every year, we have to buy coverage every year. We can't buy multi-year policies. What we do encourage agents and brokers and the underwriters to understand is to commit to us all things being equal, no major changes in the world, will you write coverage for us in the apples to apples basis, pricing, terms and conditions, over a three-year period. We get to decide every year, as do they, but we like to have the commitment. We do that intentionally because it yields a strategy where our coverages stay the same, pricing is relatively flat. Those orange bands, those two primary layers, the first layer umbrella, have come in very flat for us which allows us to contain the costs for the excess layers in a significant way. Had we not done that, those primary layers this year could have increased significantly and everybody above it wretches as there is an add-on type of approach to it. The Allied World is the first layer of excess. We are committed to purchasing that coverage. However, we are still working through to see if we can replace it with two layers if the coverage is apples to apples the same and price yields and price savings. It's not yet to be determined, now remember September 1st is our renewal date, so I don't know if we can achieve that change, it certainly not poor or unsatisfactory if we don't, but it is an option we are still trying to work through.

The Commission purchases property insurance to cover everything we do. We also purchase \$65 million of liability limit for liability claims which could be asserted against us because of what we do for a living. That limit of liability has been consistent for many years.

This is a longitudinal type of graph, which reflects the cost we pay, the fixed premiums we pay for the insurance starting in 2004 all the way through to 2021. It has been annualized, that is to say we normalized it with a 2% annual inflation, so your dollars have been normalized a little bit, otherwise the value of a dollar changes every year. What you can see in the last four columns is a slight increase every year. I will wrap up my remarks in a few minutes telling you that we are performing better than just about everybody else and that is a direct reflection of your operations on a day-to-day basis, not on how we try to do our job for you. That increase is not surprising, you will also see in a couple slides from now that it is remarkably better than many other insureds.

This slide is what we call a cost of risk or total cost of risk. There are two approaches to it, an asset ratio as well as a revenue ratio. What we like to do is unto ourselves for what we do for a living, the assets we own and the revenue we generate, what does that ratio look like? The cost of our coverage relative to the denominator, which in one case is the assets, the other is the revenue. We like to see if we are being relatively constant from year to year and what you can see is the asset ratio has gone up a little bit, it is 14.9%, which is significant but certainly not shocking by any stretch of the imagination. The revenue ratio, which is interesting because our revenue fluctuates, does not fluctuate with the exception of 2020 and maybe quarter one of 2021, it is relatively consistent. I have been doing this a long time for you ladies and gentlemen. But we like

to see how we are performing. We actually back date. We look man years back at the office to see how we are performing and we like to show this to you as well.

This graph represents the insurance program and the most simple fashion that we can do it. On the left hand side is your property coverages. Travelers is the green. We insure eight high value bridges with CAN. We have \$100 million of limits, there is \$250 million of value in those eight bridges. We worked with Chief Engineer Yacobucci and his office to look at our assets every year, including these bridges to some degree. That center piece is the principle liability coverages we purchase for the Commission, auto liability, general liability, excess, abuse/molestation, public officials which covers those claims that can be asserted against folks like you with respect to the decisions you make. The three coverages on the right, the last two are relatively new. We have been purchasing them only nine years, cyber liability and pollution liability and commercial crime coverage covers claims which we suffer by virtue of employee theft, fraudulent transfer and the like. We have been very fortunate there.

The cyber liability column is of all coverages the most volatile in the last six or seven months. It is going to continue to be very volatile. We much prefer risk management, and by that, I mean internal IT resources, but their third party vendors to support them, rather than buying them insurance this pricing has gone up a lot for us this year. It is still a relatively modest percentage of the total. However, there are some insureds where it is not a small percentage of what they spend and whether it is a financial institution, health institution or a manufacturing enterprise. To use layman terms, it's rather derailed the terms and conditions in the coverage for cyber liability is really very difficult right now and it dwarfs in terms of the stress levels of the other coverages combined and that is not going to change.

I direct your attention to the columns and it is a rate of change quarter to quarter. We study the market, we kept our eyes on the market and what it does is that it tells you that at the end of 2019 you saw a significant increase in the rate of change in insurance pricing on a macro basis, and it accelerated all the way through the fourth quarter of 2020. Fortunately, and while I am an optimistic person by nature, that rate of change has declined a little bit. We hope that trend continues.

We talked about what we buy, what we spend to do it, what it protects. What can we expect in terms of today immediately, that buying the coverages that have been presented by the three agencies and what do we expect over the next twelve months? We would like to think the scope and breadth of the coverage that we buy for the next twelve months will be very similar and respond in similar fashion as the coverages we have had in the past. That doesn't say that carriers aren't going to change behavior in case we have a significant loss, whether it's a liability claim or a property loss. We would like to think that will continue into 2022 and 2023. The only proviso I would offer up is that the cyber liability coverage may not be the same. It is going to change, in other words, there were rumors nine months ago about having the Federal Government and provide some type of cyber terrorism coverage platform if the pricing for this becomes really untenable.

So, the shape of what we buy should be hopefully the same a year from now. What we pay for it, hopefully we will be ending our second year of the three year cycle, it should not shock our senses as well and we would like to think that will stay the same as well. None of us can really

predict what the economy or how the insurance market is going to behave over the next twelve months. But we hope that it is not going to be more stressful than it has been the last twelve months and will fare as well next year as we have this year.

I would be happy to answer any questions.

Chairman: Any questions or comments?

Dr. Marchbanks: In regard to cyber liability coverage, I noted in your presentation that certain underwriting criteria would have to be met. I know you work with Mr. Matta and Mr. Yacobucci in regard to pricing for infrastructure. What do you do in regard to the Ohio Turnpike and Infrastructure Commission's IT team and ensuring they're meeting certain baseline responsibilities to keep those premiums down?

Mr. Buser: Thank you, Mr. Chairman and Dr. Marchbanks, the underwriting for cyber liability insurance was extremely detailed and strenuous when that coverage first came out 12-15 years ago. The underwriters became very complacent, you fill out an application, anyone can do it, even a layman like myself, and they wrote coverage. About a year and a half ago, that changed. The underwriting investigation, if you will, the level and detailed inquiry that they make, new candidates, let alone renewals like us, has changed a lot. So, what do they require? They require supplemental applications, security testing, integrity testing, they will even score or rank an enterprise, even as large as the Ohio Turnpike or even much larger, we have very large clients, that before they can re-underwrite or offer renewal terms or new coverage, they will hire, because some of that cyber liability coverage isn't just the loss settlement if, in fact, you suffer a loss. It is the Allied Services that accompany that coverage as well, the forensic accounting, defense counsel, breach coaching and the like, so some of those criteria, things like dual factor authentication, 2FAMFA security testing integrity scoring is incredibly complex. It is going to continue and rightfully so. These underwriters are supposed to be there to pay claims in case we suffer a first or third party loss and they have a difficult time assessing it and it takes a lot of IT intelligence and commitment to do that.

Dr. Marchbanks: Mr. Chairman, I think any infrastructure organization, the Ohio Turnpike, the Ohio Department of Transportation or any transportation infrastructure, is a target. So, I think these kind of insurance providers actually helps us to understand what we have to do to keep our system secure.

Chairman: Thank you very much for your presentation. We appreciate the presentation and your loyalty to the Commission all of these years. Jennifer, please continue.

General Counsel: Mr. Chairman, I would like to thank Dan Buser and the team at Crain Langner. They have done a great job for us and I appreciate their efforts keeping up with the market and keeping us informed as to what the market conditions are.

I have a resolution for your consideration. If I may please read the title of the resolution.

Chairman: Yes, please.

General Counsel: Resolution Authorizing the Renewal of Insurance Policies for the Commission's Property and Casualty Insurance Program for the 2021/2022 Policy Year in the Aggregate Amount of \$1,072,981.

MOTION: A motion to adopt *Resolution Authorizing the Renewal of Insurance Policies for the Commission's Property and Casualty Insurance Program for the 2021/2022 Policy Year in the Aggregate Amount of \$1,072,981* was made Vice Chairman Paradiso, seconded by Mr. Coviello, and approved by all Commission Members present. Resolution No. 54-2021.

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

General Counsel: No, Mr. Chairman, that completes my report. Thank you.

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

DED/CFO/Comptroller: Thank you, Mr. Chairman. I have a brief update on our traffic and revenue for the month of July and one resolution for your consideration 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 35% from July of last year and up 2.3% from July of 2019.

This is the first month since the beginning of the pandemic in March of last year that passenger vehicle miles traveled have exceeded 2019 levels. Commercial traffic continued to increase and was up 11.6% from July of last year and up 12.6% from July of 2019.

The increase in passenger car traffic combined with the toll rate increases caused Passenger car toll revenues to increase 38.5% from July of last year and to increase 6% from July of 2019. The increase in commercial traffic combined with the toll rate increases caused commercial vehicle toll revenues to increase 13.3% from July of last year and 18% from July of 2019.

This chart shows year-to-date toll revenues through the month of July during each year over the past decade. Year-to-date total toll revenues were \$38 million or 24.7% above the amount from last year and \$15.2 million or 8.6% above the amount from 2019.

That completes my report on traffic and revenue, I now have a resolution awarding a contract for Image Review Services for your consideration.

The Commission is currently in the process of modernizing its Toll Collection (TCS) and Customer Service Center (CSC) Systems. The new TCS will improve the customer experience by, among other things, removing the toll gates in *E-ZPass*[®] only exit lanes. The new TCS will include cameras that will capture the license plates of any vehicle that exits through an *E-ZPass*[®] only lane without a valid *E-ZPass*[®] transponder. The license plate number will be used to bill the vehicle owner to ensure that no toll revenue is lost.

Both the TCS and the CSC Systems will each have an optical character recognition (OCR) software engine to provide automatic license plate identification. Any license plate images that do not meet the configured OCR confidence thresholds or the Commission's business rules for automatic processing will need to be manually reviewed.

It is essential that the license plate number, jurisdiction, and plate type for the manually reviewed license plate images be accurate and entered timely into the CSC System so that the proper customer can be billed. To this end, an RFP for image review services was issued on December 1, 2020. Four proposals were timely received in response to this RFP.

An Evaluation Committee consisting of the Director of Audit and Internal Control, the Chief Information Officer, the Customer Service Center Supervisor, and myself reviewed the proposals. The Staff Attorney also performed a review of the proposals for compliance with legal requirements.

The Evaluation Team met to discuss their analysis of the technical proposals and scored the proposals prior to obtaining the pricing proposals.

Upon completion of the Technical Evaluation and Technical Scoring, the Staff Attorney – Contracts emailed the Price Proposals from each of the firms to the Evaluation Team. The scoring was then updated to include the cost proposal scores.

The firm with the highest ranked combined score was Professional Account Management, LLC, which is incorporated in Milwaukee, Wisconsin.

Professional Account Management, which also operates under the name Duncan Solutions, is one of the leading image review service firms in the United States. They currently perform approximately ten million manual image review transactions per year for several entities including three toll operators. Duncan Solutions is well known in the toll industry for its license plate-based expertise including registered owner address acquisition. Professional Account Management will perform the manual license plate image review services for the Commission in the United States at their Muncie, Indiana facility. Their total cost proposal, which includes fees for 2023 of \$3,800 per month for the first 50,000 transactions reviewed plus 5.5 cents per transaction for the next 50,000 transactions reviewed and 5 cents per transaction for all transactions over 100,000 transaction a month, is 48.7 percent lower than the next lowest proposal. The estimated first year cost in 2023 for their manual image review services is \$102,750.00. The estimated total contract cost over the seven years of the contract, including the optional terms, is \$813,755.88.

Based upon the fact that the Evaluation Committee ranked Professional Account Management, LLC as having submitted the best combined proposal, it is recommendation that Professional Account Management, LLC be awarded the contract for Image Review Services in accordance with the RFP, and their response on February 11, 2021. This contract shall have an initial term that expires on January 31, 2026 with the option for two (2) two-year extensions.

May the General Counsel please read the title of the resolution.

General Counsel: Resolution Authorizing Agreement with Professional Account Management, LLC for Image Review Services in the Not-to-Exceed Amount of \$813,755.88.

Chairman: Any questions or comments?

Mr. Coviello: The fee is on a per plate read, so not necessarily on a collection?

DED/CFO/Comptroller: I am sorry, on collections?

Mr. Coviello: Yes, so when you read the plate there is no guarantee that we are going to get the money after they read the plate. Is there any estimate on what the project in collections based on what we are going to pay for reading the plates?

DED/CFO/Comptroller: Well, the plate costs as I said, per transaction, is approximately 5 to 6 cents per plate, so they will be charging us to manually review the plates that we send to them. The tolls can be from \$10 to \$50 per toll, so it is really a small cost compared to the tolls. The collection aspect of it once we get the plate images back, we will be sending out notices to the individuals. We will try to collect that way and the ones that we can't collect, if they are an Ohio resident, our intention is to do a license plate registration hold at the BMV if they have over three tolls that they haven't paid or send it to a collection agency for collections. Overall, I guess to your question, the industry statistics are that, I think, around approximately 40% of people that we bill by plate probably will not pay.

Mr. Coviello: Thank you. That is what I was looking at. If there is an industry standard as to how much we can expect in collections versus how much we are going to spend.

Secretary-Treasurer Barber: Did they provide you with any statistics as to the number of plates that can't read? For instance, sometimes mud or ice and snow whatever adheres to a plate.

DED/CFO/Comptroller: We have had our other consultants look at that as part of our revenue forecast going forward and, I believe, the estimate is around 5% of the plates can't be read for one reason or another.

Chairman: Anything other questions? Hearing none, please call the toll.

MOTION: A motion to adopt *Resolution Authorizing Agreement with Professional Account Management, LLC for Image Review Services in the Not-to-Exceed Amount of \$813,755.88* was made by Secretary-Treasurer Barber, seconded by Dr. Marchbanks, and approved by all Commission Members present. Resolution No. 55-2021.

Chairman: The resolution passes unanimously. Anything else, Marty?

DED/CFO/Comptroller: 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. Today, I have three items to report.

On July 20, 2021, at approximately 2:42 a.m., Sergeant Ivory, of the Hiram Post, attempted to stop a vehicle for a speed violation of 106 MPH westbound near Milepost 205. The vehicle was reported stolen out of Pennsylvania. The vehicle did not stop and a pursuit ensued. The vehicle exited the Turnpike at Milepost 193 and struck a traffic sign and a ditch head on at approximately 120 MPH, vaulted, flipped and rolled several times. The suspect exited the vehicle on his own ability and fled on foot. With the use of thermal equipment, the suspect was located lying in a soybean field approximately 400 yards from the vehicle. During a vehicle inventory, suspected cocaine and fentanyl was located.

At last month's Commission Meeting, there was an inquiry about commercial involved crashes. I wanted to go over that with you today. If you look at the first block, what we are seeing is an increase in commercial involved crashes with just more than half of the year over, year-to-date are about 29% higher from this time last year. When you look at something a little bit more comparable, which would be 2018, we are about 12% higher than the highest five-year average which would be 2018, so we are about 12% higher than that right now.

The second block breaks it down, it represents commercials at-fault in these crashes. Year-to-date commercials are at-fault about 69% of the time. This is just a slight increase over last year, which was about 65% of the time. When you look at 2019, which would be pre-COVID, that also was about 65% of the time. So basically, short story is that we do have an increase in commercial crashes, it is actually a significant increase and we have a slight increase of them being at-fault in these crashes. The disclaimer of these numbers is that, these number represent all commercial crashes on the Turnpike and when our Troopers do a crash inside a travel plaza, those are actually considered on the Turnpike, so that would include those numbers as well.

On July 29, 2021 at approximately 2024 hours, Trooper Lash of the Milan Post checked a vehicle's speed at 62 MPH in a 50 MPH construction zone westbound at Milepost 114. Due to criminal indicators, the driver and passenger were asked to get out of the vehicle. The driver of the vehicle would not initially exit his vehicle and was asked several times before complying. Once out of his vehicle the driver became agitated. After the K-9 on scene alerted to the vehicle, the suspect would not comply and resisted any instructions. At one point he even began to walk away. After the suspect was advised he would be placed in handcuffs he still continued to resist. He had to be taken to the ground and still tried to crawl away from the units on scene. After both occupants were secured in the patrol cars a probable cause search was conducted on the vehicle. The search revealed approximately 245 grams of marijuana and multiple credit/debit cards containing different names and numbers, none of which matched either occupant of the vehicle. Both were incarcerated.

That completes my report.

Chairman: Thank you. Any questions for the Staff Lieutenant. Thank you again and be safe.

The next meeting shall be held on Monday, September 20, 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 688th Commission Meeting.

MOTION: A motion to adjourn the 688th Commission Meeting is made by Secretary-Treasurer Barber, seconded by Chairman Hruby, and unanimously approved by all Commission Members present.

Time of adjournment: 11:24 a.m.

Attendees for Record Keeping Purposes:

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

Other Attendees Art Romero, CDM Smith; Doug Hedrick, GPI; Jerry Bailey, A.P. O'Horo; Vickie Wildeman, DLZ; Ed Adamczyk, Arcadis; Jon Lorincz, AECOM; Sean Logan, Woolpert; Jacob Siesel, IUOE Local 18; Dan Buser, Crain Langner; Rick Evans, G. Stephens; and Hamid Homaee, KS Associates.

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; Chris Matta, Ohio Turnpike; Laurie Davis, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Amanda Brown, 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. 45-2021 – Resolution Expressing Appreciation of David D. Thomas
2. Resolution No. 46-2021 – Resolution Expressing Appreciation of Dannial Rico
3. Resolution No. 47-2021 – Resolution Approving the Selection of A.P. Horo Company for Project No. 58-21-02 (Rebid) for the Total Amount of \$20,284,000
4. Resolution No. 48-2021 – Resolution Approving the Selection of Perram Electric, Inc. for Project No. 64-21-01 for the Total Amount of \$376,050.00
5. Resolution No. 49-2021 – Resolution Authorizing Woolpert, Inc. to Perform Phase IB Services for Project No. 71-20-03 in the Aggregate Not-to-Exceed Amount of \$1,042,263.00
6. Resolution No. 50-2021 – Resolution Authorizing Modification of Contract with AutoBase, Inc. for Incident Response Services in the Total Not-to-Exceed Amount of \$3,600,000.00
7. Resolution No. 51-2021 – Resolution Awarding a Contract to Crafcoc, Inc. for Joint Sealant Under Bid Invitation No. 4395 in the Total Amount of \$274,015.35;
8. Resolution No. 52-2021 – Resolution Awarding a Contract to Valley Freightliner, Inc. dba Western Star Trucks of Cleveland for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines Under Bid Invitation No. 4393 in the Total Not-to-Exceed Amount of \$160,000.00
9. Resolution No. 53-2021 – Resolution Authorizing Purchase of NEOGOV Solution, Implementation Services and Maintenance Services Under Omnia Partners Cooperative Purchasing Program in the Total Amount of \$320,832.50
10. Resolution No. 54-2021 – Resolution Authorizing the Renewal of Insurance Policies for the Commission’s Property and Casualty Insurance Program for the 2021/2022 Policy Year in the Aggregate Amount of \$1,072,981
11. Resolution No. 55-2021 – Resolution Authorizing Agreement with Professional Account Management, LLC for Image Review Services in the Not-to-Exceed Amount of \$813,755.88

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Expressing Appreciation of David D. Thomas

WHEREAS, on May 20, 1984, David D. Thomas began his service with the Ohio Turnpike and Infrastructure Commission (“Commission”) as a full-time Toll Collector at the Akron Interchange (Toll Plaza 180); and

WHEREAS, David transferred to the Cleveland Interchange (Toll Plaza 173) on June 10, 1990 and remained as a full-time Toll Collector at that Interchange throughout the duration of his long and distinguished career with the Commission; and

WHEREAS, David has been a highly regarded employee whose time with the Commission has served Ohio Turnpike motorists well; and

WHEREAS, the members and staff of the Commission wish to give formal and public recognition to David Thomas for his honorable and exceptionally dedicated role with the Commission for over three and a half decades.

NOW, THEREFORE, BE IT

RESOLVED, that the Ohio Turnpike and Infrastructure Commission hereby acknowledges the many contributions of David D. Thomas during his thirty-seven years and three-months of devoted service in the Toll Operations Department, and the Commission expresses its gratitude; and

FURTHER RESOLVED, that the Commission extends its best wishes to David D. Thomas for a lifetime of continued success and happiness in all matters and activities he may enjoy in the future; and

FURTHER RESOLVED, that the Secretary-Treasurer hereby directs the Executive Director to send a certified copy of this Resolution to David D. Thomas.

(Resolution No. 45-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Expressing Appreciation of Dannial Rico

WHEREAS, on September 29, 1985, Dannial Rico began his service with the Ohio Turnpike and Infrastructure Commission (“Commission”) as a full-time Toll Collector at the North Ridgeville-Cleveland Interchange (Toll Plaza 151); and

WHEREAS, Dannial continued to serve as a full-time Toll Collector at several interchanges throughout his career at the Commission. On September 2, 1990, Dannial transferred to the Lorain County West Interchange (Toll Plaza 142); and

WHEREAS, on May 21, 2000, Dannial transferred to the Vermilion Interchange (Toll Plaza 135); and

WHEREAS, on July 17, 2011, Dannial transferred to the Sandusky-Norwalk Interchange (Toll Plaza 118) where he remained working as a full-time Toll Collector throughout the remainder of his long and distinguished career with the Commission; and

WHEREAS, Dannial has been a highly regarded employee whose time with the Commission has served Ohio Turnpike motorists well; and

WHEREAS, the members and staff of the Commission wish to give formal and public recognition to Dannial Rico for his honorable and exceptionally dedicated role with the Commission for over three and a half decades.

NOW, THEREFORE, BE IT

RESOLVED, that the Ohio Turnpike and Infrastructure Commission hereby acknowledges the many contributions of Dannial Rico during his thirty-six years of devoted service in the Toll Operations Department, and the Commission expresses its gratitude; and

FURTHER RESOLVED, that the Commission extends its best wishes to Dannial Rico for a lifetime of continued success and happiness in all matters and activities he may enjoy in the future; and

FURTHER RESOLVED, that the Secretary-Treasurer hereby directs the Executive Director to send a certified copy of this Resolution to Dannial Rico.

(Resolution No. 46-2021 adopted August 16, 2021)

TCS MODERNIZATION PROJECT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of A.P. Horo Company for Project No. 58-21-02 (Rebid) for the Total Amount of \$20,284,000

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) published a notice in accordance with law to advertise an invitation to bid on a contract to construct a new mainline toll plaza facility, utility buildings, toll booths and canopies at Milepost 211 in Trumbull County, Ohio and toll booth renovations at Milepost 239 in Mahoning County, as part of the Commission’s Toll Collection System Modernization, and designated as Project No. 58-21-02 (Rebid); and

WHEREAS, the Commission received one bid on Project No. 58-21-02 which was 35.4% above the Engineer’s Estimate and pursuant to Resolution No. 32-2021, adopted June 21, 2021, the Commission decided to reject the bid and readvertise the project; and

WHEREAS, the Commission published a notice in accordance with law readvertising its invitation to bid upon a contract to construct a new mainline toll plaza facility, utility buildings, toll booths and canopies at Milepost 211 in Trumbull County, Ohio and toll booth renovations at Milepost 239 in Mahoning County, Ohio, now designated as Project No. 58-21-02 (Rebid) (hereinafter the “Project”); and

WHEREAS, the Commission received one (1) bid to perform the Contractor’s obligations on the Project; and

WHEREAS, the lone bid is in excess of ten percent (10%) above the Engineer’s estimate and, pursuant to Article V of the Instructions to Bidders, the Commission shall convene a Construction Contracts Award Committee (“CCAC”) to determine if the bid prices are within reasonable conformance with the Engineer’s estimate and a bid price may be accepted by the Commission upon a recommendation by the Committee; and

WHEREAS, the CCAC met on August 6, 2021, and after considering the Commission consultant’s evaluation memorandum and information provided by the Engineering staff, the CCAC determined that the apparent low bid submitted by A.P. O’Horo Company (“A.P. O’Horo”), of Youngstown, Ohio, is within reasonable conformance with the Engineer’s estimate and should be accepted for the reasons set forth in the CCAC memo dated August 6, 2021, which is before the Commission and summarized below:

- The Project has twice received only one bid despite reasonable efforts to publicize the project to potential bidders;
- Failure to award this contract will have negative impacts on other key projects;
- The bid received appears balanced;

- The Commission has the funds available to cover the additional cost of the higher bid;
- The bidder has committed to meeting the SBE goal for the Project;
- The bidder appears to have the capacity to perform the Project;
- Due to market volatility, it is uncertain whether a rebid will result in higher, lower or similar pricing; and

WHEREAS, the CCAC reports that A.P. O'Horo submitted the apparent low bid on the Project in the total bid amount of \$20,284,000.00 which it recommends the Commission accept and approve authorization for the Executive Director to award; and

WHEREAS, the Commission's General Counsel advises that it is in the best interest of the Commission to obtain builder's risk insurance for this Project and recommends that the Commission approve the purchase of such insurance for the Project; and

WHEREAS, the Staff Attorney determined that bids for the Project were solicited on the basis of the same terms and conditions and the same specifications, that selecting the bid of A.P. O'Horo conforms to the requirements of Ohio Revised Code Sections 153.54, 5537.07 and 9.312, and A.P. O'Horo submitted a performance bond with good and sufficient surety; and

WHEREAS, the Office of Equity and Inclusion Manager has found that A.P. O'Horo has made a good faith effort to attain the participation of small or otherwise disadvantaged businesses on the Project and has made a commitment to meet the SBE participation goal of 15% for the Project; and

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

WHEREAS, the CCAC recommends the Commission select A.P. O'Horo as the lowest responsive and responsible bidder for the Project; and

WHEREAS, the Commission's Executive Director concurs with the CCAC's recommendation that the Commission approve the award of the Project to A.P. O'Horo as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the bid of A.P. O'Horo Company for Project No. 58-21-02 Rebid in the amount of \$20,284,000.00 is approved as the lowest responsive and responsible bid received and the Executive Director is authorized to execute a contract based on said bid; and

FURTHER RESOLVED, that the Executive Director or the General Counsel, individually, is authorized to obtain builder's risk insurance for the Project, after obtaining competitive quotes, for the Project; and

FURTHER RESOLVED, that the Executive Director has the authority under Article V, Section 1.00 of the Code of Bylaws to approve such extra work or change orders under said Contract that does not exceed ten percent of the approved contract amount or the Executive Director's contracting authority and which is a result of an increase in the planned quantities, newly mandated requirements that did not exist at the time of original contract award, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the Project or increase its costs.

(Resolution No. 47-2021 adopted August 16, 2021)

TCS MODERNIZATION PROJECT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of Perram Electric, Inc. for Project No. 64-21-01 for the Total Amount of \$376,050.00

WHEREAS, the Commission published notice in accordance with law advertising its invitation to bid upon a contract for Automatic Traffic Recorders (ATR) at Toll Plaza 13, Toll Plaza 25, Toll Plaza 34, Toll Plaza 39, Toll Plaza 215, Toll Plaza 216, Toll Plaza 218, Toll Plaza 232 and Toll Plaza 234, Williams, Fulton, Trumbull and Mahoning Counties, Ohio, designated as Project No. 64-21-01 (hereinafter the “Project”); and

WHEREAS, the Commission received three (3) bids to perform the Contractor’s obligations on the Project and the report of the Commission’s Acting Chief Engineer/Director of Field Operations concerning the review and analysis of the bids is before the Commission; and

WHEREAS, the Acting Chief Engineer/Director of Field Operations reports that Perram Electric, Inc. (“Perram Electric”), of Wadsworth, Ohio, submitted the apparent low bid on the Project in the total bid amount of \$376,050.00 which he recommends the Commission accept and approve authorization for the Executive Director to award; and

WHEREAS, the Staff Attorney has determined that bids for the Project were solicited on the basis of the same terms and conditions and the same specifications, that selecting the bid of Perram Electric conforms to the requirements of Ohio Revised Code Sections 153.54, 5537.07 and 9.312, and Perram Electric submitted a performance bond with good and sufficient surety; and

WHEREAS, the Office of Equity and Inclusion has found that Perram Electric has made a good faith effort to attain the participation of small or otherwise disadvantaged businesses on the Project and has made a commitment to meet the SBE participation goal of 10% for the Project; and

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

WHEREAS, the Acting Chief Engineer recommends the Commission select Perram Electric as the lowest responsive and responsible bidder for the Project; and

WHEREAS, the Commission’s Executive Director concurs with the Acting Chief Engineer’s recommendation that the Commission approve the award of the Project to Perram Electric as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the bid of Perram Electric , Inc. for Project No. 64-21-01 in the amount of \$376,050.00 is approved as the lowest responsive and responsible bid received and the Executive Director is authorized to execute a contract based on said bid; and

FURTHER RESOLVED, that the Executive Director has the authority under Article V, Section 1.00 of the Code of Bylaws to approve such extra work or change orders under said Contract that does not exceed ten percent of the approved contract amount or the Executive Director's contracting authority and which is a result of an increase in the planned quantities, newly mandated requirements that did not exist at the time of original contract award, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the Project or increase its costs.

(Resolution No. 48-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Woolpert, Inc. to Perform Phase IB Services for Project No. 71-20-03 in the Aggregate Not-to-Exceed Amount of \$1,042,263.00

WHEREAS, the Commission selected Woolpert, Inc. (“Woolpert”), of Columbus, Ohio, to perform the professional engineering services for the Bridge Replacement at the Ohio Turnpike over Tinkers Creek at Milepost 185.6, in Summit County, Ohio, designated as Project 71-20-03 (the “Project”), on the date noted and for the scope of work identified below:

RESOLUTION	DATE ADOPTED	SCOPE OF SERVICES	AMOUNT AUTHORIZED
Resolution No. 64-2020	October 19, 2020	Phase IA Services, including site inspection, engineering report, design and plan preparation services	\$234,747.00
<i>Proposed in this Resolution</i>			<i>\$807,516.00</i>
		TOTAL:	\$1,042,263.00

WHEREAS, the parties entered into a Professional Consulting Services Contract (the “Contract”), dated November 20, 2020; and

WHEREAS, the parties contemplated modifying the Contract after the completion of the Phase IA Services to incorporate additional design services based on the findings of the work performed under Phase IA and to be separately designated as Phase IB; and

WHEREAS, the Phase IA Services are complete, and the parties prepared a final design scope for the Project which includes, but is not limited to, field work, geotechnical report, environmental permitting, preliminary and final design and plans, and assistance during the bidding process, including bid review services (“Phase IB Services”); and

WHEREAS, Woolpert submitted a fee proposal dated July 29, 2021, in the not-to-exceed amount of \$807,516.00, to perform the Phase IB Services which fee proposal the Acting Chief Engineer/Director of Field Operations deemed reasonable and necessary; and

WHEREAS, the amount set forth in the fee proposal to perform the required Phase IB Services will increase the Contract by an amount that 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 the modification to the Contract incorporating the fee proposal; and

WHEREAS, the Executive Director has reviewed the recommendation submitted by the Acting Chief Engineer/Director of Field Operations and approves the recommendation to authorize Woolpert, Inc. to perform the Phase IB Design Services under Project No. 71-20-03; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the proposal from Woolpert, Inc. dated July 29, 2021 to perform the Phase IB Services, specifically described in the recitals, under Project No. 71-20-03 in the not-to-exceed amount of \$807,516.00 is approved, and the Executive Director is authorized to amend the Contract with Woolpert, Inc., to perform such additional services in accordance with the terms and conditions of the existing Contract and Woolpert's fee proposal dated July 29, 2021, in the aggregate not-to-exceed amount of \$1,042,263.00.

(Resolution No. 49-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Modification of Contract with AutoBase, Inc. for Incident Response Services in the Total Not-to-Exceed Amount of \$3,600,000.00

WHEREAS, the Commission, under Resolution No. 67-2020 adopted October 19, 2020, approved a contract with AutoBase, Inc. in the amount of \$1,900,000.00 for safety patrol and incident response services on the Ohio Turnpike for an initial three-year term (the “Contract”); and

WHEREAS, the Acting Chief Engineer/Director of Field Operations reports that it is necessary to increase the original contract amount due to additional work shifts required by AutoBase, Inc. as a result of the migration of the Incident Responder position to a Roadway Worker position under the recently approved Collective Bargaining Agreement (CBA) for the Full-Time Maintenance Workers; and

WHEREAS, the Acting Chief Engineer/Director of Field Operations reports that the original contract amount of \$1,900,000.00 was based on an estimated 12,896 hours of service per year for the initial three-year term of the Contract, but with the changes under the CBA, 13,728 additional hours per year are required to meet the Commission’s needs for safety patrol and incident response services, and to cover this cost, the additional amount of \$1,700,000.00 must be added to the original contract amount for a total three-year contract amount of \$3,600,000.00; and

WHEREAS, the Acting Chief Engineer/Director of Field Operations recommends that the Commission approve the modification of the Contract in the amount of \$1,700,000.00 for a total three-year contract amount not-to-exceed \$3,600,000.00; and

WHEREAS, Commission action is required to approve the modification to the Contract in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws because the amount of the modification will require an expenditure that exceeds \$150,000.00; and

WHEREAS, the Executive Director has reviewed the recommendation submitted by the Acting Chief Engineer/Director of Field Operations and approves the recommendation to authorize a contract modification with AutoBase, Inc. to perform safety patrol and incident response services; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the contract modification to add 13,728 additional hours per year to the Contract with AutoBase, Inc. for safety patrol and incident response services in the not-to-exceed amount of \$1,700,000.00 is approved, and the Executive Director is authorized to enter into a contract modification with AutoBase, Inc. in accordance with the terms and conditions of the existing Contract, resulting in the aggregate not-to-exceed amount of \$3,600,000.00 for the initial three-year term of the Contract.

(Resolution No. 50-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Awarding a Contract to Crafc, Inc. for Joint Sealant Under Bid Invitation No. 4395 in the Total Amount of \$274,015.35

WHEREAS, the Commission advertised an Invitation for Bids to furnish the approximate quantity of 645,000 pounds of hot-pour, ready-mixed joint sealant under Invitation No. 4395; and

WHEREAS, the Commission received two bids in response to the Invitation, and the Commission's Acting Chief Engineer/Director of Field Operations reviewed and analyzed the timely bids submitted, whose report concerning such analysis is before the Commission; and

WHEREAS, the Acting Chief Engineer/Director of Field Operations reports that Crafc, Inc. ("Crafc"), of Chandler, Arizona, submitted the apparent low bid at a unit price of \$0.4046 per pound; and

WHEREAS, the Acting Chief Engineer/Director of Field Operations reports that the bid of Crafc conforms with the bid specifications in all material respects, observed that Crafc has satisfactorily furnished similar material previously to the Commission, and recommends that the Commission select the bid of Crafc as the lowest responsible and responsive bid received under Invitation No. 4395, in the amount of \$0.4046 per pound, which may result in a total contract price of \$274,015.35 if the maximum delivery variance of five percent from the approximate quantity of 645,000 pounds is reached; and

WHEREAS, the Commission's Staff Attorney has determined that the bids for Invitation No. 4395 were solicited on the basis of the same terms and conditions and the same specifications, and that the bid from Crafc for Invitation No. 4395 conforms to the requirements of Ohio Revised Code Section 5537.07 and 9.312; and

WHEREAS, the Office of Equity and Inclusion (OEI) Manager determined to waive the program requirements due to lack of opportunity and availability of certified firms; and

WHEREAS, the Executive Director has reviewed the report of the Acting Chief Engineer/Director of Field Operations and concurs with the recommendation to award the contract for Invitation No. 4395 to Crafc as the lowest responsive and responsible bidder; and

WHEREAS, Commission action is requested to approve the contract in accordance with Article V, Section 1.00 of the Commission's Code of Bylaws because the amount of the bid received will require an expenditure that exceeds \$150,000.00 to furnish the joint sealant material; and

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the bid of Crafc under Invitation No. 4395, to deliver an approximate quantity of 645,000 pounds of hot-pour, ready-mixed joint sealant for its bid price of \$0.4046 per pound, which will result in a total contract

price of \$274,015.35 if the maximum delivery variance of five percent from the approximate quantity of 645,000 pounds is reached, is approved as the lowest responsive and responsible bid received, and that the Executive Director is authorized to execute a contract on the basis of said bid; and

FURTHER RESOLVED, that the Executive Director has the authority to approve such extra work or change orders under said contracts that does not exceed the greater of the Executive Director's contracting authority or ten percent of the approved contract amount, and authorize such extra work or change orders under said contract as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the project or increase its costs.

(Resolution No. 51-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Awarding a Contract to Valley Freightliner, Inc. dba Western Star Trucks of Cleveland for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines Under Bid Invitation No. 4393 in the Total Not-to-Exceed Amount of \$160,000.00

WHEREAS, on June 28, 2021, the Commission advertised an Invitation for Bids to Furnish its requirements for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines for a term of one (1) year (“Invitation No. 4393”); and

WHEREAS, Invitation No. 4393 was divided into two Groups: Group I – Western Division – Delivery Location – Elmore Maintenance Building; and Group II – Eastern Division- Delivery Location – Hiram Maintenance Building and the bidders were given the option to submit bids for one or both Groups; and

WHEREAS, on July 13, 2021, the Commission received two bids in response to the Invitation No. 4393, and the Commission’s Chief Engineer and Deputy Chief Engineer/Director of Field Operations reviewed and analyzed the bids timely submitted, whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer/Director of Field Operations report that the lowest responsive and responsible bid for furnishing the Commission’s requirements for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines under Invitation No. 4393 was submitted by Valley Freightliner, Inc. dba Western Star Trucks of Cleveland (“Western Star”) of Cleveland, Ohio, in the total not-to-exceed amount of \$160,000.00 (\$80,000.00 for Group I and \$80,000.00 for Group II) for a term of one year, based on the anticipated requirements of the Commission throughout the term of the contract and the pricing offered under the bid; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer/Director of Field Operations report that Western Star has furnished the Commission’s requirements for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines in the past and has performed satisfactorily; and, therefore, the Acting Chief Engineer recommends that the Commission award a contract for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines to Western Star as the lowest responsible and responsive bidder; and

WHEREAS, the Staff Attorney determined that the bids for Invitation No. 4393 were solicited on the basis of the same terms and conditions and the same specifications, and that the bid from Western Star for Invitation No. 4393 conforms to the requirements of Ohio Revised Code Sections 5537.07 and 9.312; and

WHEREAS, the Office of Equity and Inclusion (OEI) Manager determined to waive the program requirements due to lack of opportunity and availability of certified firms; and

WHEREAS, Commission action is requested to approve the contract in accordance with Article V, Section 1.00 of the Commission’s Bylaws because the amount of the bid received may

require expenditures that will exceed \$150,000.00 if the Commission's requirements for pavement sweeping services surpass the estimated quantities; and

WHEREAS, the Commission's Executive Director recommends that the Commission award Western Star the contract for Invitation No. 4393 as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendation.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the bid of Valley Freightliner, Inc. dba Western Star Trucks of Cleveland in the total not-to-exceed amount of \$160,000.00 (\$80,000.00 for Group I and \$80,000.00 for Group II) to furnish the Commission's requirements for Diagnostic Services and Repair/Replacement Parts for Cummins Bridgeway Engines, for a one (1) year, is approved as the lowest responsive and responsible bid received, and that the Executive Director is authorized to execute a contract on the basis of said bid; and

FURTHER RESOLVED, that the Executive Director has the authority to approve such extra work or change orders under said contracts that does not exceed the greater of the Executive Director's contracting authority or ten percent of the approved contract amount, and authorize such extra work or change orders under said contract as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the project or increase its costs.

(Resolution No. 52-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Purchase of NEOGOV Solution, Implementation Services and Maintenance Services Under Omnia Partners Cooperative Purchasing Program in the Total Amount of \$320,832.50

WHEREAS, the Commission is authorized by Section 9.48(B)(2) of the Ohio Revised Code to participate in a joint purchasing program operated by a federal or state association of political subdivisions and the Commission's membership in Omnia Partners, a cooperative purchasing program, has been confirmed through the execution of a master agreement dated August 12, 2021; and

WHEREAS, the Commission's Human Resources Department currently uses a manual, paper-driven process for requisitioning, recruiting and onboarding personnel which is labor intensive and time-consuming and is seeking an electronic process for posting job openings, managing and monitoring applications, scheduling interviews and onboarding personnel; and

WHEREAS, a team consisting of Human Resources, Payroll and Technology staff developed solution requirements, contacted vendors and reviewed software demonstrations from a variety of vendors and, based on this process, determined that the NEOGOV solution provides the best functionality, modularity and ease of implementation to meet the requirements of the Human Resources Department, including a short implementation timeline; and

WHEREAS, the NEOGOV solution and implementation services and five (5) years of maintenance services are available through Omnia Partners, under Contract No. 2018011-02, through SHI International Corporation of Somerset, New Jersey, in the total amount of \$320,832.50; and

WHEREAS, the Director of Administration and the Chief Information Officer recommend that the Commission authorize the purchase of the NEOGOV solution and implementation services and five (5) years of maintenance services through Omnia Partners under Contract No. 2018011-02, through SHI International Corporation of Somerset, New Jersey, in the total amount of \$320,832.50; and

WHEREAS, Commission action is necessary under Article V, Section 1.00 of the Commission's Code of Bylaws because the expenditures required to purchase the NEOGOV solution and implementation services and maintenance services exceeds \$150,000.00; and

WHEREAS, the Executive Director has reviewed the recommendation of the Director of Administration and Chief Information Officer and concurs that the Commission should approve the purchase of the NEOGOV solution and implementation and maintenance services under the Omnia Partners cooperative purchasing program, under Contract No. 2018011-02, through SHI International Corporation; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the purchase of the NEOGOV application and implementation services and five (5) years of maintenance services necessary to support the application, recruiting and onboarding process in the Human Resources Department from SHI International Corporation, through the Omnia Partners Cooperative Purchasing Program under Contract No. No. 2018011-02, in the total amount of \$320,832.50, is approved; and

FURTHER RESOLVED, that the Executive Director has the authority under Article V, Section 1.00 of the Code of Bylaws to approve such extra work or change orders under said contract that does not exceed ten percent of the approved contract amount or the Executive Director's contracting authority and which is a result of an increase in the planned quantities, newly mandated requirements that did not exist at the time of original contract award, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the project or increase its costs.

(Resolution No. 53-2021 adopted August 16, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing the Renewal of Insurance Policies for the Commission's Property and Casualty Insurance Program for the 2021/2022 Policy Year in the Aggregate Amount of \$1,072,981

WHEREAS, the Ohio Turnpike and Infrastructure Commission ("Commission") is required to maintain comprehensive property and casualty insurance coverage in accordance with Article 5, Sections 5.05, 5.06 and 5.07 of the Master Trust Agreement dated April 8, 2013, as amended, as well as the Junior Lien Master Trust Agreement dated August 1, 2013 (collectively, the "Trust Agreements"); and

WHEREAS, the Commission has received proposals for the renewal of the Property and Casualty Insurance Program for the 2021/2022 policy year as described below whereby the Commission will continue to maintain coverage for Commercial General Liability, Automobile Liability, Public Officials Liability, Employment Practices Liability, Employers Liability, Employee Benefits Liability, Bridge and Use & Occupancy, Multi-Peril Property, Data Processing, Maintenance/Contractor's Equipment, Boiler & Machinery, Money and Securities/Crime Insurance, Umbrella/Excess Liability, Pollution Liability and Cyber Liability Insurance coverage, which will result in an overall 12% increase in premium as compared to the cost paid for the same insurance coverage during the 2020/2021 policy year; and

WHEREAS, the General Counsel/Director of Risk Management, and the Commission's independent insurance consultant, Crain Langner & Co. have recommended that the Commission accept the proposals received for the purchase of said insurance policies offered by the following agent/brokerage firms on behalf of insurance carriers at the corresponding premium quotes:

1. Commercial General Liability including terrorism coverage, Automobile Liability, Public Officials Liability, Employment Practices Liability, Employers Liability, Employee Benefits Liability, Umbrella Liability Insurance coverage, and agency fee proposed by Jackson, Dieken & Associates on behalf of the U.S. Specialty Insurance Company for an annual premium of \$205,750, including the agency fee, beginning on September 1, 2021;
2. Multi-Peril/Property Insurance, including terrorism coverage and engineering fees, proposed by Arthur J. Gallagher Risk Management Services, Inc. on behalf of Travelers Indemnity Company for an annual premium of \$275,151 beginning on September 1, 2021;
3. Bridge and Use & Occupancy Insurance, including terrorism coverage, proposed by Arthur J. Gallagher Risk Management Services, Inc. on behalf of the Continental Casualty Company for an annual premium of \$160,948 beginning on September 1, 2021;

4. Broad Form Money and Securities/Crime Insurance proposed by Arthur J. Gallagher Risk Management Services, Inc. on behalf of Travelers Casualty & Surety Co. of America for an annual premium of \$43,157 beginning on September 1, 2021;
5. Excess Liability Insurance Coverage, including terrorism coverage, proposed by several brokers including but limited to a) Jackson, Dieken & Associates, on behalf of U.S. Specialty Insurance Company (first excess layer), for an annual premium of \$37,281; b) Arthur J. Gallagher Risk Management Services, Inc. on behalf of Allied World National Assurance Company (second excess layer), for an annual premium of \$107,040; and The North River Insurance Company (third excess layer), for an annual premium of \$81,210; and Great American Insurance Company (fourth excess layer), for an annual premium of \$41,300; c) Britton Gallagher & Associates on behalf of Cincinnati Insurance Company (fifth excess layer), for an annual premium of \$34,255 beginning on September 1, 2021;
6. Pollution Liability Insurance, including terrorism was purchased in 2020 under a three-year policy term starting September 1, 2020, for a three-year premium of \$39,080 that was paid in 2020 so there will be no charge for this renewal. This coverage is provided by Ironshore Specialty Insurance Company through Arthur J. Gallagher Risk Management Services, Inc.; and
7. Cyber Liability Insurance, including terrorism coverage, proposed by Arthur J. Gallagher Risk Management Services, Inc. on behalf of Crum & Forster Specialty Insurance Company, or other like underwriters with similar or improved terms and conditions for an annual premium not to exceed \$73,862 beginning September 1, 2021.

WHEREAS, the Executive Director has reviewed the recommendations submitted by the General Counsel/Director of Risk Management and Crain Langner & Co. concurs with their recommendations; and

WHEREAS, the Commission has duly considered such recommendations,

NOW, THEREFORE, BE IT

RESOLVED, that the Commission, in accordance with the Trust Agreements, which require it to maintain comprehensive property and casualty insurance coverage, has duly considered the recommendations of its independent insurance consultant and General Counsel/Director of Risk Management; and

FURTHER RESOLVED, that the Commission hereby authorizes the Executive Director and the General Counsel/Director of Risk Management, each alone or together, to purchase the above-specified insurance policies for the aggregate premium amount of \$1,072,981 from the following agencies:

- A. Jackson, Dieken & Associates., for Commercial General Liability Insurance, Employee Benefits Liability Insurance, Employers Liability Insurance, Automobile Liability Insurance, Public Officials Liability Insurance, Employment Practices Liability Insurance, and Umbrella Liability Insurance;
- B. Arthur J. Gallagher Risk Management Services, Inc., for second, third, and fourth layers of Excess Liability Insurance, Bridge and Use & Occupancy Insurance, Multi-Peril Property Insurance, Broad Form Money and Securities/Crime Insurance and Cyber Liability Insurance; and
- C. Britton Gallagher & Associates for fifth layer of Excess Liability Insurance.

FURTHER RESOLVED, that the Commission hereby authorizes the Executive Director or the General Counsel/Director of Risk Management, together or individually, to execute such additional documentation or certificates and to take any and all further action that may be necessary or appropriate in the opinion of the General Counsel/Director of Risk Management to the Commission, in order to effect the purchase of the above-described insurance policies and the intent of this Resolution; and

FURTHER RESOLVED, that a certified copy of this Resolution shall be transmitted to the Trustee for the bondholders in accordance with the requirements of our Trust Agreements.

(Resolution No. 54-2021 adopted August 16, 2021)

TCS MODERNIZATION PROJECT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Agreement with Professional Account Management, LLC for Image Review Services in the Not-to-Exceed Amount of \$813,755.88

WHEREAS, the new toll collection system (“TCS”) will include a video enforcement system for the collection of tolls from customers traveling through an *E-ZPass*[®] only lane without a valid *E-ZPass*[®] transponder which will capture an image of the license plate of the vehicle and the license plate number will be used to bill the vehicle owner to ensure that no toll revenue is lost; and

WHEREAS, both the TCS and the Customer Service Center (“CSC”) System will each have an optical character recognition (“OCR”) software engine to provide automatic license plate identification, but any license plate images that do not meet the configured OCR confidence thresholds or the Commission business rules for automatic processing will need to be manually reviewed, and the CSC System will provide an Image Review Module to facilitate manual image review of license plate information captured by the TCS; and

WHEREAS, it is essential that the license plate number, jurisdiction, and plate type for the manually reviewed license plate images be accurate and entered timely into the Customer Service Center (CSC) System so that the proper customer can be billed and, therefore, the Commission must contract with a vendor to perform manual license plate image review services; and

WHEREAS, on December 1, 2020, the Commission issued its Request for Proposals No. 11-2020 (“RFP”) for Image Review Services for an initial contract term commencing on September 1, 2021, and ending on January 1, 2026, which may be renewed for two additional, two-year periods; and

WHEREAS, on February 12, 2021, four (4) respondents submitted proposals to provide the Image Review Services to the Commission; and

WHEREAS, an Evaluation Team comprised of the CFO/Comptroller, Director of Audit and Internal Control, Chief Technology Officer and Customer Service Center Supervisor conducted the technical review of the proposals submitted, and the Chief Engineer and Stantec, as the Commission’s Toll Collection System Integrator, provided input during the review; and

WHEREAS, the Evaluation Team scored the technical proposals based on the technical proposal evaluation criteria set forth in the RFP, performed reference checks and finalized its technical proposal scoring which resulted in Professional Account Management, LLC, of Milwaukee, Wisconsin, being the second ranked respondent; and

WHEREAS, after the technical proposal scoring was complete, the Evaluation Team reviewed the pricing proposals from each respondent and applied the pricing proposal evaluation criteria set forth in the RFP which resulted in Professional Account Management, LLC, of

Milwaukee, Wisconsin, being the top ranked respondent on the combined scoring of both the technical proposal and pricing proposal and on this basis, the Evaluation Team found Professional Account Management, LLC to be the most qualified to perform the Image Review Services; and

WHEREAS, the Evaluation Team confirmed Professional Account Management, LLC's price proposal and Professional Account Management, LLC agreed to rates as set forth on Exhibit A attached hereto and incorporated herein; and

WHEREAS, Professional Account Management, LLC's total price proposal, which includes fees for 2023 of \$3,800 per month for the first 50,000 transactions reviewed plus 5.5 cents per transaction for the next 50,000 transactions reviewed and 5 cents per transaction for all transactions over 100,000 transaction a month, is 48.7 percent lower than the next lowest proposal; and

WHEREAS, the estimated first year cost in 2023 for Professional Account Management, LLC's manual image review services is \$102,750.00 and the estimated total contract cost over the seven years of the contract, including the optional terms, is \$813,755.88; and

WHEREAS, the Evaluation Team negotiated with Professional Account Management, LLC the form of contract that is attached hereto as Exhibit B, which incorporates Professional Account Management, LLC's pricing proposal; and

WHEREAS, as a result of this competitive process, the Evaluation Committee has concluded that the technical and pricing proposals submitted by Professional Account Management, LLC offers the best value in terms of service and price and recommends that a contract be entered into with that company; and

WHEREAS, the Evaluation Team estimates that the expenditures under the contract to be awarded for Image Review Services 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 award; and

WHEREAS, the Staff Attorney has determined that all legal requirements have been performed and that the aforesaid proposals were solicited on the basis of the same terms, conditions and specifications with respect to all respondents and that the Commission may legally enter into a contract with Professional Account Management, LLC; and

WHEREAS, the Executive Director has reviewed the report of the Evaluation Committee and concurs with the recommendation that the Agreement for Image Review Services be awarded to Professional Account Management, LLC; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that Professional Account Management, LLC is awarded the contract to furnish Image Review Services in the form of the contract attached hereto and incorporated herein as Exhibit B and is approved as offering the best value to the Commission, and that the Executive Director is authorized to execute said contract in the maximum total amount of \$813,755.88 for the initial term and two (2) possible renewal terms, each up to two (2) years; and further said the contract is approved subject to changes or insertions not inconsistent with this Resolution and not materially adverse to the Commission as may be permitted by this Resolution and approved, upon advice of General Counsel to the Commission, and agreed to by the Executive Director; and

FURTHER RESOLVED, that the Executive Director has the authority under Article V, Section 1.00 of the Commission's Code of Bylaws to further the contract in a manner that does not exceed the greater of the Executive Director's contracting authority or ten percent of the approved contract amount, and authorize such extra work or change orders under said contract as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract award, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the project or increase its costs.

(Resolution No. 55-2021 adopted August 16, 2021)