

**MINUTES OF THE 600<sup>th</sup> MEETING OF THE OHIO TURNPIKE  
AND INFRASTRUCTURE COMMISSION  
October 21, 2013**

**Chairman Hruby:** (10:00 a.m.) It is now 10:00 a.m., and we will begin our Meeting. Would you please now stand and join me in our Pledge of Allegiance. (Pledge of Allegiance is recited by all in attendance). Good morning. The Meeting will come to order. I hope everyone signed in so we can keep an accurate record of who was in attendance of our Meeting. Will the Executive Director please call the roll?

**Director Hodges:** Chairman Hruby.

**Chairman Hruby:** Here.

**Director Hodges:** Vice Chairman Balog.

**Vice Chairman Balog:** Here.

**Director Hodges:** Commissioner Dixon sends his regrets.

**Director Hodges:** Secretary-Treasurer Barber.

**Secretary Barber:** Present.

**Director Hodges:** Commissioner Paradiso.

**Mr. Paradiso:** Here.

**Director Hodges:** Mr. Murphy sends his regrets. Mr. Kauffman.

**Mr. Kauffman:** Present.

**Director Hodges:** Senator Manning.

**Senator Manning:** Here.

**Director Hodges:** Representative Dovilla sent his regrets. We have a quorum.

**Chairman Hruby:** This is the 600<sup>th</sup> Meeting of the Ohio Turnpike and Infrastructure Commission. What are we doing regarding the fact that it is the 600<sup>th</sup> Meeting?

**Director Hodges:** We are having cake afterwards. Donna has gotten us a cake, and it will be right in here for the 600<sup>th</sup> Commission Meeting. Everybody is welcome.

**Chairman Hruby:** Can you believe 600 Meetings? We are meeting at the Commission Headquarters as provided by our Code of Bylaws. Various reports will be received, and several Resolutions will be brought before the Commission, draft copies of which have been provided to our Members previous to this Meeting. The Resolutions will be explained thoroughly during the appropriate report. Can I have a Motion to adopt the Minutes of the September 16, 2013 Commission Meeting?

**Vice Chairman Balog:** So moved.

**Chairman Hruby:** I will second that. Call the roll, please. No, the Minutes are adopted.

**Director Hodges:** Vice Chairman Balog.

**Vice Chairman Balog:** Yes.

**Director Hodges:** Chairman Hruby.

**Chairman Hruby:** Yes.

**Director Hodges:** Secretary-Treasurer Barber.

**Secretary Barber:** Yes.

**Director Hodges:** Commissioner Paradiso.

**Mr. Paradiso:** Yes.

**Director Hodges:** Four to zero.

**Chairman Hruby:** We will proceed with the report of our Secretary-Treasurer, Mrs. Barber.

**Secretary Barber:** Thank you Mr. Chairman. I would like to begin my report with the following items that have been sent to the Members of the Commission since the last scheduled Meeting of the Commission on September 16, 2013:

1. Four Resolutions;
2. Minutes of the September 16, 2013 Commission Meeting; and
3. The Agenda for today's Meeting.

We have included in their folders for today's meeting, the following additional documents:

4. 58<sup>th</sup> Annual Inspection Report for 2013;
5. Traffic Crash Summary Report, August & September, 2013;
6. Traffic and Revenue Report, September, 2013;
7. Investment Report, September, 2013;
8. Financial Statement, August & September 2013;
9. Total Revenue by Month and Year, September 2013;
10. Third Quarter Budget Report; and
11. Various News Articles.

That concludes my report, Mr. Chairman.

**Chairman Hruby:** Thank you. Are there any questions for Mrs. Barber? Hearing none, we will move on to the report of our Executive Director, Mr. Hodges.

**Director Hodges:** Good morning Mr. Chairman and members of the Commission. After all of the excitement of the last few meetings, we thought we would make this month's meeting a little more routine. You will have three Resolutions to consider in addition to the

various reports. I would like to use my remarks to draw your attention to two exceptional accomplishments by members of our staff. Chairman Hruby, you have asked that we acknowledge some of these folks with the Commission.

First of all, Adam Greenslade, our Director of Government Affairs, Marketing & Communications, Ohio Turnpike and Infrastructure Commission, was named to the 20 Under 40 Leadership Recognition Award in Toledo. There were approximately 280 applicants, and Adam was named one of the "20." Congratulations to you, Adam. That is quite an accomplishment, and we are proud of you.

On a somber note, I would like to tell you about the extraordinary effort of Mike Sheridan, our Foreman at the Canfield maintenance building. As you know, we have incident responders who continuously drive on our road assisting customers. Frequently, they offer assistance to stranded motorists and assist in clearing minor accidents. Sometimes they encounter major accidents and what they witness can be quite grisly. We are proud of their efforts. Their contributions are not always recognized, but they are always appreciated.

Mike Sheridan encountered a situation last April that was truly unusual. His quick and, I might add courageous response, more than likely saved a life. Mike placed his own safety in jeopardy for the sake of another human being. As Mike was leaving work, he observed a motorist in obvious distress. He was covered in blood and running aimlessly in the median. Mike stopped and discovered the individual was distraught and intent on taking his own life. The blood came from self-inflicted wounds. Mike took the situation in hand and tried to confine the individual, while also trying to calm him down and get help. The individual was beyond reason and not finished trying to commit suicide. He threatened, and attempted, to run into oncoming traffic where cars and trucks traveling 70 miles per hour would have certainly killed

him and perhaps caused an even greater tragedy. Obviously, the individual was not concerned about his own safety, so he did not attempt to do anything to keep Mike safe either.

Somehow, Mike was able to stop the individual and prevent him from running into traffic until help arrived. As other assistance arrived, Mike helped shut down traffic until medical personnel and officers from our fine Highway Patrol could restrain him, and get him the help he needed. Today, the individual is alive and recovering.

When I heard about the incident, I investigated to determine exactly how the situation evolved and what Mike actually accomplished. I was extremely impressed. Mike went above and beyond the call of duty and, at great personal risk, probably saved a life. If you know Mike and hear the comments from people who work with him, you would know we are very fortunate to have him as a leader on the Turnpike team. He enjoys the respect of his men and the people who work with him. You can see why. In a very difficult situation, he demonstrated real character and courage and helped prevent a tragedy.

Mike would probably be happier with a pat on the back and an “atta boy,” instead of recognition in front of a large group of people, but I thought you needed to hear about it. He is a source of pride to all of us and a symbol of the kind of people who work here. I asked that a Resolution of Commendation be prepared for your consideration in recognition of his extraordinary commitment. With your permission Mr. Chairman I would like to ask counsel to read the Resolved.

**Chairman Hruby:** Please.

**General Counsel:** RESOLVED, that the Ohio Turnpike and Infrastructure Commission, by the adoption of this Resolution, hereby expresses its deep appreciation for the distinguished manner in which Canfield Foreman, Michael R. Sheridan responded to the life threatening situation that occurred at Milepost 227 on the Turnpike on April 17, 2013; and

FURTHER RESOLVED, that Canfield Foreman, Michael R. Sheridan, while performing his duties, exhibited extraordinary bravery and courage in an effort to preserve the life of a distressed patron and to diffuse a potentially dangerous situation for other Turnpike travelers; and

FURTHER RESOLVED, that the Commission also considers that the people of the State of Ohio have been fortunate in receiving the unselfish services that he rendered; and

FURTHER RESOLVED, that the Commission extends its best wishes to Michael R. Sheridan and his family; and

FURTHER RESOLVED, that the Secretary-Treasurer be, and hereby she is, directed to send a certified copy of this Resolution to Canfield Foreman, Michael R. Sheridan.

**Chairman Hruby:** You have heard the Resolution. Is there any action to be taken?

**Vice Chairman Balog:** Motion to adopt.

**Secretary Barber:** Second.

**Chairman Hruby:** Moved and seconded. Are there any questions or comments? I would like to make a brief comment, sir. That is an extraordinary story. You must be an extraordinary man who cares about his fellow man quite a bit to put your life in jeopardy like that. In your tenure with the Turnpike, it is obvious that your leadership has been recognized, your outstanding performance has been recognized and, now, we have found something else about you – that you are a hero and that you are a brave man. On behalf of the Commission, thank you so very much for what you did. (All applaud) Roll call.

**Director Hodges:** Vice Chairman Balog.

**Vice Chairman Balog:** Yes.

**Director Hodges:** Secretary-Treasurer Barber.

**Secretary Barber:** Yes.

**Director Hodges:** Chairman Hruby.

**Chairman Hruby:** Yes.

**Director Hodges:** Commissioner Paradiso.

**Mr. Paradiso:** Yes.

**Director Hodges:** Four to zero. Mike, if you would like to come up to receive your Resolution and have a photo taken with the Chairman. (Photo taken) Mr. Chairman, that concludes my report.

## **OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**

### **Resolution Honoring the Distinguished Service of Canfield Foreman, Michael R. Sheridan, for his Courageous Actions on April 17, 2013**

WHEREAS, Canfield Foreman, Michael R. Sheridan began his employment with the Ohio Turnpike and Infrastructure Commission as a roadway worker on August 29, 1989; and

WHEREAS, Michael R. Sheridan was promoted to Assistant Foreman on February 1, 1996 and Foreman on January 1, 2001, and, throughout his tenure with the Commission, has performed his duties in an exemplary manner; and

WHEREAS, members of the Commission wish to acknowledge and publicly recognize the valiant and courageous manner in which Canfield Foreman, Michael R. Sheridan performed his duties while responding to a traffic emergency at Milepost 227 on April 17, 2013; and

WHEREAS, the heroic actions of Michael R. Sheridan saved the life of a distressed patron and diffused a potentially dangerous situation for other Turnpike travelers that could have led to other life threatening or fatal injuries; and

WHEREAS, Commission members view the extraordinary bravery exhibited by Michael R. Sheridan in responding to this life threatening emergency, as an example of excellence for which formal and public recognition should be given; and

NOW, THEREFORE, BE IT

RESOLVED, that the Ohio Turnpike and Infrastructure Commission, by the adoption of this Resolution, hereby expresses its deep appreciation for the distinguished manner in which Canfield Foreman, Michael R. Sheridan responded to the life threatening situation that occurred at Milepost 227 on the Turnpike on April 17, 2013; and

FURTHER RESOLVED, that Canfield Foreman, Michael R. Sheridan, while performing his duties, exhibited extraordinary bravery and courage in an effort to preserve the life of a distressed patron and to diffuse a potentially dangerous situation for other Turnpike travelers; and

FURTHER RESOLVED, that the Commission also considers that the people of the State of Ohio have been fortunate in receiving the unselfish services that he rendered; and

FURTHER RESOLVED, that the Commission extends its best wishes to Michael R. Sheridan and his family; and

FURTHER RESOLVED, that the Secretary-Treasurer be, and hereby she is, directed to send a certified copy of this Resolution to Canfield Foreman, Michael R. Sheridan.

**(Resolution No. 70-2013 adopted October 21, 2013)**

**Chairman Hruby:** We will move on with the report from our Deputy Executive Director, Robin Carlin.

**DED Carlin:** As part of the monthly installment, I want to make sure that I update the Commission Members regarding the really great work that the managers and directors are doing as part of the continued Strategic Planning Process. I have to say that it has been a really great process to be a part of because often times, Strategic Planning can be one of those times where people get on board and, then they think, “all right, six months later, we will drop it and no one is going to be committed to it.” We have a great group of managers and directors who have maintained their commitment to the process, and we are actually seeing progress. So, it is a very exciting time.

We recently met on September 19<sup>th</sup> in one of the conference rooms at the Indians’ Field. We had their Senior Vice-President of Strategy and Business Analytics as our guest speaker. I cannot tell you how wonderful that was, because it gave us an opportunity to ask him questions, find out what challenges they are facing and how they are pretty identical to what we are facing. Fortunately, through his presentation, he was able to help us through the “value” issue that we



were having trouble with. If you remember, a couple of months ago I had reported to you that our values were not quite meshing. We were not quite convinced that that was exactly where we wanted to go. And, what we found out is that, what we had originally identified as our Values, ended up being more core commitments. We modified ours to say, “these are our core service commitments to our customers” and that began to make more sense. So, when you look at the “S.W.I.F.T.” acronym, then it tells us that, yes, our road is **Safe** and reliable. And, that is a core commitment to our customers. It is **Well-maintained**, and I think everyone would agree. We are working to be **Innovative**, so that we can look at other ways to do things and be on the cutting edge. We are **Financially** responsible thanks to Marty and his team, and **Technologically** driven. *E-ZPass* has taken us in that direction, and we continue to look at other ways to explore technology. We really felt like we were moving in the right direction and, with Lauren and Adam’s help, we were able to put that together and make it even a better package for marketing and communicating that to our customers and to our employees, so that everybody could be part of that process.

As a result, we started looking at Values in a different way and we started looking at that as more person centered. What do we look for in employees as we recruit them? Do we evaluate those same values in employees? Is this the kind of relationships that we are looking towards in what we truly value? We have a work in progress occurring with that. Hopefully, I will have more to report to you next month on our Values.

Towards the end of our planning session, we started looking at what our next steps are. We have five steps that we are going to begin working on. We will formalize our Core Commitments and the Organizational Values. We will begin the important task of messaging to our employees because we want our employees to understand what we stand for, the progress

that we are making and for them to be a part of that. We will develop a timeline or roadmap, which is very timely considering we are all about transportation, so a roadmap will show the progress we are making and, then what we still have left to accomplish. Obviously, we need to develop metrics so that we can truly measure our progress to make sure that we are doing the job correctly. And, then, we will begin identifying activities for process improvement utilizing the great help from LeanOhio's office. For us, it is another example of a shared service where we can tap into the talent in other state agencies.

Regarding the progress being made with respect to the critical issues, I would just like to highlight the following.

Critical Issue #1 - Finance. This is being led by our Assistant Comptroller, Lisa Mejac, along with our CFO, Marty Seekely. We have already issued the RFP for the naming rights. We are in the final stages with the qualified respondents to see about moving forward there. So, we are making progress with respect to our finance issue.

Critical Issue #2 - Workflow Process. This is being led by Dave Miller and Tony Yacobucci to make sure that our standard operating procedures (SOP's) are getting the attention they need. It is about 95% complete where every department has identified their mission statement, a table of contents for their SOP's, and their job department's descriptions. So, they have begun the skeleton, if you will, and will move forward. We feel very good about that progress.

Critical Issue #3 - Technology. We are moving forward with our technology infrastructure needs and, with the input of Randy Cole, we are able to tap into his expertise. We have a meeting scheduled with him for Thursday, so that we can begin moving forward and including him in that process.

Critical Issue #4 - Staffing. We have completed the draft of the Staffing Analysis and, hopefully, I will have something to show you at the next Commission Meeting.

Critical Issue #5 - Marketing and Communications. This is another very exciting tangible that we have been able to achieve. The Marketing and Communications Team in the Critical Issue Team sent out a survey to all of our employees. We actually had very good feedback of what employees would like to receive in the form of communications. We have tabulated all of those results, and we put them on the extranet in their entirety so that the employees could see that we are taking it seriously. We have already started making strides in getting our communications efforts improved through the newsletter as well as through Press Releases reaching the field promptly and to hear more from us, so we are actually getting them what they have requested. We feel very good about that. You will hear more from Lauren Hakos from her in-depth presentation on her critical issue next month.

Critical Issue #6 - Partnerships. Today we will have a presentation, and this is probably one of our best examples, on our Traffic Information Management System Program (TIMS). It is led by the efforts of Assistant Chief Engineer, Dennis Albrecht, our Communication Center Supervisor, Tara Cottrell, our Safety Services Manager, Ed Miller and Captain Hannay from the Ohio State Highway Patrol. They have worked very hard in developing what is considered to be a “Best Practice” statewide. It is also an excellent example of partnerships because it incorporates state agencies, local police, fire and EMS, and it shows all of us working together. It is something that we are very proud of. With that, and with your permission, I will go ahead and turn it over to the group who will walk you through the TIMS process.

**Chairman Hruby:** Please.

**Captain Hannay:** Good morning Mr. Chairman and Commission Members. Thank you for allowing us the opportunity to share with you this morning. As you can see on the monitor, we are talking this morning about Traffic Incident Management. In a nutshell, Traffic Incident Management is effective communications, cooperation and coordination amongst all first responders that handle traffic incidents. Any incident that occurs on the Ohio Turnpike has the potential to stop traffic in either direction or in both directions and, effectively, to interfere with traffic flow off of the Turnpike in our local rural routes. This is a commonsense approach to Traffic Incident Management.

This slide here represents Ohio's Traffic Incident Management Program – QuickClear. QuickClear was originally thought of as a cooperative effort between the Department of Public Safety and the Ohio Department of Transportation (“ODOT”) back in 2002. It did not gain a lot of momentum back in 2002. The only two players in the market were the Ohio State Highway Patrol and ODOT. In 2005-2006, Ohio Turnpike's Safety Services, Maintenance and I began talking about Traffic Incident Management, and it has continued to grow since then. We brought the Federal Highway Administration on board with us in 2009 under the Strategic Highway Response Plan (“SHRP2”) from the Federal Highway Program, and they introduced formalized training in Traffic Incident Management to the State of Ohio, and we did that one year ago this past September. We have 250 trained trainers across the State, including Turnpike personnel. We have 4,300 trained First Responders across the State in effective Traffic Incident Management. I co-chair the Steering Committee for the State of Ohio for our QuickClear Committee, which includes our police chiefs, fire chiefs, Buckeye Sheriffs' Association, Emergency Management, the State Coroners' Association, the Ohio Media Association, towing and recovery and the trucking industry. So, you can see that we have a lot of partners that have a

lot at stake with Ohio's QuickClear, or our Traffic Incident Management Program. Our Program on the Ohio Turnpike was the model for what we do statewide. We have introduced a lot of the Best Practices that you will hear about this morning, across the state in our QuickClear Program.

**Safety Services Manager Ed Miller:** The Traffic Incident Management Plan was put together for several reasons. Traffic congestion and backups are a great inconvenience to our customers, both passenger and commercial. Traffic congestion costs American motorists \$87 billion per year in wasted time and fuel. The incidents impose significant economic costs that affect businesses depending on timely deliveries of products. Most importantly, it is for the safety of all of our customers on the roadway. It is critical to get an incident cleared as quickly as possible because, the longer the back-up (both in time and length), the likelihood of a secondary accident happening in the back-up increases significantly the longer the back-up takes place and the further it goes back as well.

We developed and established a graduated response to this system from everything that goes from a "Traffic Advisory" to a "Traffic Watch" and, then to a "Traffic Alert/Warning." Tara Cottrell will explain further later in the presentation.

Also, we developed inter-departmental coordination. It is critical that the Maintenance Department speaks with the Toll Departments informing their personnel that we should divert traffic at specific toll plazas. It is kind of difficult to divert traffic at Toll Plaza 81 because there are only so many exit lanes – whereas, it is a lot easier at Toll Plaza 173 because there are many more exit lanes there. OSHP communicating with Patrol's Columbus Headquarters and ODOT is very important as well. This Plan also establishes the specific functional responsibilities of everyone: Maintenance who diverts traffic and sets-up the maintenance of traffic; Toll

Operations with the work they do; and our Disabled Vehicle Services providers coming in. It is critical that they are brought in to get the roadway cleared as quickly as possible.

That leads us into the Incident Management Team. This is a standing team of trained Turnpike personnel, who have a background in the National Incident Management System and Incident Command training to activate and support the Incident Management Team out on the roadway, which is normally the Foreman, the Incident Response Vehicle and/or the superintendent. We are there to back them up and help them with whatever resources they need from the Administration.

We also follow the National Incident Management System Protocol, which was developed after September 11, 2001. This provides a systematic proactive, flexible response by public work agencies, emergency services, communication centers and private resources that we use out on the roadway. The team consists of Tara Cottrell, the Operations Supervisor who handles Turnpike Communications; myself, Safety Services Manager; Chris Matta, Maintenance Operation Engineer; Dennis Albrecht, Assistant Chief Engineer Highway and Maintenance; Laurie Davis, Superintendent of Toll Operations; and Andrew Herberger, Service Plaza Operations Manager. We work together at the time of the incident by communicating back-and-forth by cell phone, whether the incident occurs during the day, at night or on a weekend in order to get the roadway open quickly. Captain Hannay's liaison is informing ODOT immediately to advise them if we are diverting traffic onto I-75, I-71, I-77, I-480 or any of their roads, so that they can expect a large increase in traffic and prepare accordingly. This has worked very well. We have used this Plan a few times already this summer and it is coming along quite well. I will now turn it over to Tara.

**Operations Supervisor Tara Cottrell:** Thank you and good morning Commission Members. Communications is a key point in Traffic Incident Management. We have to be able to communicate from staff to Maintenance to Toll through the Communications Center to get the information out to our customers with the procedures that need to be enacted in order to clear up an incident.

Traffic Advisories: When we are aware of construction that could affect traffic, we employ traffic advisories 24 hours in advance. Not only do we notify internal staff by text message, but we also notify the public through our website and Facebook notifications. These three items are key to keeping the public informed allowing them the option to take another route if they cannot afford to be delayed. Facebook postings nowadays are something that people use quite frequently to look for traffic incidents along the roadways.

Traffic Watch: We issue a Traffic Watch when the traffic backup is less than three miles. At that time, staff can get together to make critical decisions, such as whether the incident can be cleared up fairly quickly, or if we need to consider diverting traffic.

Traffic Warning: This is issued when a traffic back-up is three miles and greater than fifteen minutes. These are the standards, but they are flexible. Sometimes, if we know a traffic accident is blocking the roadway and it is going to take hours to remove it, we know that we are going to have to divert before three miles. If back-up delays are expected to continue, become more severe at three miles, or are greater than three miles, we will divert traffic, which involves communication with Tolls, Maintenance and the Administration Building staff. We use EMS, Fire, wrecker services, Maintenance Department, outside EMA agencies and this must all be coordinated in a timely manner through both the Turnpike and Patrol Communications Centers.

This is an important key in making sure everything flows smoothly and that everybody receives the same information. Thank you.

**Asst. Chief Engineer Dennis Albrecht:** Good morning. As Captain Hannay mentioned, we have the inter-agency interaction so we can keep everyone informed of what is going on. Ed and Tara walked us through the National Incident Management System and how we advance through the different protocols and follow standard procedures in all that we do to the point where we might have to make decisions on actually diverting traffic. If we get to the point where our customers are experiencing an hour or more delay, then we want to get them off the road, or at least give them the option to take an alternate route. We find that an informed customer is a happy customer, so providing that information and the alternate routes are key. When we do divert traffic, there is a lot of conversation that occurs between the Maintenance and Toll Departments because we have to put our maintenance workers out on the road in the heavy traffic and physically close off the road. This causes traffic to be diverted to a Toll Plaza, and that Toll Plaza has to be ready to receive that traffic. So, many times this means that Toll Operations needs to move people to that Toll Plaza, or call people in, and it is not a very quick process as you can imagine. If your toll collectors are at home and, all of a sudden, you need to take traffic off the Turnpike quickly, there is a lot of interaction that has to occur there.

The key is that while we are diverting traffic at whichever interchange is so designated, regular tolls are collected. If the back-up is so severe that the Toll Plaza cannot handle that volume of traffic then, at the decision of the Executive Director, we may implement toll-free operations for a short period of time. That is used on a very limited basis just to clear traffic out of that Toll Plaza so we can get to a safer condition where regular toll collections can be resumed as soon as possible.



The next several slides are examples of the typical messages that you will see on our changeable message boards that are out on the road. If our customers are experiencing less than a three-mile or less than a 15-minute delay, you would see changeable message boards out on the mainline that would look something like this: “SLOW TRAFFIC AHEAD / BE PREPARED TO STOP.” If the backup becomes more severe and it exceeds three miles or more than 15 minutes, you will see message boards that would say something like this: “EASTBOUND DELAYS / CONSIDER ALT ROUTES” Then, as we get to the point where we are actually experiencing a traffic diversion, the slow down or the delay is so severe that we want to divert people off the roadway, you might see signs similar to this: “ROAD BLOCKED / EXIT AHEAD” And, within the interchange, we would be informing our customers before they entered the Turnpike, “EASTBOUND CLOSE / TAKE ALT ROUTE.” Again, these are just examples of our changeable message boards. We can customize those messages to tell whatever we need to tell our public. With that, I would be happy to answer any questions you may have.

**Chairman Hruby:** Are there any questions?

**Director Hodges:** Mr. Chairman, I want to thank the staff. Over the summer, they built on the QuickClear Program, for which we were a model, and they added a lot of the communication protocols that are in place. The purpose of the Turnpike is to move traffic safely, but very quickly across northern Ohio. We do not detour people. We make a commitment to people that we are going to move people at posted speeds even during construction, winter weather or something like that. So, when something goes wrong, there is an accident, or things slow down, I think it makes us unique that we have an obligation to move people through very fast, and the entire team at the Turnpike is working behind the scenes to make sure we can keep

that commitment. In most cases, we succeed. The team you see here worked very hard on this over the summer. I think they did an excellent job and I want to thank them for their efforts.

**Chairman Hruby:** I would like to echo those comments that the Director made and thank you for your good work. I have a couple questions. Is it part of your protocol to notify the local jurisdiction where you are diverting traffic?

**Captain Hannay:** Mr. Chairman and Commission Members, absolutely. It is imperative that the local communities know that we are diverting traffic. First, we contact the Ohio Department of Transportation. As you are aware, the traffic coming off an interstate cannot go onto a local roadway – it must go onto an interstate or a major state route. We implement that plan and get ODOT involved immediately. What that does is allow ODOT to also set-up detours to get traffic back to the Turnpike at the very next possible entrance so that they can continue their travels.

**Chairman Hruby:** Of course, the reason I ask is in our community, especially, when traffic is diverted off of the Turnpike between Brecksville and Strongsville, it will go down SR21 and then go onto SR82, and then follow SR82 out, and the congestion will be extreme during that period of time. So, you do notify the local authority.

**Captain Hannay:** Absolutely.

**Asst. Chief Engineer Dennis Albrecht:** And to follow along with that, each of our Toll Plazas have preprinted maps that they hand out to the customers that are being diverted and that directs them only via state routes.

**Chairman Hruby:** Okay. Are there any other questions or comments? None. Thank you very much. Robin, do you have anything else?

**DED Carlin:** That concludes my report. Thank you.

**Chairman Hruby:** We will move on to our Chief Engineer, Mr. Hedrick.

**Chief Engineer:** Thank you Mr. Chairman. Good morning. I have three Resolutions for your consideration this morning. The first Resolution is for Authorization to Award Contracts for Janitorial Services at 31 Toll Plazas and three Ohio State Highway Patrol offices located along the Ohio Turnpike. Bids for this work were secured through Bid Invitation No. 4208, and these facilities were organized into three groups for this Bid. Group I consisted of Toll Plazas 2 through 91 and the OSHP Post 89 located at our Swanton Facility; Group II consisted of Toll Plazas 110 through 173 and the OSHP Post 90 at Milan; and Group III was for Toll Plazas 187 through 239 and the OSHP Post 91 at Hiram. Proposals were received from five separate companies on September 27, 2013 and were evaluated by the Director of Toll Operations. Bidders were able to bid individual Groups or a combination of any or all Groups and were to provide a base monthly bid as well as an hourly rate for additional services beyond the Contract requirements. The apparent low bid for Groups I & II were submitted by the A.H. Ross Corp., of Toledo, Ohio, however, this bidder failed to submit the required bid guaranty and, therefore, was declared non-responsive. Based upon this fact, their bid is required to be rejected. Upon evaluating the remaining bids, the following lowest responsive and responsible bids were submitted:

<u>Group</u>	<u>Monthly Cost Per Group</u>	<u>Annual Fee</u>	<u>Hourly Rate per Group</u>
Group I Any Domestic Work, Inc.	\$5,095.00	\$61,140.00	\$ 12.85
Group II American Maintenance. Services, Inc.	\$ 4,094.70	\$49,136.40	\$ 18.00
Group III American Maintenance Services, Inc.	\$ 3,905.36	\$46,865.52	\$ 18.00

Based upon these results, it is recommended to award Group I to Any Domestic Work, Inc. and Groups II and III to American Maintenance Services, Inc. These contracts will be in effect for the period of one year, with the option of two additional one year terms. It should be noted that Any Domestic Work, Inc. is a certified FBE company, and American Maintenance Services, Inc. is a certified MBE company. If the General Counsel would please read the Resolved.

**Chairman Hruby:** Please.

**General Counsel:** RESOLVED that the low bids of A. H. Ross Corp., of Toledo, Ohio, for Group I and Group II of Invitation No. 4208 are deemed not responsive and are hereby rejected; and

FURTHER RESOLVED that the bids of the following companies:

<u>Group</u>	<u>Company</u>	<u>Monthly Fee</u>	<u>Annual Fee</u>	<u>Hourly Rate*</u>
I	Any Domestic Work, Inc. dba/A.D.W., Inc. Parma, Ohio	\$5,095.00	\$ 61,140.00	\$12.85
II	American Maintenance Services, Inc. Youngstown, Ohio	\$4,094.70	\$ 49,136.40	\$18.00
III	American Maintenance Services, Inc. Youngstown, Ohio	\$3,905.46	<u>\$ 46,865.52</u>	\$18.00
		<b>Total Award</b>	<b>\$157,141.92</b>	

\*The hourly rate includes services and supplies for specific services not routinely performed.

under Invitation No. 4208 are, and are by the Commission deemed to be the lowest responsive and responsible bids received and are accepted, and the Executive Director, or the General Counsel or either of them, is hereby authorized to: 1) notify A. H. Ross Corp. that its low bids for Group I and Group II of Invitation No. 4208 have been rejected, 2) execute a Contract for Group I with **Any Domestic Work, Inc.**, of **Parma, Ohio**, and a Contract for Group II and Group III with **American Maintenance Services, Inc.**, of **Youngstown, Ohio**, in the form heretofore prescribed by the Commission pursuant to the aforesaid Invitation, 3) direct the return to the bidders of their bid guaranty at such time as the above-mentioned bidders have entered into their respective Contracts and furnished the performance bond required thereby, 4) renew said Contracts for two possible one-year periods after completion of a satisfactory performance review by the Toll Operations Department, and 5) take any and all action necessary to properly carry out the terms of said Contracts for said Invitation No. 4208.

**Chairman Hruby:** You have heard the Resolution. Is there any action to be taken?

**Vice Chairman Balog:** Motion to adopt.

**Mr. Paradiso:** Second.

**Chairman Hruby:** Moved and seconded. Are there any questions or comments? What was the rate last year?

**General Counsel:** This is actually lower than last year's rate. This contract came in at \$12,900.00 less than last year under the current contracts.

**Chairman Hruby:** Are there any other questions or comments from anyone? Hearing none, roll call.

**Director Hodges:** Vice Chairman Balog.

**Vice Chairman Balog:** Yes.

**Director Hodges:** Commissioner Paradiso.

**Mr. Paradiso:** Yes.

**Director Hodges:** Chairman Hruby.

**Chairman Hruby:** Yes.

**Director Hodges:** Secretary-Treasurer Barber.

**Secretary Barber:** Yes.

**Director Hodges:** Four to nothing.

## OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

### Resolution Awarding Contracts for all Service and Materials for Cleaning of all the Commission's Toll Plazas and OSHP Posts 89, 90 and 91 under Invitation No. 4208

WHEREAS, the Commission duly advertised for bids under Invitation No. 4208 for the furnishing of all services and materials for cleaning all of the Commission's thirty-one Toll Plazas and Ohio State Highway Patrol Posts 89, 90 and 91; and

WHEREAS, this Invitation was divided into the following Groups: Group I (*Interchanges 2 through 91 and the Swanton Patrol Post 89*), Group II (*Interchanges 110 through 173 and the Milan Patrol Post 90*), and Group III (*Interchanges 180 through 239 and the Hiram Patrol Post 91*), and bidders were given the option to submit bids for any or all Groups; and

WHEREAS, said contract(s) under Invitation No. 4208 shall have an initial term of one year with two possible one-year renewal terms; and

WHEREAS, the Commission received two bids in response to Group I, five bids in response to Group II, and four bids in response to Group III; and

WHEREAS, expenditures by the Commission under Invitation No. 4208 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 the award of such Contracts; and

WHEREAS, the General Counsel has reported that the apparent low bids for Groups I and II were submitted by A. H. Ross Corp., of Toledo, Ohio, however, this Bidder failed to submit the required bid guaranty, and, therefore, its bids are non-responsive and must be rejected; and

WHEREAS, the Director of Toll Operations has reported that the following companies submitted the lowest responsive and responsible bids for Groups I, II and III as follows:

<u>Group</u>	<u>Company</u>	<u>Monthly Fee</u>	<u>Annual Fee</u>	<u>Hourly Rate*</u>
I	Any Domestic Work, Inc. dba/A.D.W., Inc. Parma, Ohio	\$5,095.00	\$ 61,140.00	\$12.85
II	American Maintenance Services, Inc. Youngstown, Ohio	\$4,094.70	\$ 49,136.40	\$18.00
III	American Maintenance Services, Inc. Youngstown, Ohio	\$3,905.46	<u>\$ 46,865.52</u>	\$18.00
		<b>Total Award</b>	<b>\$157,141.92</b>	

\*The hourly rate includes services and supplies for specific services not routinely performed.

WHEREAS, the Commission’s General Counsel has further advised the Commission that bids for Invitation No. 4208 were solicited on the basis of the same terms, conditions and specifications with respect to all bidders, that all bidders comply with the Commission’s Domestic and Buy Ohio Policy, that the bids of ADW, Inc. and American Maintenance Services, Inc. conform to the requirements of Ohio Revised Code Sections 5537.07 and 9.312, and that a bid guaranty of good and sufficient surety was provided by both bidders; and

WHEREAS, the Executive Director has reviewed the reports of the Director of Toll Operations and the General Counsel and, predicated upon such analysis, has made his recommendation to the Commission to reject the low bids of A. H. Ross Corp. for Groups I and II, and that Contracts be awarded to the lowest responsive and responsible bidder for Group I, ADW, Inc., and the lowest responsive and responsible bidder for Group II and Group III, American Maintenance Services, Inc.; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the low bids of A. H. Ross Corp., of Toledo, Ohio, for Group I and Group II of Invitation No. 4208 are deemed not responsive and are hereby rejected; and

FURTHER RESOLVED that the bids of the following companies:

<u>Group</u>	<u>Company</u>	<u>Monthly Fee</u>	<u>Annual Fee</u>	<u>Hourly Rate*</u>
I	Any Domestic Work, Inc. dba/A.D.W., Inc. Parma, Ohio	\$5,095.00	\$ 61,140.00	\$12.85
II	American Maintenance Services, Inc. Youngstown, Ohio	\$4,094.70	\$ 49,136.40	\$18.00
III	American Maintenance Services, Inc. Youngstown, Ohio	\$3,905.46	<u>\$ 46,865.52</u>	\$18.00
		<b>Total Award</b>	<b>\$157,141.92</b>	

\*The hourly rate includes services and supplies for specific services not routinely performed.

under Invitation No. 4208 are, and are by the Commission deemed to be the lowest responsive and responsible bids received and are accepted, and the Executive Director, or the General Counsel or either of them, is hereby authorized to: 1) notify A. H. Ross Corp. that its low bids for Group I and Group II of Invitation No. 4208 have been rejected, 2) execute a Contract for Group I with **Any Domestic Work, Inc.**, of **Parma, Ohio**, and a Contract for Group II and Group III with **American Maintenance Services, Inc.**, of **Youngstown, Ohio**, in the form heretofore prescribed by the Commission pursuant to the aforesaid Invitation, 3) direct the return to the bidders of their bid guaranty at such time as the above-mentioned bidders have entered into their respective Contracts and furnished the performance bond required thereby, 4) renew

said Contracts for two possible one-year periods after completion of a satisfactory performance review by the Toll Operations Department, and 5) take any and all action necessary to properly carry out the terms of said Contracts for said Invitation No. 4208.

**(Resolution No. 71-2013 adopted October 21, 2013)**

**Chief Engineer:** Mr. Chairman, my next Resolution is for consideration is for the purchase vehicles consisting of eight truck cab and chassis (Group 1), and the installation of dump bodies, front plows, and central hydraulic and lighting systems (Group 2) for eight new vehicles. These vehicles were advertised as Bid Invitation No. 4207, and bids were received on September 27, 2013. These expenditures are included in the 2013 Capital Budget, and this is the first phase of two purchases to replace older model single axle trucks.

Five bids received were for the Group 1 units, with the apparent low bid for Group 1 being submitted by Hans Freightliner, of Cleveland, Ohio. This bid was in the amount of \$618,320.00, or \$77,290.00 per unit. This bidder proposes to furnish a 2014 model Freightliner M2-106, which unit is in compliance with the specifications. Hans Freightliner is a certified FBE Company.

Group II received five bids as well for the furnishing of the dump bodies, front plows, central hydraulic systems, and lighting systems. The apparent low bid for this Group was submitted by Concord Road Equipment Mfg., Inc., of Painesville, Ohio, (“Concord”) in the amount of \$618,768.08 or \$77,346.01 per unit. This bidder proposes to provide dump bodies, front plows, central hydraulic system and complete lighting package all in accordance with the bid specifications.

It should be noted that this Bid Invitation contained provisions for the purchase of eight additional cabs and chassis for Group I and up to eight additional dump bodies for Group II. There is also a separate option to purchase a “hook lift” design for Group II. This hook lift



option would allow the trucks to have interchangeable beds including a straight dump body, a “v” box with spreader and other options that would make these vehicles more versatile. This option is valid for a period up through December 31, 2013. The Resolution seeks authorization to make the additional Group I and Group II purchases, provided sufficient funds exist in the Commission’s Renewal and Replacement Fund. However, Concord was not the low bidder for the hook lift option. Therefore, it is likely that we will recommend proceeding with the purchase of the eight additional cabs and chassis, but we are strongly considering going back out to bid for the hook lift option, for which Concord was not the low bidder. Therefore, we will likely not exercise the option to purchase eight additional dump bodies from Concord.

Therefore based upon my review, it is recommended that the contract for Group 1 for eight truck cab and chassis be awarded to Hans Freightliner of Cleveland, Ohio, in the total amount of \$681,320.00, and that the contract for Group II for dump bodies, front and wing plows, hydraulic and lighting systems be awarded to Concord Road Equipment Mfg., Inc., of Painesville, Ohio, in the amount of \$618,768.08. With your permission, if the General Counsel would please read the Resolved.

**General Counsel:** RESOLVED that the bid of **Hans Freightliner**, of **Cleveland, Ohio**, in the total amount of **\$618,320.00** for **Group I** (for furnishing eight truck cab and chassis), and the bid of **Concord Road Equipment Mfg., Inc.**, of **Painesville, Ohio**, in the total amount of **\$618,768.08** for **Group II** (for furnishing and installing eight dump bodies, front plows, central hydraulic and lighting systems), under Invitation No. 4207, are, and are by the Commission, determined to be the lowest responsive and responsible bids received, and are accepted, and the Executive Director and the General Counsel, or either of them, hereby is authorized to: 1) execute Contracts with the successful bidders in the form heretofore prescribed by the Commission pursuant to the aforesaid bids, 2) direct the return to the bidders of their bid security at such time as the above-mentioned bidders have entered into their respective Contracts and furnished the performance bond required thereby, 3) take any and all action necessary or proper to carry out the terms of said Contracts, and 4) exercise the additional purchase options enumerated in Invitation No. 4207 for eight additional truck cabs and chassis from Hans Freightliner under Group I, and eight additional dump bodies, front plows, central hydraulic and lighting systems from Concord Road Equipment Mfg., Inc. under Group II provided sufficient funds are available in the Commission’s Renewal and Replacement Fund.

**Secretary Barber:** Move for adoption.

**Vice Chairman Balog:** Second.

**Chairman Hruby:** Moved by Mrs. Barber and seconded by Vice Chairman Balog. Are there any other questions or comments from anyone? Yes, Mr. Balog.

**Vice Chairman Balog:** I see that we are replacing eight trucks, and I understand that they are 15 years old but, if you look at the mileage, the mileage is only approximately 150,000 per truck. It seems relative light mileage. Are these trucks bigger than the trucks we are replacing? You said that we are replacing single axle. Are these tandems?

**Chief Engineer:** Mr. Chairman and Commission Member Balog, no. These are the same size units. The problem with the existing trucks that are 15 years old is that these are the workhorses of the snow and ice operations. We see quite a bit of body deterioration where we actually get decay in the body itself, and it requires an inordinate amount of maintenance to keep those vehicles on the road. I know our Assistant Chief Engineer just went through snow and ice inspections. The vehicles are in great shape, which is a testament to our guys' ability to keep these vehicles on the road and operating well. But, they have just gotten to the end of their useful life for us at this point. While the mileage may seem small, it is the time that they are on the road and the aggressive nature of the salt operations, that we require their replacement.

**Vice Chairman Balog:** Thank you.

**Chairman Hruby:** Are there any other questions or comments? Hearing none, roll call.

**Director Hodges:** Secretary-Treasurer Barber.

**Secretary Barber:** Yes.

**Director Hodges:** Vice Chairman Balog.  
**Vice Chairman Balog:** Yes.  
**Director Hodges:** Chairman Hruby.  
**Chairman Hruby:** Yes.  
**Director Hodges:** Commissioner Paradiso.  
**Mr. Paradiso:** Yes.  
**Director Hodges:** Four to nothing.

## **OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**

### **Resolution Awarding Contracts for the Furnishing of Eight Truck Cab and Chassis, and for Furnishing and Installing Eight Dump Bodies, Front Plows, Central Hydraulic and Lighting Systems under Invitation No. 4207**

WHEREAS, the Commission has advertised in accordance with law for bids in response to Invitation No. 4207 for the furnishing to the Commission of eight truck cab and chassis, 40,000 lb. minimum GVWR (*Group I*); and for the furnishing and installation of eight dump bodies, front plows, central hydraulic and lighting systems (*Group II*); and

WHEREAS, expenditures for the Contracts to be awarded under Invitation No. 4207 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 the award of said Contracts; and

WHEREAS, on September 27, 2013, the Commission received five bids in response to Group I and four bids in response to Group II of Invitation No. 4207, and said bids were reviewed and analyzed by the Commission's Chief Engineer, who has submitted a report concerning said analysis; and

WHEREAS, the Chief Engineer has reported that the apparent low bid for the **Group I** truck cab and chassis was submitted by **Hans Freightliner**, of **Cleveland, Ohio**, in the amount of **\$618,320.00 (eight at \$77,290.00 each)**, and that this bidder proposes to furnish a 2014 Freightliner M2-106 cab and chassis in accordance with the Commission's Specifications, and he has, therefore, recommended award of the Contract for Group I to the lowest responsive and responsible bidder, Hans Freightliner; and

WHEREAS, the Commission's Chief Engineer has reported that the apparent low bid for **Group II** was submitted by **Concord Road Equipment Mfg., Inc., of Painesville, Ohio**, in the amount of **\$618,768.08 (eight dump bodies, front plows, central hydraulic and lighting systems at \$77,346.01 per unit)**, and that this bidder proposes to furnish equipment and services in accordance with the Commission's Specifications, and he has, therefore, recommended award of the Contract for Group II to the lowest responsive and responsible bidder, Concord Road Equipment Mfg., Inc.; and

WHEREAS, the Chief Engineer has further indicated that Invitation No. 4207 contains an option through December 31, 2013, to purchase up to eight additional truck cabs and chassis at the bid price from the awarded contractor under Group I, and up to eight additional dump bodies, front plows, central hydraulic and lighting systems at the bid price from the awarded contractor, and he recommends that Commission members authorize such additional purchases with this Resolution provided sufficient funds are available in the Commission's Renewal and Replacement Fund; and

WHEREAS, the Chief Engineer has further advised that, in accordance with the Commission's Property Disposal Policy as administered by the Procurement Department, the eight trucks identified for replacement will be disposed of via auction to the highest bidder(s); and

WHEREAS, the Commission has been advised by the General Counsel that bids for Invitation No. 4207 were solicited on the basis of the same terms and conditions and the same specifications, that the lowest responsive and responsible bids of Hans Freightliner and Concord Road Equipment conform to the requirements of Ohio Revised Code Sections 5537.07 and 9.312, that a bid guaranty with good and sufficient surety has been submitted by the aforementioned bidders, and that both of the bidders qualify for consideration under the Commission's Domestic and Ohio Preference Policy; and

WHEREAS, the Commission's Executive Director has reviewed the reports of the Chief Engineer and the General Counsel and, predicated upon such analysis, has made his recommendation to the Commission that Contracts be awarded to the lowest responsive and responsible bidders for Invitation No. 4207, Hans Freightliner for Group I, and Concord Road Equipment for Group II, and further that the options to make additional Group I and Group II purchases be authorized; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the bid of **Hans Freightliner, of Cleveland, Ohio**, in the total amount of **\$618,320.00 for Group I** (for furnishing eight truck cab and chassis), and the bid of **Concord Road Equipment Mfg., Inc., of Painesville, Ohio**, in the total amount of **\$618,768.08 for Group II** (for furnishing and installing eight dump bodies, front plows, central hydraulic and lighting systems), under Invitation No. 4207, are, and are by the Commission, determined to be the lowest responsive and responsible bids received, and are accepted, and the Executive

Director and the General Counsel, or either of them, hereby is authorized to: 1) execute Contracts with the successful bidders in the form heretofore prescribed by the Commission pursuant to the aforesaid bids, 2) direct the return to the bidders of their bid security at such time as the above-mentioned bidders have entered into their respective Contracts and furnished the performance bond required thereby, 3) take any and all action necessary or proper to carry out the terms of said Contracts, and 4) exercise the additional purchase options enumerated in Invitation No. 4207 for eight additional truck cabs and chassis from Hans Freightliner under Group I, and eight additional dump bodies, front plows, central hydraulic and lighting systems from Concord Road Equipment Mfg., Inc. under Group II provided sufficient funds are available in the Commission's Renewal and Replacement Fund.

**(Resolution No. 72-2013 adopted October 21, 2013)**

**Chief Engineer:** Mr. Chairman, my last Resolution seeks authorization for the Master Contract for the policing of the Ohio Turnpike by the Ohio State Highway Patrol ("OSHP"). This Contract is between the Ohio Turnpike and Infrastructure Commission and the Director of Public Safety. Such Contracts are authorized in accordance with Section 5503.32 and 5537.04 of the Ohio Revised Code. The current Contract expires on December 31, 2013.

This Contract will reimburse the OSHP for the costs associated with providing all services related to policing services for the Ohio Turnpike. This includes: uniformed officers with vehicles, dispatch services, radio and communications, aircraft patrol services and all related supervisory operations. This Contract reflects the recent changes made by the Department of Public Safety in regards to the number of OSHP Districts throughout the State. Prior to this new Contract, the Ohio Turnpike was a separate district known as District 10. The Patrol, in an effort to become more efficient, eliminated this separate District and consolidated District 10 into the three adjoining districts, District 4 (Warren), District 2 (Bucyrus) and District 1 (Findlay). This restructuring, however, did not eliminate the existing Posts currently located on the Ohio Turnpike at Swanton, Milan and Hiram. It only revised some of the supervisory structure by eliminating two Staff Lieutenant positions at the old District 10 headquarters located in Berea. The Ohio Turnpike operations are still under the command of Captain Hannay, who is

located here in Berea, and this location will always have a full time Captain. This new arrangement does not alter the format of the patrolling of the Ohio Turnpike, nor does it reduce the high level of service that has been provided in the past.

This trend to a more efficient statewide structure has paid dividends as we have seen a reduction in the overall costs of these services in the last year. Budget costs for 2013 were \$11,284,800, and we are currently on track to be below this budget by approximately \$400,000. The projected budget for 2014 is \$10,742,000, which is just over a 4.5 % reduction from the 2013 numbers.

The new Contract makes some other significant improvements by establishing a new maximum force size and a new method for allocating payment by the Commission for new cadet classes. In previous contracts, the process of reimbursing for new OSHP cadets was cumbersome, with cadets costs being prorated based upon their length of stay on the Turnpike. This procedure was eliminated in favor of a more cost effective and streamlined method.

Based upon these changes and the excellent working relationship between the Ohio Turnpike and the OSHP, it is recommended that this new five-year contract be approved. The new contract will commence on January 1, 2014 and expire December 31, 2018. I would like to just note who we have in the audience here with us today that help support this new structure. With us this morning is: Lieutenant Colonel Dan Kolcum, who is out of the Superintendent's Office; Captain Marla Gaskill, who is with General Headquarters, Fiscal Officer – who I am sure is glad to see the change in the cadet reimbursement procedure; Captain Gary Allen, who is out of our Findlay District; Captain Herb Homan, who is out of the Bucyrus District; our own previously well-liked Staff Lieutenant Jim Sivak; and, of course, Captain Roger Hannay, who

oversees this OSHP's Ohio Turnpike Operations. With your permission, if the General Counsel would please read the Resolved.

**Chairman Hruby:** Please.

**General Counsel:** Thank you Mr. Chairman.

RESOLVED that the Commission hereby authorizes the Executive Director and the General Counsel to execute the Master Contract with the Director of the Ohio Department of Public Safety and the Superintendent of the Ohio State Highway Patrol, which covers the policing of the Ohio Turnpike by the Ohio State Highway Patrol, reflecting a five-year term from **January 1, 2014, to December 31, 2018**, and to take any or all action necessary or proper to carry out the terms of said Master Contract.

Mr. Chairman, if I might add as well, I would like to thank Captain Gaskill, Major Teaford and Captain Hannay for the wonderfully cooperative effort we had working together in getting the new contract done quickly. We worked through a few minor quirks that we previously had, and were able to make this contract work better. We are very pleased.

**Chairman Hruby:** Great.

**Mr. Paradiso:** Motion to adopt.

**Vice Chairman Balog:** Second.

**Chairman Hruby:** Are there any questions or comments?

**Vice Chairman Balog:** Kathy, under the covenants, Article 3, Section A, Policing the Ohio Turnpike, Section 1, Scope and Term, am I reading correctly that either party can give six months' notice if they so desire to terminate the contract?

**General Counsel:** Commission Member Balog, yes. That would be true. However, while that is in the contract and could be exercised, it is contemplated statutorily that the Commission will utilize the services of the State Highway Patrol, and the statute requires that we have five-year contracts with the OSHP. I believe the provision is in the contract in the event anything ever changes from a governmental structure perspective.

**Vice Chairman Balog:** Thank you.

**Chairman Hruby:** To change that, it would be a state statute move, correct?

**General Counsel:** Mr. Chairman, with respect to the policing of the Turnpike, this body has the authority to contract for the policing of the Turnpike that would include the Ohio State Highway Patrol. It would also include, if necessary, other means of policing the Turnpike. However, on the other side, housed within the Department of Public Safety Statutes, are the provisions for policing the Turnpike, which indicate that contracts will be executed with the Turnpike Commission for policing the road, that those contracts will have 5-year durations and, as noted in my letter, the types of things for which the Commission will reimburse the OSHP.

**Director Hodges:** Mr. Chairman, if I might add, in trying to come up to speed on this issue, this is just a little background information. In our contract, we have a total force of 92. In researching other states that are governed similar to us and states that have the same number of lane miles, they have as many as 385 highway patrol personnel. They have their own S.W.A.T. teams, their own HAZMAT Teams, and all sorts of things in comparable states. I think one of the things that makes Ohio unique and is really good, is that we have these other jurisdictions with which we have cooperative relationships, as was highlighted in the TIMS presentation, and, by comparison, the Highway Patrol burden on our costs is really quite small compared to most other toll roads in similar states.

**Chairman Hruby:** Okay. Are there any other questions? There is also the mutual aid with the local jurisdictions that can be called on, is that correct Captain?

**Captain Hannay:** Mr. Chairman and Commission Members, that is correct. We do provide all of the motor carrier services, motor vehicle inspection services and, for



anything that we cannot provide, the OSHP has its own Special Response Team (“SRT”) that can handle critical incidents and things of that nature. But, anything for which we require mutual aid we do have agreements with all those jurisdictions.

**Chairman Hruby:** Plus, we have all of the resources of the Ohio State Highway Patrol, do we not?

**Captain Hannay:** You are correct. You have our full complement of all the support staff that we have behind the 92 uniformed staff that service the Ohio Turnpike.

**Chairman Hruby:** You do an outstanding job. Is there anything else from anyone? If not, roll call.

**Director Hodges:** Commissioner Paradiso.

**Mr. Paradiso:** Yes.

**Director Hodges:** Vice Chairman Balog.

**Vice Chairman Balog:** Yes.

**Director Hodges:** Chairman Hruby.

**Chairman Hruby:** Yes.

**Director Hodges:** Secretary-Treasurer Barber.

**Secretary Barber:** Yes.

**Director Hodges:** Four to nothing.

## **OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**

### **Resolution Authorizing a New Master Contract with the Director of Public Safety for Policing the Ohio Turnpike**

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) and the Director of the Ohio Department of Public Safety (“ODPS”) are authorized pursuant to Ohio Revised Code Section 5503.32 and Section 5537.04 to enter into contracts with respect to the policing of Turnpike projects by the Ohio State Highway Patrol (“OSHP”); and

WHEREAS, the Commission's current Master Contract with the ODPS, which provides for the policing of the Ohio Turnpike by the OSHP, will expire on December 31, 2013; and

WHEREAS, the OSHP's Commander of Finance & Logistic Services and the Commission's General Counsel have jointly drafted and reviewed a new Master Contract, a copy of which is before this Commission, which covers the policing of the Ohio Turnpike by the OSHP for a five-year period from January 1, 2014, to December 31, 2018; and

WHEREAS, the Commission's Chief Engineer, who oversees the Contract for the OSHP's services, and the CFO/Comptroller have both reviewed the draft of the new Master Contract and recommend that it be executed by the parties, along with the attendant Schedule of Rates Exhibits, which shall be reviewed and re-executed twice each calendar year; and

WHEREAS, the Executive Director has reviewed the report of the General Counsel, who has advised that the Commission has full legal authority to enter into the proposed Master Contract with the ODPS, and he recommends that the attached Master Contract be executed; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED that the Commission hereby authorizes the Executive Director and the General Counsel to execute the Master Contract with the Director of the Ohio Department of Public Safety and the Superintendent of the Ohio State Highway Patrol, which covers the policing of the Ohio Turnpike by the Ohio State Highway Patrol, reflecting a five-year term from **January 1, 2014, to December 31, 2018**, and to take any or all action necessary or proper to carry out the terms of said Master Contract.

**(Resolution No. 73-2013 adopted October 21, 2013)**

**Chairman Hruby:** Thank you gentlemen. Your attendance and the service that you do provide for us, we do appreciate immensely. Are you happy with this contract?

**Captain Hannay:** Absolutely.

**Chief Engineer:** That concludes my report, Mr. Chairman.

**Chairman Hruby:** Okay. We will move on to the next report from our Comptroller, Mr. Seekely.

**CFO/Comptroller:** Thank you Mr. Chairman. I have an update on our Traffic & Revenue for the month of September and the Commission's Financial Results through the Third Quarter.

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

Passenger car traffic continued the positive trend of the last few months as Passenger car vehicle miles traveled in September were 3.1% higher than last year.

Commercial traffic increased as well as commercial vehicle miles traveled in September were 3.0% higher than last year.

The 3.1% increase in passenger car miles traveled was partially offset by the effect of the increase in *E-ZPass* use and, also was affected by a problem with the transmission of a credit card file that will be corrected in October. As a result, passenger car toll revenue in September decreased .2% from September of last year.

The 3.1% increase in commercial vehicle miles traveled was partially offset by the effect of the increase in *E-ZPass* use and, as a result, Commercial vehicle toll revenue increased 2.7% from September of last year.

This chart shows the year-to-date toll revenues through the month of September during each year over the past decade. Toll revenues for the first nine months of this year were \$1.8 million or 1.0% above the amount from last year. If you subtract February 29th from last year's total, total toll revenues are up \$2.5 million or 1.3% over last year.

This report shows the actual and budgeted revenues, expenditures and transfers for the General Fund for the first nine months of the year. Total revenues for the first three quarters of the year are \$2.9 million or 1.4% above budget and \$2.5 million or 1.2% above last year.

Most of the revenue increase is due to the increase in toll revenues. Concession revenues are \$550,000 higher than last year due to the opening of the Mahoning Valley and Glacier Hills service plazas this year. Other revenues are higher due to higher *E-ZPass* account fee revenue.

Expenditures for the first nine months of the year for Operations, Maintenance and Administration, were \$7.5 million or 8.6% lower than budgeted, and \$6.2 million or 7.3% lower than last year.

Most of these savings from budget were related to lower employee health insurance costs, lower compensated absence expense, lower utility costs and lower toll collector salary expense.

The decrease in costs from last year are primarily due to a decrease in workers compensation expense, lower employee health insurance costs and lower toll collector salary expense.

Debt Service payments are \$7.0 million higher than last year due to the additional Debt Service payments associated with this year's debt issuance.

After paying our operating expenses and debt service, the balance of the revenue is used to fund our 2013 Capital expenditures. \$80.6 million was transferred to our Capital Funds in the first nine months of the year, which is \$10.5 million higher than budget.

The last three lines in this section show the transfer of funds from the General Reserve and Non-Trust Fund to the Debt Service Reserve Fund that was made in January because of the downgrade of Assured Guaranty.

That completes my report Mr. Chairman, and I will be happy to respond to any questions.

**Chairman Hruby:** Thank you. Are there any questions? Hearing none, we will move on to the report of our General Counsel, Kathleen Weiss.

**General Counsel:** Thank you Mr. Chairman. If I may defer my report until business is concluded, I would appreciate it.

**Chairman Hruby:** Okay. Our Financial Advisor, Ms. Bethany Pugh.

**Ms. Pugh:** Mr. Chairman, I have no report.

**Chairman Hruby:** Thank you, Bethany. Our General Consultant, Scott Buchanan.

**Mr. Buchanan:** Thank you Mr. Chairman and Commission Members. As you all have received the 58<sup>th</sup> Annual Report, I would just like to go over a few highlights.

We have completed the inspection of all the infrastructure of the Turnpike – all 241 miles including over 150 miles of the third lane. The pavement condition all ranges in the 80-85 range on a scale of 100. Most of the deficiencies include some areas of rough pavements, dips, some cracking, and most of this is all in the existing original two-lanes. Most of this is being taken care of and will be remedied in the base replacement program so, overall, the pavement is in good condition.

We also inspected 578 bridges on the Turnpike and found 93% of those all in the Good Category. The 3% of the bridges for which we found some deficiencies are not safety related issues, but mostly they are deficiencies in bearings, some of the concrete spalling, things like this that are minor, and not anything that affects the operation or the safety of the bridges. We are in the process of working on remedying those throughout the Capital Improvement Program.

We also inspected all 64 buildings and facilities on the Turnpike: Service Plazas, Toll Plazas, Maintenance Facilities and the Administration Building. Again, these are in excellent condition from the good maintenance that is performed on them on a yearly basis.

Overall, the Turnpike is in excellent condition because of the maintenance and the good policies that the Commission follows. We are currently working with Doug and his group on a

Capital Improvement. We have taken the results of these inspections and are programming them into the long and short-term Capital Improvement Budget to make sure that these minor deficiencies are taken care of, and they are being prioritized so they can be done in a timely fashion. That concludes my report, and I will answer any questions that anyone might have.

**Chairman Hruby:** Are there any questions from the Commission? Thank you very much. Next, we will hear from our Ohio State Highway Patrol, Captain Hannay.

**Captain Hannay:** Mr. Chairman and Commission Members, I am pleased to report that traffic crashes on the Ohio Turnpike continue to trend downward. We are 8% below from where we were at last year at this time. That is a good trend. Unfortunately, we did have two fatalities that I have to report to you. One on September 17<sup>th</sup> that involved five vehicles – two pick-up trucks and three commercial semi-trucks. It was related to the construction zone at the 94 Mile Post, and we lost a passenger in the fifth vehicle involved in that traffic crash.

We had another traffic crash on Saturday morning where we lost a passenger in a Toyota Corolla. He tried to exit at Exit 71 a little too fast and crossed the curbing causing him to be struck by a commercial vehicle. The passenger in that vehicle succumbed from his injuries about three to four hours after the traffic crash. That is the unfortunate side of my report.

On the efforts by our Troopers, and their commitment to creating a safer Ohio, we do have several criminal patrol events in which our officers were involved. On the Ohio Turnpike in Erie County, back in September, we seized 20 pounds of marijuana and 19 hydrocodone pills with a street value of the \$1 million range. We had a seizure on September 23 in a semi-tractor where our Troopers seized 19 kilograms (41 pounds) of cocaine and 1 kilogram (2 pounds) of black tar heroin. This had a street value of over \$2 million. We have a couple of other seizures that we are involved in that I cannot mention at this time due to it being a multi-state

investigation, and the Federal DEA is also involved in the investigation. So, our Troopers, as you can see, continue to be very active in our criminal patrol efforts along the Ohio Turnpike. They continue to contribute to a safer Ohio by getting these narcotics and drugs off the street. That concludes my report.

**Chairman Hruby:** Are there any questions for the Captain? Thank you again. We appreciate it. Next, our Trustee from Huntington, Mr. Lamb.

**Mr. Lamb:** No report Mr. Chairman.

**Chairman Hruby:** Kathy, do you have a report now?

**General Counsel:** Thank you Mr. Chairman. We do have a motion that we would like to have made for an Executive Session.

**Chairman Hruby:** Go right ahead.

**Secretary Barber:** Yes, Mr. Chairman. I move that we hold an Executive Session to discuss the upcoming Collective Bargaining negotiations with the Teamsters Local 436 under the provisions of Ohio Revised Code, Section 121.22(G)(3) and, at the end of such Executive Session, the Commission Meeting shall resume its meeting.

**Chairman Hruby:** I will second that motion. All in favor signify by saying "aye." All members say "aye." We are in Executive Session. (11:02 a.m.)

**Chairman Hruby:** The Executive Session was adjourned at 12:03 a.m. and by Motion the regular Meeting was resumed. Is there anything else? Are there any other comments or questions? Hearing none, the next Meeting of the Commission will be on Monday, November 18, 2013 at 10:00 a.m.

**Vice Chairman Balog:** I move for adjournment.

**Chairman Hruby:** Mr. Balog moves. Is there a second?

**Secretary Barber:** Second.

**Chairman Hruby:** All in favor signify by saying “aye.” All Commission members say “aye.” The meeting is adjourned. Thank you very much for your attendance.

Attendees for Record Keeping Purposes:

Jennifer Townley, ODOT; Tim McDonald, ODOT; Scott Buchanan, URS; Beth Fulton, URS; Bethany Pugh, PFM; Joe Casto, IUOE Local 18; Hamid Homae, TransSystems; Frank Lamb, Huntington Bank; Glen Stephens, GStephens; Vic Spinabelli, Hill Int'l; Tom Parevosnik, IUOE Local 18; Frank J. Bronzo, KCI; Capt. Hannay, OSHP; Lt. Colonel Dan Kolcum, OSHP; Captain Marla Gaskill, OSHP; Captain Gary Allen, OSHP; Captain Herb Homan, OSHP; Staff Lt. Jim Sivak; Marty Seekely, Ohio Turnpike; Doug Hedrick, Ohio Turnpike; Kathleen Weiss, Ohio Turnpike; Robin Carlin, Ohio Turnpike; Sharon Isaac, Ohio Turnpike; Lisa Mejac, Ohio Turnpike; Mark Musson, Ohio Turnpike; Donna Fritz, Ohio Turnpike; Dave Miller, Ohio Turnpike; Dennis Albrecht, Ohio Turnpike; Ed Miller, Ohio Turnpike; Tara Cottrell, Ohio Turnpike; Adam Greenslade, Ohio Turnpike; James Filbert, Ohio Turnpike.

Time of adjournment: 12:04 p.m.

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

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Sandra K. Barber, Secretary-Treasurer