

**MINUTES OF THE 690th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
OCTOBER 18, 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.

Mr. Coviello, State Representative Ghanbari and Senator Reineke are unable to attend today's meeting and are excused.

Myron Pakush is here representing the Ohio Department of Transportation (ODOT) and Dr. Marchbanks.

Will the Acting Assistant Secretary Treasurer, Martin Seekely, please call the roll?

Acting Assistant Secretary-Treasurer: Chairman Hruby

Chairman, Jerry Hruby: Here

Acting Assistant Secretary-Treasurer: Vice Chairman Paradiso

Vice Chairman, Timothy Paradiso: Here

Acting Assistant Secretary-Treasurer: Secretary-Treasurer Barber

Secretary-Treasurer, Sandra Barber: Here

Acting Assistant Secretary-Treasurer: Ms. Eaton Johnson

Commissioner Eaton Johnson: Here

Acting Assistant Secretary-Treasurer: Mr. Pakush

Commissioner, ODOT Proxy, Myron Pakush: Here

Acting Assistant Secretary-Treasurer: Mr. Kennedy

Office of Budget and Management, James Kennedy: Here

Chairman: We have a quorum. This is the 690th 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 September 20, 2021, Commission Meeting? Any corrections, additions, or questions regarding the Minutes?

MOTION: A motion to adopt the Minutes of September 20, 2021, Commission Meeting was made by Mr. Pakush, seconded by Ms. Eaton Johnson and approved by all Commission Members present, with the exception of Vice Chairman Paradiso who abstained.

Chairman: The September 20, 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 September 20, 2021:

1. Five (5) Resolutions;
2. Draft Minutes of the September 20, 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, September 2021;
2. Traffic and Revenue Report, September 2021;
3. Total Revenue by Month and Year, September 2021;
4. Investment Report, September 2021;
5. Financial Statement, September 2021; and
6. Budget Report – Nine Months 2021.

Chairman: Thank you. You all have been given a copy of the proposed schedule of our meetings for next year. If you take some time and review that and then next month we will see if there is any changes that anyone would like to see made so we can make sure we are getting the maximum of our attendance.

Vice Chairman Paradiso: Mr. Chairman, one correction on the minutes. I was not here last month.

Chairman: Thank you. We will now move on to the report from the Deputy Executive Director, Marty Seekely.

Deputy Executive Director Seekely: Good morning, Mr. Chairman and Commission Members.

I will start with an update on retirements over the last month. First, I would like to congratulate and share the photos from retirees that received their retirement certificates over the last month.

Cindy Knights, Sandy Shade and Waunetta Smith all retired from the Toll Operations Department.

In addition, Scott Nuhfer is scheduled to retire from the Maintenance Department on October 30th.

I would also like to report the following promotions:

- Aimee Lane has been promoted to the position of Director of Contracts Administration. In her new position, Aimee will be responsible for procurement contracts and the operations of the Procurement Department.
- Lisa Mejac has been promoted to the position of Comptroller. In her new position, Lisa will be responsible for the Commission's accounting, payroll, investment, and financial reporting functions.
- In Service Plaza Operations, David McLellan has been promoted to Western Division Manager. Dave has been with the Turnpike for over 19 years and has served as Plaza Manager for the Middle Ridge, Vermilion Valley, Great Lakes and Towpath Service Plazas.
- Asst. Service Plaza Manager Gregory Finton has been promoted to Service Plaza Manager for the Middle Ridge, Vermilion Valley, Great Lakes and Towpath plazas.

I wish to congratulate all of them on their well-deserved promotions.

On the screen you will see Brian Kelley, Lauren Hakos, Vinny Gupta, Laurie Davis, and Matt Cole who accepted the 2021 IBTTA Toll Excellence Award in Administration and Finance at the IBTTA Annual meeting last week. As Ferzan mentioned in his report last month, this international award was presented to the Commission for the on-going Strategy Execution program which has yielded improvements in tolling performance, and increased accountability and transparency.

At our last meeting there were some questions about our SBE goals for projects, so with your permission Mr. Chairman I would like to invite Diana Anthony from our Office of Equity and Inclusion to come up and provide a presentation on that process.

Ms. Anthony: Good morning, Chairman and Commission Members.

As you are aware, the Commission has a Business Inclusion Program that is managed by the Office of Equity and Inclusion (OEI). The purpose of the program is to foster the competition for Commission contracts. This is achieved by diversifying its partnerships and building the capacity of small, minority and female-owned businesses.

The Commission's Program goals were established through the recommendations from the 2016 Disparity Study. The recommendations suggested that the Commission establish race and gender-neutral program goals. Therefore, the Office of Equity and Inclusion evaluates every Construction, Professional Services or Goods and Services Contract for a potential SBE goal or waive any requirements where it is impractical to set an SBE goal.

OEI's process for setting the goal is to review each project for availability, opportunity, and practicality of all SBE requirements.

Many of our contracts are under the Professional Service category for Design Contracts.

In the past, Commission contracts for design work included construction administration and inspection work. The Commission had a blanket 25% SBE goal on these contracts. The past structure contracts led to the same consultant performing both design and construction administration. In most cases, the inspection was completed by a certified firm. The older process also allowed the Commission to practically achieve the blanket 25% goals without a more formal review by the OEI.

Today, the structure in letting these design contracts has changed. Whereby, the Commission is now issuing two types of contracts: 1st design and 2nd construction administration and inspection. This new structure does not warrant a blanket 25% SBE. The new process is done through advertisement of a Letter of Interest (LOI). The new criteria in each LOI has removed the construction administration and inspection services from design contracts, in most cases, sometimes it will go back to the way it used to be done, depending on the type of contract. As a result, the scope of work is reduced when we do this new process. The new structure allows the Commission's team to have an opportunity to look at every project differently. Essentially, the scopes of work has been split into two different contract types, therefore a blanket 25% SBE goal may not be as practical as it was under the former structure. The current process is why we may see different goals on various contracts. Now we have a team that will analyze the scope of work that determines opportunity for subcontracting, total dollar amounts for each contract and practicality for SBE requirements.

This new structure allows for an opportunity to have contract scope reviewed by myself, a Project Engineer and the Director of Contracts Administration to determine a realistic approach to setting practical SBE goals. This new structure is also being applied to the Commission's material

testing contracts. Because of the new change, I'm looking forward to working closer with each project and the teams responsible for these contracts.

This upcoming year, we are looking to develop a small contracts process where only a certified Small Businesses will be able to bid as prime consultants, specifically on the Commission's professional design contracts. The intentions are to help our companies get opportunities that will assist with building capacity and experience. Typically, SBE firms are performing tasks such as surveying, geotechnical, and maintenance of traffic for prime consultants. This new program will open up the opportunities for our certified firms to be able to perform entire projects and widen the scope to their expertise. As a step to creating our Small Business Development Program, we are researching best practices used by our partners at ODOT, CMHA and other entities.

We have also partnered with ODOT to have an Availability Study completed by BBC Research & Consulting. An Availability Study is completed by experts who study the market data, and government program goals to determine the percentage of firms available to fulfill government contracts and subcontracts within the entities local market. The kickoff meeting was held on October 13th and we will keep you all updated with the status of the study. The study is intended to be completed by July 2022.

Finally, the current program adopted in 2016 has a sunset date of June 2022. After the Availability Study is complete, we will be presenting to you all a new resolution to extend the current program, adopt new aspirational goals suggested based on the availability study result and present the criteria for our new Small Business Development Program.

That completes Business Inclusion Program update. If you have any questions, I would be happy to answer them.

Chairman: Any questions? Thank you very much for your presentation.

Ms. Anthony: No questions? That means that I am that good. If there are no questions, I would like to invite all of you to schedule a one-on-one meetings with me should you have questions that may arise after today meeting or you want to learn the intricate details of the Commissions Inclusion program. Sometimes these programs are cross-functional across government entities, but depending on how we operate the details are very different. I would love the opportunity to explain them to you.

Thank you for allowing me to present today.

Chairman: Thank you very much. We appreciate it.

Deputy Executive Director: Thank you, Diana. At our last meeting there were also some questions about speed limits in work zones on the Turnpike. So as a follow up to that, with your permission Mr. Chairman, I would like to invite our Traffic Engineer, Travis Bonnett, to come up and provide a brief presentation on our process for determining speed limits in work zones.

Mr. Bonnett: Good morning, Mr. Chairman and Commission Members. At the last meeting there were some questions about work zone speed limits. So, Ferzan asked me to put together a presentation. Being an engineer, I put together about a forty slide presentation, which I guess was not appreciated, so today you will be seeing a shortened version of that.

So, let's talk about speed limits in the Ohio Turnpike's work zones. So, the Federal Manual Uniform Traffic Control Device (MUTCD) states that, "Research has shown that motorists will only reduce their speed if they clearly perceive a need to do so; however, a speed limit reduction may be desirable in temporary traffic control zones that involve work on or near the traveled way, particularly on high-speed multi-lane highways."

To that end, in early 2020, a sub-group of the External Technology Task Force was established to look at speed limits in OTIC work zones.

Annually, the Ohio State Highway Patrol (OSHP) Aerial Division conducts speed surveys along the Ohio Turnpike. So, they take fifty commercial vehicles and fifty passenger vehicles so we can try and figure out what the average speeds are along different sections of the Turnpike. In 2018 and 2019, speed measurements were also taken within three types of work zones. So, we could get some speed measurements taken basically within three types of work zones. There was an unoccupied single lane closure work zone, a contraflow work zone where we have them take it in the contraflow direction, so that is the single lane direction doing on the other side of the barrier wall, so opposite the normal direction and then we also have them take it in the non-contraflow direction.

So, for each type of zone, the 85th percentile speed was calculated. The 85th percentile speed is defined as, "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point."

Traffic Engineers use the 85th percentile speed as a standard to set the speed limit at a safe speed, minimizing crashes and promoting uniform traffic flow along a corridor.

The 85th percentile speed, while limited in sample size here, shows there is very little compliance with the 50-mph speed limit.

So, for the Unoccupied Single-Lane Closure note the small difference between the maximum speed recorded and the 85th percentile versus the larger difference between the maximum speed and the 85th percentile for the other two zones. This shows that the sample group is traveling closer to the maximum speed for the for the Unoccupied Single-Lane Closure than the other two zone types.

So, using that information we looked at some potential solutions. One solution was raising the work zone speed limit from OTIC's traditional 50 mph work zone speed limit and bringing it up to the statutory speed limit, but this was dismissed due to concerns for work safety. Obviously, the faster speeds you have in the work zone, you have workers there, the odds of having a crash and hurting the worker are higher. So, another solution was the use of variable speed limits. So,

the group received approval from the Task Force Steering Committee to proceed with variable speed limits on a trial basis. In 2020, we had some pilot locations to try variable speed limits. We chose two of our maintenance sections to use them in work zones and then we tried variable speed limits in one construction project which was a resurfacing project around Milepost 118. We used those throughout the season. In October 2020, we had an after action review, where we got together, we included the Ohio State Highway Patrol, the contractor and our Communication Center personnel, to talk about how the variable speed limits worked, what worked, what didn't work and then based on that meeting, we had some issues with our notes, our special provisions in our standard drawings. The Ohio State Highway Patrol and the Communication Center personnel reported no issues with using the variable speed limits in the process. So, based on the results of the 2020 after action review, we made changes to our special provisions, our standard drawings, our general notes. We created a digital form for the contractor to fill out when they change the speed limits and then some additional plan notes were created and a flow chart was developed for deciding which speed limits to use in which zones. So, the work zone speed limits is currently based on the following:

- Is there a reduction in the road functionality?
- Will the zone be in place for more than three days?
- Is the posted speed limit 70 mile-per-hour or greater?
- Is the zone at least one mile in length?
- Is there at least one eleven foot lane?
- Is there a shoulder available?

If the answer to one of those questions is, "no," then we use the 50 mile-per-hour speed limit. If the answer is, "yes" to all those, but the workers are going to be behind a portable barrier then we use a permanent 60 mile-per-hour speed limit. If the answer is, "yes" to all, but the workers will be behind a mix of cones, drums and barrier, then we will use our variable speed limit.

In 2021, variable speed limit was expanded to all six of our maintenance sections that have three lanes in them. During this past year, Maintenance set sixty-five variable speed limit work zones. Whereas, in the previous year they had only set twelve. So, we have set a lot more and used the variable speed limits in many of our work zones.

Our pavement replacement projects this year use the same speed limits they have used the previous year that was already in the design plan. At the resurfacing project at the 112 this year, we used variable speeds in the first phase, so we still had two lanes and shoulder. In the second phase of that project, we don't have a shoulder, so we did not use the variable speed limit. We made that zone a 50 mile-per-hour zone because of not having a shoulder.

At the end of this year, we will have another after action review and discuss what worked, what didn't work, how we should expand or reduce the program. We will also look at what other

states are doing. I have sent out requests for information to other states that are part of the Midwest Work Zone Group. I have gotten responses from fourteen states and how they handle speed limits in work zones on the same type of facility.

That completes my shortened down report. I would be happy to answer any questions.

Secretary-Treasurer Barber: I have a comment. I noticed since driving the Turnpike from the west that traffic slows down when they see workers there, but if there are no workers no one adheres to that speed limit. I swear I might be the only person going 50 miles-per-hour. The rest of them, including trucks, are zooming by me and that is bothersome. Is there a rule for that when workers are not present?

Mr. Bonnett: Mr. Chairman and Secretary-Treasurer Barber, so that is where the variable speed limit comes in. If we can implement a variable speed limit in that work zone we will and then raise the speed limit when workers are not present to 65 miles-per-hour. So, what we are still kind of dealing with are projects that sold prior to this being implemented, so there is still some projects out there that we probably would in the future make a variable speed.

Chairman: Thank you very much. We appreciate the information. Anything further, Marty?

Deputy Executive Director: No, Mr. Chairman, that completes my report.

Chairman: Thank you very much, Marty. Congratulations to the whole staff and the team for the IBTTA award. That is a distinguished award that was given our Turnpike. It says that we are about the best, I guess it does.

Congratulations to those that are retiring. We wish you a very lengthy retirement, happy retirement and good health. Thank you for your dedicated service for all the years that you have worked for us.

We also want to congratulate those that were promoted. There is something about your job that creates that situation where you deserve to be promoted. We thank you for that dedication to the Turnpike to warrant such a promotion. We wish you the very best and look forward to continuing to work for you.

We will now move on the report of our Chief Engineer, Tony Yacobucci.

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

The first resolution for your consideration seeks the Commission's authorization to award Contract No. 43-22-03, for the bridge removal of the Ohio Turnpike bridge over an abandoned railroad at Milepost 98.9 and for the bridge deck replacement of the Ohio Turnpike bridge over State Route 510 at Milepost 99.1 all in Sandusky County. This work will be included in the 2022 Capital Improvement Budget. On September 24, 2021, Procurement received six (6) bids in response to this Project. The apparent low bid was submitted by Kokosing Construction Company,

Inc., of Westerville, Ohio, in the amount of \$5,430,470.70, which is below the Engineers Estimate. This bid was evaluated by both the design consultant, KS Associates, of Elyria, Ohio, as well as Commission staff and was found to contain no errors or anomalies. Kokosing has satisfactorily performed projects of similar scope for the Commission in the past and based on previous years' work volume and work presently under contract, it appears Kokosing has sufficient capacity to perform this project. In addition, Kokosing has committed to meet the 11% SBE goal as set by the Office of Equity and Inclusion. Therefore, it is recommended that the Commission award Contract No. 43-22-03 to Kokosing Construction Company, Inc., of Westerville, Ohio in the amount of \$5,430,470.70. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Approving the Selection of Kokosing Construction Company, Inc. for Project No. 43-22-03 for the Total Amount of \$5,430,470.70.

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

MOTION: A motion to adopt *Resolution Approving the Selection of Kokosing Construction Company, Inc. for Project No. 43-22-03 for the Total Amount of \$5,430,470.70* was made by Vice Chairman Paradiso, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 58-2021.

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

Chief Engineer: The second resolution for your consideration seeks the Commission's authorization to award Architectural and Engineering Services during construction for Projects No.'s 58-21-01 - Mainline Toll Plaza Facility, Utility Buildings, Toll Booths & Canopies at Milepost 4, located in Williams County, Ohio; Project No. 58-21-02 - Mainline Toll Plaza Facility, Utility Buildings, Toll Booths & Canopies at Milepost 211, located in Trumbull County, Ohio; and Project No. 58-22-01 - Mainline Toll Plaza Renovation, Utility Building, Toll Booths & Canopy at Milepost 239, located in Mahoning County, Ohio. These projects are part of the Commission's modernization of the Toll Collection System. The Projects will be performed over the 2021 and 2022 construction seasons, and this work is included in the 2021 Capital Improvement Budget. On September 15, 2021, Procurement received four (4) Letters of Interest for the Request for Letters of Interest (LOI) No. 12-2021 for Architectural and Engineering Services during construction for Project No.'s 58-21-01, 58-21-02, and 58-22-01. The LOI's were independently reviewed, evaluated, and scored by the LOI Evaluation Team in accordance with the LOI requirements. The LOI Evaluation Team reviewed and scored the Letters of Interest and concluded that PrimeAE Group, ("Prime"), of Akron, Ohio, was the highest-ranking submittal. The Office of Equity and Inclusion confirmed that all Respondent's met or exceeded the 10% SBE goal as set by the Office of Equity and Inclusion. Fee negotiations commenced between Prime and our Engineering Staff, and on October 5, 2021, a final fee proposal was submitted by PrimeAE, to perform Architectural and Engineering Services during construction on Project No.'s 58-21-01 and 58-21-02 in the total not-to-exceed amount of \$646,910.22. Engineering staff has reviewed and negotiated the fee proposal and finds it reasonable for the scope to be performed. Therefore, we are requesting Commission authorization for the award of the Architectural and Engineering Services during Construction for Project No.'s 58-21-01 and 58-21-02 to PrimeAE Group, of

Akron, Ohio, in the total not-to-exceed amount of \$646,910.22. With your permission, may the General Counsel please read the title of the resolution.

General Counsel: Resolution Approving the Selection of Prime AE Group, Inc. for Architectural and Engineering Services Project Nos. 58-21-01, 58-21-02, and 58-22-01 in the Total Amount of \$646,910.22.

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

MOTION: A motion to adopt *Resolution Approving the Selection of Prime AE Group, Inc. for Architectural and Engineering Services Project Nos. 58-21-01, 58-21-02, and 58-22-01 in the Total Amount of \$646,910.22* was made by Vice Chairman Paradiso, seconded by Mr. Pakush, and approved by all Commission Members present. Resolution No. 59-2021.

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

Chief Engineer: The third resolution for your consideration seeks the Commission's authorization to modify the Agreement for Project No. 71-19-10 with Stantec Consulting Services, Inc. ("Stantec"), of Cleveland, Ohio, relating to the Project Management Services for modernizing the Ohio Turnpike's Toll Collection System and implementing the Strategic Plan, as adopted by the Commission under Resolution No. 57-2017. The Commission, under Resolution No. 48-2019, awarded a Contract to Stantec and authorized an agreement for Stantec to provide Project Management Services under Project No. 71-19-10. On October 5, 2021, Stantec provided a proposal in the amount of \$280,000 for providing Task 6 – Year 3 Onsite Project Management Services to assist Commission staff with the installation of the new toll collection system, and the integration of the Customer Service Center and Unpaid Toll Processing Systems. The additional costs to obtain the necessary Task 6 Services for Project No. 71-19-10 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, therefore requiring Commission authorization of the contract modification. Therefore, we are requesting Commission authorization to amend the Agreement for Project No. 71-19-10 with Stantec Consulting Services, Inc., of Cleveland, Ohio, in the not-to-exceed amount of \$280,000 for Task 6 Services, increasing the total not-to-exceed Amount to \$3,806,500. With your permission, may the General Counsel please read the title of the resolution?

General Counsel: Resolution Authorizing Stantec Consulting Services, Inc. to Perform Toll Collection System Project Management Services – Task 6 – Year 3 On-Site Services Under Project No. 71-19-10 in the Increased Not-To-Exceed Amount of \$3,806,500.00.

Chairman: Any questions or comments?

Vice Chairman Paradiso: Tony, this is interesting. Remind us. This is the sixth task. Was this priced originally in 2019? Was it part of a line item in their proposal?

Chief Engineer: Mr. Chairman and Vice Chairman Paradiso, no it was not. The way we set this contract up was we didn't know what services they were going to provide. So, in lieu of just having one big, I will say, pot of money, we tasked it out. So, every time we had a specific

task for them to perform, we had them price that task. With respect to the original task, Task 1, was their onsite services for the very first year. Instead of saying, “let’s just give them a blanket for three years,” we said, “well we don’t know when we are going to stop this,” so the first year was about \$320,000, I think the second year was very similar at \$305,000, and obviously the third year is \$280,000. This basically goes from November 1 of this year through October 31, 2022. If for some reason we don’t feel we need the services at some point during that timeframe we will terminate that portion of the contract or this task. As you are aware, the actual toll collection system will go through 2023, so there is a very good chance that come this time next year through 2023 will be requested of the Commission to authorize another onsite services.

Chairman: Tony, this comes under the Engineering office supervision of this project, correct?

Chief Engineer: Yes, so well, that is absolutely correct, Mr. Chairman. But the way that this is set up was we have three different lanes, I would call it. We have the toll collection system, which is the roadside system, which is clearly being done by the Engineering staff and run by the Engineering Department. The Customer Service Center on the other hand, Dave Miller, our Director of Audit and Internal Control, is actually heading that portion of the toll modernization system and Marty is actually handling the unpaid toll processing portion of the system. But there actually is a group of seven people that we call our “Committee” for this that get together on a regular basis and really work very closely together to manage this entire, very complex project.

Chairman: Thank you very much. It sounds like it is in great hands. Any other comments? Hearing none, please call the roll.

MOTION: A motion to adopt *Resolution Authorizing Stantec Consulting Services, Inc. to Perform Toll Collection System Project Management Services – Task 6 – Year 3 On-Site Services Under Project No. 71-19-10 in the Increased Not-To-Exceed Amount of \$3,806,500.00* was made by Ms. Eaton Johnson, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 60-2021.

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

Chief Engineer: Mr. Chairman and Commission Members, that completes my report. I do have one comment I would like to make which is, that Annual Consulting Engineer Inspection Report was included in all of your packets. AECOM performed the inspections over the last year. There is nothing major to report. The system is in good operating condition and we continue to strive to keep it very operational and in good condition.

Chairman: Thank you. Congratulations to everyone. That is good to know when you get a good report like that.

Vice Chairman: Tony, one more question. With these reports, you take this report on an annual basis, prioritize them, then in next year’s capital expenditures is how we identify bridges and roads that need work? You use this report to schedule your future jobs, is that correct?

Chief Engineer: Yes, Mr. Chairman and Vice Chairman Paradiso. That is really a summary report. We have very more detailed databases that they actually complete for us and provide us with hard copies, as well as an electronic version that we do go through and make sure that the stuff that they identify is taken care of and it also helps us identify what bridges, what sections of roadway and stuff like that need to be prioritized in the future.

Vice Chairman: Is anyone here today from AECOM?

Chief Engineer: Yes.

Vice Chairman: Thank you. We rely on this. It has been very helpful. We appreciate your help.

Chairman: Anything else? Thank you for your report, Tony. We appreciate it. We will move on to the Chief Information Officer, Chriss Pogorelc.

Chief Information Officer: Good morning, Mr. Chairman and Members of the Commission. I have two resolutions for your consideration this morning.

The first is for the purchase of a camera system for the Service Plazas and a Proof-of-Concept Camera System for the Hiram Maintenance Building.

In support of the Commission's Key Objective to Improve Safety and Enhance Security, the External Technologies Task Force (ETTF) recognized the need for improved monitoring of Commission Facilities using cameras.

The task force identified that the Maintenance, Toll Plaza and Service Plaza building types were unique and that while similar characteristics existed between the grouped buildings, each location would need to be looked at individually. However, a singular Video Management System and uniformity in camera models, where practical, would be sought to ease operations, support, and future maintenance efforts.

In early 2020, the ETTF created an internal work group to focus on the various camera projects. This morning's request is a culmination of this group initial efforts which focused on the Service Plazas and its second task which was the development of a Maintenance Building proof of concept.

A replacement plan specific to the Toll Plazas is currently in development for inclusion in the 2022 Capital Budget and is expected to be presented to you as a separate resolution in early 2022.

Planning for the Service Plaza Camera System began in February 2020 when an internal Service Plaza Camera work group was formed consisting of the Commission's Traffic Engineer Travis Bonnett, Director of Service Plaza Operations Drew Herberger, Eastern Division Service Plaza Manager Doug Turner, Tech Specialist Bill Anderson and myself who were tasked to define the Commission's needs, find a solution that was easily scalable, expandable to additional

locations and develop an implementation plan. We decided that a proof-of-concept camera system installation at one location would be used to fully vet camera placement, functionality, and type before expanding the program to additional locations. Due to its central location and being one of the Commission's largest and busiest Service Plazas, the Middle Ridge Service Plaza was chosen as the site to conduct the proof of concept.

Our group worked with various business units and defined ten key areas that needed camera coverage at the Service Plazas and we then engaged Northwestern Ohio Security Systems, Inc. (NWOSS), who had previously assisted the Commission with the camera system currently in place at the Administration Complex and currently provides similar services to the Ohio Department of Transportation. NWOSS met with our group to get an understanding of the facilities, the desired camera coverage and conducted a thorough security assessment of the Middle Ridge location. From this assessment, NWOSS provided recommended camera locations and made several model recommendations. They worked with the camera manufacturer to bring several demo units onsite to provide sample videos of what could be expected with a full camera system deployment. Based on those results, several cameras were repositioned from the original plan, and alternate models chosen to better cover the desired areas in a more cost-efficient manner.

In March of this year, a Purchase Order was issued for the necessary cameras and licensing to expand the Commission's Milestone Video Management System currently being used for the Administrative Complex Cameras with those being installed at the Middle Ridge Service Plaza. Successful installation was completed in early July.

The ETTF Service Plaza Camera Group, in conjunction with Service Plaza Operations conducted 30-, 60- and 90-day reviews to evaluate the system. During this time camera positions, type and functionality were assessed for further refinement.

Our group concluded that the system installed at Middle Ridge met or exceeded the desired goals and that quotes for the remaining Service Plaza Locations should be sought. NWOSS continued to conduct individual security assessments of the remaining Service Plazas and provided detailed design diagrams and quotes for these locations.

NWOSS submitted a proposal to furnish all required hardware and software components, professional services for cabling and installation, and one year of Milestone Dashboard monitoring from their State of Ohio Master Maintenance Agreement #7635 in the amount of \$1,620,871.15.

In June of 2021, a Threats and Monitoring Assessment Workshop was held in conjunction with the Ohio State Highway Patrol. The ongoing camera system efforts were shared. As a result, it was decided that a proof-of-concept camera system solution for the Maintenance Buildings should be investigated as soon as possible.

Over the next several months the ETTF camera group worked in conjunction with the Deputy Chief Engineer/Director of Field Operations Chris Matta and the Maintenance Engineer Bryan Emery, in a manner like that of the Service Plazas, to identify and define the Commission's needs and development of an implementation plan began. The group decided that a proof-of-concept camera system installation at one location would be used to fully vet camera placement,

functionality, and type before expanding the program to additional locations. The Hiram Maintenance Building was chosen as the site to conduct the proof of concept and thirteen key area for camera coverage were identified.

The group again engaged NWOSS and met to get an understanding of the facilities, the desired camera coverage and conducted a security assessment of the Hiram Maintenance Building. From this assessment NWOSS provided recommended camera locations to meet the Commission defined needs and made camera model recommendations that mirrored those used at the Middle Ridge Service Plaza. Several demo cameras were brought onsite to help finalize location selection. Based on those results, several cameras were repositioned from the original plan, and alternate models chosen to better cover the desired areas.

NWOSS submitted a proposal to furnish all required hardware and software components, professional services for cabling and installation, and one year of Milestone Dashboard monitoring from their State of Ohio Master Maintenance Agreement #7635 in the amount of \$75,111.03.

Following successful installation of the Hiram Maintenance Building Camera system, a three month proof of concept evaluation will commence. During this time camera positions, type and functionality will be accessed and any recommendations to modify the solution will be made. Budgeting for further expansion will take place in 2022 and be included in the 2023 Capital Budget.

To summarize, today's resolution seeks approval for the authority to issue a purchase order to Northwestern Ohio Security Systems, Inc of Lima, Ohio in the not-to-exceed amount of \$1,709,463.09. This will allow for the installation of a camera system solution like what was installed at the Middle Ridge Service Plaza as a proof of concept to be installed into the Commission's remaining thirteen Service Plazas, a Proof-of-Concept Camera System to be installed in the Hiram Maintenance Building and an upgrade to the Commission's existing Milestone licensing to XProtect Corporate which will better meets the needs based on expansion being done. This pricing is from NWOSS's State of Ohio Master Maintenance Agreement #7635 which is discounted between 25-30% off of the manufacturer's list pricing. NWOSS has also included an additional 2% discount on all hardware from their Master Maintenance Agreement list price for this purchase and has committed to offering this for any future expansions.

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

General Counsel: Resolution Authorizing the Purchase of Service Plaza Camera System and Maintenance Building Proof-of-Concept Camera System from Northwestern Ohio Security Systems Inc. in the Total Amount of \$1,709,463.09.

Chairman: Any questions or comments?

Mr. Pakush: Is this proprietary? Are we locked in this company for future expansions or can other companies for the future expansions tap into this.

Chief Information Officer: Mr. Chairman and Mr. Pakush, we are not locked in. What we would be doing is moving all of the camera systems and unifying those under the Milestone platform which is very similar to what ODOT is doing today which will allow for the easy management of this system, the maintenance and things going forward. Honestly, it is a training aspect. It puts all of our video into one system. However, it is not proprietary to one vendor and we do have the option to go out from there.

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

MOTION: A motion to adopt *Resolution Authorizing the Purchase of Service Plaza Camera System and Maintenance Building Proof-of-Concept Camera System from Northwestern Ohio Security Systems Inc. in the Total Amount of \$1,709,463.09* was made by Chairman Hruby, seconded by Mr. Pakush, and approved by all Commission Members present. Resolution No. 61-2021.

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

Chief Information Officer: The second resolution that I have for your consideration this morning is for a Maintenance Renewal and Professional Services for Upgrade of the Commission's Aptean Enterprise Resource Planning (ERP) System.

In December of 2016, the Commission adopted resolution 68-2016 for a five year Maintenance Services Agreement which is set to expire on December 31 of this year. Aptean, Inc. is the sole provider for support and maintenance of the Aptean Ross ERP software which has successfully been in use at the Commission since 1996.

Technology reached out to our Aptean account representatives and inquired about maintenance renewal options. Aptean is generally no longer offering multi-year maintenance renewals, but at our ask was able to provide a proposal for three years in the amount of \$321,511.22. Year one includes a 3% increase from our current rate and there is a 4% increase in years two and 3.

Based on discussions between Technology Staff and members of the Commission's Internal Technology Task Force (ITTF), we also inquired about a quote for the Professional Services necessary to assist the Commission in upgrading from the Commission's Current Aptean Ross version 7.0 to the latest version 8.0.1. The last Commission upgrade to Aptean was completed in 2016 and the new version includes updated features, which could benefit our staff. We were able to get a quote in the not-to-exceed amount of \$107,394.00 for Aptean Professional Services for this upgrade. This includes an estimated 100 hours to uplift custom code that has been developed since inception, services to complete a test conversion and includes complete end-to-end testing of the system prior to Go Live of the upgraded system.

This proposal was discussed with an internal team consisting of the Deputy Executive Director/CFO Marty Seekely, Comptroller Lisa Mejac, Director of Audit and Internal Controls

Dave Miller, Deputy Chief Engineer/Director of Field Operations Chris Matta, Procurement Manager Kevin Golick and other key members of the ITTF. The group unanimously supported the upgrade of the Aptean Ross System and identified beginning this process in October/November of 2021 with a mid-Quarter 1 2022 Go-Live. This timeline would allow for key staff to participate in the necessary testing and implementation would not interfere with any of the Commission's Year-End Accounting activities. The group also reviewed the maintenance renewal proposal and was in favor of the three year renewal term.

In summary, the resolution before you today seeks approval for the authority to issue a purchase order to Aptean, Inc., of Alpharetta, Georgia, in the not-to-exceed amount of \$428,905.22, which includes a three year maintenance agreement for the period of December 31, 2021 through December 30, 2024 in the amount of \$321,511.22 and professional services for upgrade of the Commission's existing Aptean Ross 7.0 System to Aptean Ross 8.0.1v4 in the amount of \$107,394.00.

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

General Counsel: Resolution Authorizing the Purchase of Maintenance and Professional Services from Aptean, Inc. in the Total Amount of \$428,905.22.

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

MOTION: A motion to adopt *Resolution Authorizing the Purchase of Maintenance and Professional Services from Aptean, Paradiso in the Total Amount of \$428,905.22* was made by Vice Chairman Paradiso, seconded by Secretary-Treasurer Barber, and approved by all Commission Members present. Resolution No. 62-2021.

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

Chief Information Officer: That concludes my report, Mr. Chairman.

Chairman: We will now move on to the report of the Comptroller, Lisa Mejac.

Comptroller: Thank you, Mr. Chairman. I have a brief update on our traffic and revenue for the month of September 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 21.1% from September of last year and up 3.2% from September of 2019.

Commercial traffic continued to increase and was up 11.2% from September of last year and up 19.4% from September of 2019. The change in passenger car traffic combined with the toll rate increases caused passenger car toll revenues to increase 23.2% from September of last year and to increase 7.0% from September of 2019.

The increase in commercial traffic combined with the toll rate increases caused commercial vehicle toll revenues to increase 13.1% from September of last year and 25.3% from September of 2019.

This chart shows year-to-date toll revenues through the month of September during each year over the past decade. Year-to-date total toll revenues were \$47.9 million or 23.0% above the amount from last year and \$22.8 million or 9.8% above the amount from 2019.

That completes my report, Mr. Chairman.

Chairman: Thank you. Any questions?

Vice Chairman: This is more of a general comment. You hear of the economy slowing down or the trucks slowing down or having capacity issues. I am looking at this and I think I am looking at this right, commercial traffic in September of this year versus September of 2019, the traffic miles are up 17%, like 100,000,000 miles or something in commercial traffic in one month, up 15,000,000 miles over September of 2019. I guess I don't know what to say about that other than people are traveling the Ohio Turnpike, right?

Comptroller: Yes, Mr. Chairman and Vice Chairman, it is interesting. Marty can speak to that as he does weekly traffic reports and the commercial vehicles have increased, I think because more people are ordering online.

Chairman: And it is going to continue.

Deputy Executive Director/Chief Financial Officer: If you look at Classes 2 through 4, which are not the Class 5 eighteen wheelers, those classes are up 20%-30%, so there are huge jumps in those classes, which I contribute to the Amazon local delivery vehicles.

Vice Chairman: And that is compared to 2019, because 2020 was off because of COVID, right? 2019 was a pretty hefty year. This is fantastic. Thank you.

Chairman: Great. Anything else? Hearing none, we will move on the report of the General Counsel, Jennifer Stueber.

General Counsel: No report this morning, Mr. Chairman.

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

Staff Lieutenant Haymaker: Good morning, Mr. Chairman and Commission Members. I have four items to report on this morning.

On 10/11/2021, Trooper Joshua Weiss, from the Hiram Post, stopped a grey Volkswagen for a speed violation in Mahoning County. Upon his approach, Trooper Weiss detected the odor of raw marijuana emitting from the passenger compartment of the vehicle. I bag of marijuana was

observed in the center console along with a box of .380 caliber rounds. The driver advised he was under suspension and provided an Ohio Identification Card, which identified him as Kenneth P. Green. The driver denied having a weapon several times before finally stating he had a gun in his pants. The driver asked to be handcuffed so we could remove the weapon from his pants. The driver was handcuffed and a loaded Ruger LCP 380 was recovered. The driver was identified and found to be a convicted felon. He was placed under arrest and a search was completed. Miranda was read and the driver was secured in the rear of Trooper Weiss's patrol car. A ride was secured for three children who were occupants in the vehicle and a probable cause search of the vehicle revealed one plastic bag of marijuana. The gun came back stolen out of Kittanning, Pennsylvania. The children were released to the driver's brother and the vehicle was secured at the scene. The driver was cited for Speed (4511.21D4), Possession of Marijuana (2925.11C3), Weapons Under Disability (2923.13) and Receiving Stolen Property (2913.51). The driver was incarcerated in the Mahoning County Jail.

On 9/27/2021, a murder suspect apprehended from California. The suspect was stopped for a marked lanes violation. Indicators of criminal activity were observed and a narcotics K-9 alerted to the vehicle. The suspect admitted to possessing a marijuana smoking pipe. A probable cause search of the vehicle revealed a small amount of marijuana, a smoking pipe, and two loaded firearms. One of the firearms located was an AR-15 pistol with a sixty round drum magazine loaded. The second one was a Springfield Armory Hellcat 9mm. An active warrant out of California for the driver in connection to a homicide that occurred in San Diego. When they contacted Detectives from San Diego, they said that the Hellcat 9mm was the actual gun used in the murder. The suspect was booked into Ottawa County jail awaiting extradition to back to California. Further investigation showed that this suspect is the vice president of the Chosen Few Motorcycle Gang. He was also kicked out of the Marines back in 2014.

On 09/14/2021, a traffic stop was initiated due to a suspected OVI. The person was slow to stop, they were also weaving back and forth, and as you see they started to veer out into traffic. Troopers got out of the car to get the person's attention. When they made contact with the driver, it was immediately apparent that the person was in diabetic shock. Almost within seconds of opening the car door, you hear the Trooper get on the radio and he is requesting a squad. He was able to identify that quickly, which I think that is key because a lot of times these people in diabetic shock are, unfortunately, arrested for OVI and actually it is a pretty dangerous situation where they literally need medical attention immediately. So, it is nice to see that Troopers were able to identify that immediately and take appropriate action.

On several Tuesdays in a row, large 50-60 gallon trashcans were thrown from the overpass in Lorain County causing major traffic hazards on the Ohio Turnpike. On Tuesday October 12th, the Milan Post with assistance from Ohio Turnpike Chief Inspector Joe Mannion and the OSHP Aviation Section, conducted a detail from 8:00 p.m. to 2:00 am, to try and catch the suspects in the act. The investigation continues at this time.

That completes my report, Mr. Chairman.

Chairman: Thank you, Staff Lieutenant Haymaker. We appreciate your work.

The next meeting of the Ohio Turnpike and Infrastructure Commission will be held on Monday, November 15, 2021, at 10:00 a.m., here at the Commission's Headquarters.

If there is no further business, I move that the Commission Meeting is adjourned. Is there a second?

Secretary-Treasurer Barber: Second.

MOTION: A motion to adjourn the 690th Commission Meeting is made by Chairman Hruby, seconded by Secretary-Treasurer Barber, and unanimously approved by all Commission Members present.

Time of adjournment: 10:54 a.m.

Attendees for Record Keeping Purposes:

Commission Members: Chairman Jerry Hruby; Vice Chairman Timothy Paradiso; Secretary-Treasurer Sandra Barber; Commission Member Vickie Eaton Johnson; Commission Member Myron Pakush; and Office of Budget and Management Representative James Kennedy.

Other Attendees: Michael Burgess, Prime AE; Jon Lorincz, AECOM; Hamid Homae; Sean Logan, Woolpert/Sean Logan & Associates, LLC; Ed Adamczyk, Arcadis; Andrew Dominick, NWOSS; Harold Hughes, G Stephens; and Paul Strack, Woolpert.

Staff Lieutenant William Haymaker, Ohio State Highway Patrol; Jennifer Stueber, Ohio Turnpike; Marty Seekely, Ohio Turnpike; Chris Matta, Ohio Turnpike; Laurie Davis, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Aimee Lane, Ohio Turnpike; Brian Kelley, Ohio Turnpike; Matt Cole, Ohio Turnpike; Chriss Pogorelc, Ohio Turnpike; Lisa Mejac, Ohio Turnpike; Tony Yacobucci, Ohio Turnpike; David Miller, Ohio Turnpike; Andrew Herberger, Ohio Turnpike; Joseph Mannion, Ohio Turnpike; Travis Bonnett, Ohio Turnpike; Brian Newbacher, Ohio Turnpike; and Adam Greenslade, Ohio Turnpike.

EXHIBITS

1. Resolution No. 58-2021 – Resolution Approving the Selection of Kokosing Construction Company, Inc. for Project No. 43-22-03 for the Total Amount of \$5,430,470.70;
2. Resolution Approving the Selection of Prime AE Group, Inc. for Architectural and Engineering Services Project Nos. 58-21-01, 58-21-02, and 58-22-01 in the Total Amount of \$646,910.22;
3. Resolution Authorizing Stantec Consulting Services, Inc. to Perform Toll Collection System Project Management Services – Task 6 – Year 3 On-Site Services Under Project No. 71-19-10 in the Increased Not-To-Exceed Amount of \$3,806,500.00;
4. Resolution Authorizing the Purchase of Service Plaza Camera System and Maintenance Building Proof-of-Concept Camera System from Northwestern Ohio Security Systems Inc. in the Total Amount of \$1,709,463.09; and
5. Resolution Authorizing the Purchase of Maintenance and Professional Services from Aptean, Inc. in the Total Amount of \$428,905.22.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of Kokosing Construction Company, Inc. for Project No. 43-22-03 for the Total Amount of \$5,430,470.70

WHEREAS, the Commission published notice in accordance with law advertising its invitation to bid upon a contract for Bridge Deck Replacement and Bridge Removal, at the Ohio Turnpike over an Abandoned Railroad at Milepost 98.9 and the Ohio Turnpike over State Route 510 at Milepost 99.1, in Sandusky County, Ohio, designated as Project No. 43-22-03 (hereinafter the "Project"); and

WHEREAS, the Commission received six (6) bids to perform the Contractor's obligations on the Project and the report of the Commission's Chief Engineer concerning the review and analysis of the bids is before the Commission; and

WHEREAS, the Chief Engineer reports that Kokosing Construction Company, Inc. ("Kokosing"), of Westerville, Ohio, submitted the apparent low bid on the Project in the total bid amount of \$5,430,470.70 which he recommends the Commission accept and approve authorization for the Executive Director to award; and

WHEREAS, the Director of Contracts Administration 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 Kokosing conforms to the requirements of Ohio Revised Code Sections 153.54, 5537.07 and 9.312, and Kokosing submitted a performance bond with good and sufficient surety; and

WHEREAS, the Office of Equity and Inclusion has found that Kokosing 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 11% 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 Chief Engineer recommends the Commission select Kokosing as the lowest responsive and responsible bidder for the Project; and

WHEREAS, the Commission's Executive Director concurs with the Chief Engineer's recommendation that the Commission approve the award of the Project to Kokosing 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 Kokosing Construction Company, Inc. for Project No. 43-22-03 in the amount of \$5,430,470.70 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. 58-2021 adopted October 18, 2021)

TCS MODERNIZATION PROJECT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of Prime AE Group, Inc. for Architectural and Engineering Services Project Nos. 58-21-01, 58-21-02, and 58-22-01 in the Total Amount of \$646,910.22

WHEREAS, on August 23, 2021, the Commission issued Request for Letters of Interest No. 12-2021 seeking letters of interest for architectural and engineering services for Project No. 58-21-01 - Mainline Toll Plaza Facility, Utility Buildings, Toll Booths & Canopies; Milepost 4, located in Williams County, Ohio; Project No. 58-21-02 - Mainline Toll Plaza Facility; Utility Buildings, Toll Booths & Canopies; Milepost 211, located in Trumbull County, Ohio; and Project No. 58-22-01 - Mainline Toll Plaza Renovation; Utility Building, Toll Booths & Canopy; Milepost 239, located in Mahoning County, Ohio (the “Project”); and

WHEREAS, on September 14, 2021, Letters of Interest were received from four (4) firms expressing their readiness to serve as the Commission’s Architectural and Engineering Consultant for architectural and engineering services for the Project; and

WHEREAS, on the basis of the proposals received, the Engineering staff concluded that Prime AE Group, Inc. (“Prime AE”), of Akron, Ohio, was the most qualified to perform the necessary services for the Project; and

WHEREAS, Engineering staff conducted a Scope of Services meeting with Prime AE to confirm a mutual understanding of the services for the Project consisting of Architectural and Engineering Services (the “Services”); and

WHEREAS, Prime AE submitted its fee proposal dated October 5, 2021, to perform the Services for Project Nos. 58-21-01 and 58-21-02, in the not-to-exceed amount of \$646,910.22 (\$316,483.08 for Project No. 58-21-01 and \$330,427.14 for Project No. 58-21-02) which fee proposal the Chief Engineer deemed reasonable and appropriate, and recommends that the Commission approve the award of the contract based on its technical proposal and fee proposal for the Project; and

WHEREAS, the Chief Engineer advises that Prime AE will provide a fee proposal in the future for Project No. 58-22-01, which has not yet been advertised or awarded to a contractor, and such fee proposal will be reviewed and approved at that time in the manner required under the Commission’s contracts policy; and

WHEREAS, the Commission’s Director of Contracts Administration has determined that the LOI process and the selection of Prime AE conform with the requirements of Ohio Revised Code Sections 153.65 to 153.71, that all legal requirements were performed and that the proposals were solicited on the basis of the same terms and conditions with respect to all respondents and potential respondents; and

WHEREAS, the Office of Equity and Inclusion Manager determined that Prime AE 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, the Chief Engineer recommends and the Executive Director has reviewed the recommendation of the Chief Engineer and concurs that the Commission should approve the selection of Prime AE to perform the Services for the Project; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the selection of Prime AE Group, Inc. is approved as the firm that is most qualified to perform the Architectural and Engineering Services necessary for Project Nos. 58-21-01, 58-21-02 and 58-22-01 and that the Executive Director is authorized to execute a contract with Prime AE Group, Inc. in the total amount of \$646,910.22 for services on Project Nos. 58-21-01 and 58-21-02; 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 (10%) 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. 59-2021 adopted October 18, 2021)

TCS MODERNIZATION PROJECT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing Stantec Consulting Services, Inc. to Perform Toll Collection System Project Management Services – Task 6 – Year 3 On-Site Services Under Project No. 71-19-10 in the Increased Not-To-Exceed Amount of \$3,806,500.00

WHEREAS, the Commission selected Stantec Consulting Services, Inc. (“Stantec”) to perform project management services for the Toll Collection System Modernization (the “TCS Project”), designated as Project No. 71-19-10, pursuant to the adopted resolutions, on the dates noted and for the scope of work identified below:

| RESOLUTION | DATE ADOPTED | SCOPE OF SERVICES | AMOUNT AUTHORIZED |
|-------------------|---------------------|--|--------------------------|
| 48-2019 | October 21, 2019 | Task 1 and Task 2 services, including Task 2 Modification for legal research/tasks on various TCS/CSC topics | \$500,000.00 |
| 38-2020 | May 18, 2020 | Task 3 services, including oversight of the development, implementation, testing, installation and integration of the TCS Project over a 3 year period | \$1,955,000.00 |
| 65-2020 | October 19, 2020 | Task 4 – Year 2 Onsite Services | \$322,500.00 |
| 36-2021 | June 21, 2021 | Task 5 – support services for integration of the TCS with the Customer Service Center (“CSC”) and Unpaid Toll Processing system | \$749,000.00 |
| | | CURRENT TOTAL: (without Task 6 Services) | \$3,526,500.00 |

WHEREAS, the Chief Engineer determined that the next phase of services for the Project is Task 6;

WHEREAS, Stantec has submitted a fee proposal dated October 5, 2021, to provide project management services on-site at the Commission’s headquarters for the TCS Project (“Task 6 Services”) for the period of November 1, 2021, through October 31, 2022, in the not-to-exceed amount of \$280,000.00, which amount the Chief Engineer has deemed to be reasonable and necessary; and

WHEREAS, the amount set forth in the fee proposal from Stantec, dated October 5, 2021, to perform the Task 6 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 Executive Director to issue an assignment letter to Stantec for Task 6 Services incorporating the Task 6 scope of services and approved fee proposals; and

WHEREAS, the Chief Engineer recommends, and the Executive Director has reviewed the recommendation submitted by the Chief Engineer and approves the recommendation to authorize Stantec to perform Task 6 under Project No. 71-19-10; and

WHEREAS, the Commission has duly considered such recommendation.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the proposal from Stantec dated October 5, 2021 to perform Task 6, specifically the services described in the recitals, under Project No. 71-19-10 in the not-to-exceed amount of \$280,000.00 is approved, and the Executive Director is authorized to issue an assignment letter to Stantec to perform such project management services in accordance with the terms and conditions of the existing Agreement and Stantec's fee proposal dated October 5, 2021, resulting in the aggregate not-to-exceed amount of \$3,806,500.00 for Tasks 1, 2, 3, 4, 5 and 6.

(Resolution No. 60-2021 adopted October 18, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing the Purchase of Service Plaza Camera System and Maintenance Building Proof-of-Concept Camera System from Northwestern Ohio Security Systems Inc. in the Total Amount of \$1,709,463.09

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

WHEREAS, one of the Commission’s Guiding Principles is to Improve Safety; and

WHEREAS, in support of the Commission’s Key Objectives is to Improve Safety and Enhance Security, the External Technologies Task Force recognized the need for improved monitoring of Commission Facilities using cameras; and

WHEREAS, an internal work group of the Task Force concluded that a singular Video Management System and uniformity in camera models, when practical, is advantageous for ease of operations, support and future maintenance efforts at the Commission’s buildings; and

WHEREAS, beginning in February 2020, the Task Force Group developed and implemented a proof-of-concept camera system at the Middle Ridge Service Plaza, engaging Northwestern Ohio Security Systems, Inc. (NWOSS) of Lima, Ohio, to provide recommendations for camera models and placement; and

WHEREAS, the Task Force Group concluded that the camera system at Middle Ridge Service Plaza met or exceeded the desired goals and that quotations for the remaining Service Plaza locations should be sought; and

WHEREAS, NWOSS submitted a proposal to furnish all required hardware and software components, professional services for cabling and installation and one year of monitoring from State of Ohio Master Maintenance Agreement No. 7635 in the amount of \$1,620,871.15; and

WHEREAS, the Task Force Group additionally has developed a proof-of-concept plan for the Hiram Maintenance Building; and

WHEREAS, NWOSS has submitted a proposal to furnish all required hardware and software components, professional services for cabling and installation and one year of monitoring from State of Ohio Master Maintenance Agreement No. 7635 for the proof-of-concept plan of the Hiram Maintenance Building in the amount of \$75,111.03; and

WHEREAS, the Chief Information Officer and the Task Force Group recommends that the Commission approve the purchase of hardware and software components, professional and monitoring services in the total amount of \$1,709,463.09; 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 hardware and software components, professional and monitoring services exceeds \$150,000.00; and

WHEREAS, the Executive Director has reviewed the recommendation of the Chief Information Officer and concurs that the Commission should approve the purchase of hardware and software components, professional services for cabling and installation and one year of monitoring from State of Ohio Master Maintenance Agreement No. 7635 under the DAS Purchasing Program; 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 cameras is necessary for maintaining and improving the security and safety of the Commission, its customers and staff; and

FURTHER RESOLVED, by the Ohio Turnpike and Infrastructure Commission that the purchase of the hardware and software components, professional services for cabling and installation and one year of monitoring from Northwestern Ohio Security Systems Inc. of Lima, Ohio, through the DAS Purchasing Program under State of Ohio Master Maintenance Agreement No. 7635, in the total not-to-exceed amount of \$1,709,463.09, 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. 61-2021 adopted October 18, 2021)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing the Purchase of Maintenance and Professional Services from Aptean, Inc. in the Total Amount of \$428,905.22

WHEREAS, pursuant to Resolution No. 68-1996 adopted on November 12, 1996, the Commission entered into an Agreement with Ross Systems, Inc. of Atlanta, Georgia to furnish and install software for an Integrated Business Application System, incorporating six different modules to assist in the performance of the Commission's equipment maintenance, financial reporting, inventory, purchasing, human resources and payroll functions; and

WHEREAS, pursuant to Resolution No. 68-2016 adopted on December 19, 2016, Aptean, Inc., of Atlanta, Georgia, acquired Ross Systems' interests in the Commission's agreement for the software licenses and maintenance support of the maintenance, financial reporting, inventory and purchasing components of its Enterprise Resource Planning ("ERP") System in 2012, which the Commission recognized when approving the continued maintenance of the software through 2016 under Resolution No. 74- 2013; and

WHEREAS, pursuant to Resolution No. 68-2016 adopted on December 19, 2016, the Commission authorized a five-year Maintenance Service Agreement for the Commission's ERP System; and

WHEREAS, Aptean Inc. is the sole provider of for support and maintenance of the ERP software; and

WHEREAS, the Commission's Technology Staff received proposals from Aptean, Inc. for a renewal of the existing Maintenance Services Agreement for a period of three years in the amount of \$321,511.22; and

WHEREAS, members of the Commission's Internal Technology Task Force additionally requested proposals from Aptean, Inc. for Professional Services necessary to assist the Commission with upgrading the ERP software in the amount of \$107,394.00; and

WHEREAS, the Chief Information Officer recommends that the Commission approve a three year extension of the Maintenance Service Agreement and purchase of Professional Services in order to assist the Commission with upgrading the ERP software in the total amount of \$428,905.22; 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 hardware and software components, professional and monitoring services exceeds \$150,000.00; and

WHEREAS, the Executive Director has reviewed the recommendation of the Chief Information Officer and concurs that the Commission should approve a three-year extension of the Maintenance Service Agreement and purchase of Professional Services to assist the Commission with upgrading software as outlined herein from Aptean, Inc.; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED, by the Ohio Turnpike and Infrastructure Commission that a three-year extension of the Maintenance Service Agreement and purchase of Professional Services to assist the Commission with upgrading the ERP software is approved and that the Executive Director is authorized to execute a contract with Aptean, Inc. in the total amount of \$428,905.22; 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. 62-2021 adopted October 18, 2021)