

**MINUTES OF THE 645th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
NOVEMBER 20, 2017**

Chairman: Good morning. 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.

Ms. Capri Cafaro and Mr. Michael Peterson advised that they are unable to attend today's meeting.

Will the Assistant Secretary-Treasurer please call the roll?

Assistant Secretary-Treasurer Randy Cole: Chairman Hruby

Chairman Jerry Hruby: Here

Assistant Secretary-Treasurer: Vice Chairman Paradiso

Vice Chairman Timothy Paradiso: Here

Assistant Secretary-Treasurer: Secretary-Treasurer Barber

Secretary-Treasurer Sandra Barber: Here

Assistant Secretary-Treasurer: Mr. Dixon

Commissioner George Dixon: Here

Assistant Secretary-Treasurer: Mr. Pakush

Commissioner Myron Pakush: Here

Assistant Secretary-Treasurer: Mr. Potter

Commissioner Quentin Potter: Here

Assistant Secretary-Treasurer: Representative Patton

Representative Thomas Patton: Here

Assistant Secretary-Treasurer: Senator LaRose

Senator Frank LaRose: Here (arrived at 10:03 a.m.)

Chairman: We have a quorum. This is the 645th Meeting of the Ohio Turnpike and Infrastructure Commission. We are meeting here at the Commission's headquarters, as provided for in the Commission's Code of Bylaws for a Commission Meeting.

Various reports will be received. We will act on several resolutions. Draft copies have previously been sent to the Members and updated versions are in the Members' folders. The resolutions will be explained during the appropriate reports.

May I have a motion to adopt the Minutes of the October 16, 2017, Commission Meeting? Call the roll, please.

MOTION: A motion to adopt the Minutes of the October 16, 2017, Commission Meeting was made by Mr. Pakush and seconded by Mr. Paradiso. All Commission Members present voted to approve the Minutes.

Chairman: If there are no questions, we will proceed 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 October 16, 2017:

1. Five Resolutions;
2. Draft Minutes of the October 16, 2017, Commission Meeting; and
3. Agenda for today's meeting.

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

1. Traffic Crash Summary Report, October 2017;
2. Traffic and Revenue Report, October 2017;
3. Total Revenue by Month and Year, October 2017;
4. Investment Report, October 2017;
5. Financial Statement, October 2017; and
6. Various news articles.

That completes my report, Mr. Chairman.

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

Director Cole: I have just a few quick items to mention. First, the fleet modernization and safety notification project you approved last month is moving along right on schedule. Most of the equipment has been delivered. We had three days of design and discovery with Logicalis and Cisco November 7th through the 9th. I look forward to showing you a demonstration early next year.

Director of Technology, Brian Kelley: These are the in-vehicle units that will connect to the DSRC (“Dedicated Short-Range Communications”) technology and also the onboard computer systems in the vehicle. The engineers and architects spent time looking at five vehicles that represent the thirty-eight vehicles that we will be installing these in, to see how we will pull data from the vehicles. One of these goes into each vehicle along with an antenna. At fifteen locations on poles across the fifty-mile test road area, we will have these units that communicate with the vehicles and collect the data. It will then transmit this data back to our data center in our technology building, so that we can analyze the data and perform analytical analysis of that data.

Director Cole: One of those poles is right in the corner of the building right outside my office. It will soon be outfitted with this equipment.

Chairman: What data exactly are you collecting?

Director of Technology, Brian Kelley: We are looking to collect data from the boxes that we have on the outside of our snowplows. They have an outside temperature, we can get the outside temperature of the snowplow. We can know when the plow is down, when it is up. We can get the salt spreader data such as when it is on, how much it is spreading. We can get other weather conditions and be able to identify information from the onboard computers within the vehicle. We can also pick up vehicle data from private vehicles that already have this technology in them as well. For example, we can tell when the cars are losing traction with the road. That could indicate that we have a blocked drain that needs to be cleared or black ice and proactively go out, address those situations, hopefully, before there is an accident.

Director Cole: Speed, braking information, quick braking information, any of those type of vehicle performance issues.

Senator LaRose: Private vehicles that are equipped with this, who is this? Are they commercial vehicles or are they passenger vehicles? Who has this kind of technology right now to transmit to our receivers?

Director of Technology, Brian Kelley: Currently, the technology is built in to private vehicles coming out of the manufacturer.

Director Cole: Mr. Chairman, specifically, the Cadillac STS, Mercedes S-Class.

Chairman: Is this information accurate right at the moment and you can make adjustments right then and there? Who will be monitoring that information?

Director of Technology, Brian Kelley: We will be able to monitor that back here. We will also be collecting and storing that data and working with Drive Ohio to look at how we will create a data exchange and be able to share that data for dissemination to the various members of Drive Ohio and to also begin to do analysis on the data we are collecting related to the projects that Drive Ohio is undertaking.

Chairman: What would be monitored then? Will it be monitored 24-hours-a-day during the snow season?

Director Cole: Mr. Chairman, there will be two monitoring dashboards. One is related to the alerts and notification system, which will be monitored by Traffic Incident Management team, and specifically, the Radio Room, our Comm Center, that currently does incident management. The other dashboard will be monitored by the Maintenance Department, so it may not be monitored 24-hours a day. But when we have inclement weather and the snow plows are out on the road, Maintenance Foremen or Assistant Foremen in the fifty-two mile section, so it is the Amherst Maintenance Building and the Boston Maintenance Building, as well as our Superintendents and Deputy Chief Engineer will have access to those specifically, and we are looking at a graphical interface to know exactly when our bridges are treated, which parts of our road are treated, so all of that information about the operations of that fleet are going to be available through a dashboard. Again, maybe not 24-hours a day, but at those times where we need to.

Chairman: Thank you. Any other questions? Thank you, Mr. Kelley.

Director Cole: As many of you know, our electronic toll collection system, *E-ZPass*[®], is a consortium of 37 toll agencies across 16 states. It was recently announced that the Central Florida Expressway around Orlando will become the first toll agency in Florida to accept *E-ZPass*[®] as a method of payment. This is a big issue, because of differences in both the type of transponder on the front end, but also back office systems on the back end. It is a clear indication of the national movement toward toll interoperability. We plan to have multi-protocol equipment installed when we upgrade our toll system in 2021. The *E-ZPass*[®] group is currently working to move from a peer-to-peer back office to a “hub” approach, which will enable us to more easily coordinate with other systems across the country.

Along those same lines, Marty Seekely will be presenting a resolution about the installation of 16 additional Automated Toll Payment Machines, or ATPMs, at seven additional plazas on our system. Last year, Marty analyzed our transactions, especially in the overnight periods. In fact, he broke it down to 15-minute increments. A toll collector can process 160 to 200 transactions per hour (40 per 15 minutes). ATPMs can process 80 transactions per hour (20 per 15 minutes). With the increased use of *E-ZPass*[®], there are long periods at night where the cash and credit card volume of transactions falls below the threshold for acceptable ATPM usage. These new machines will be used during times that fall under those thresholds. They provide an opportunity for us to adjust staffing appropriately to maximize productivity of collectors and align staffing at locations as we move toward our toll system modernization in 2020, without frustrating our customers with closed lanes or reduced service. There will not be any layoffs associated with these new machines.

Finally, I want to wish each of you a very happy, safe and blessed Thanksgiving Holiday. This week will be a busy one along the Turnpike. As you travel and enjoy time with friends and family, please keep in mind the fact that many of our toll collectors and supervisors will be serving our customers and adjusting their holiday plans accordingly. If we face inclement weather, our maintenance workers and foremen will be leaving their families to keep our customers safe. And of course, our partners at the Ohio State Highway Patrol will have our backs and will be enforcing the law on the Turnpike as we make every effort to reduce crashes and ensure everyone gets to grandma's house safely.

Chairman: Are there any questions or comments?

Mr. Dixon: I was happy to hear that there will be no layoffs associated with the ATPMs. People get concerned when automation occurs. They want to know what we are doing with the toll booths.

Director Cole: Mr. Chairman and Commission Member Dixon, we do have quite a wave as many government agencies do of attrition, of retirements that are happening over the next couple years and putting in these machines, like I said, allows us to align where our staff is, take advantage of some of those retirements by not replacing people, but it prevents us from laying anyone off or displacing them from their work.

Mr. Dixon: So, what is the percentage of decrease in our workforce? Where do you see us going during this process and becoming a smaller more efficient organization?

Director Cole: Mr. Chairman and Commission Member Dixon, we do not have those exact numbers yet. That is still part of our planning related to it, but again, the plan that was initially presented here in April and that you will get a strategic plan for adoption next month, we can discuss more of those numbers, but just thinking through it we have 31 interchanges, currently some of them are unstaffed, and only using ATPMs, where we have very low volumes. That plan itself will create two new plazas with the open road tolling around Milepost 49 and maybe around Milepost 211, but we will be closing down all toll collection at nine other facilities. So, if you think about that, that staff will need to move to the new plazas that are created, or again, will continue to have reductions through retirements and attrition and move staff to where we are still going to have the staffed facilities, which will be at Eastgate and Westgate and those new mainline barriers. Staffing will be adjusted accordingly in the middle part of the Turnpike, especially in the overnight hours because of the use of the ATPMs. So, those exact numbers we are not sure of yet, but, again, we are still going to have a cash available ticketed system through the main roughly 150 miles of the Turnpike. So, there is still going to be quite a bit of toll staffing.

Representative Patton: I wonder if I am the only guy that when he gets off the Turnpike asks the toll collector for some immediate directions? Could we by the next Commission meeting, along as we are studying the 15-minute increments, can we find out the percentage of people that are actually asking for directions or asking for some type of help whether it be lodging or things like that because I have always felt that to be one of the of integral parts of what the toll collectors do in addition to taking the toll money and as we look to 2020, your plan is to automated system I was just wondering, where are these people going to go? I am just curious, maybe I am

an outlier, maybe I am the one guy in 100 that asks directions or asks a question a lot. I am just wondering. I do not want to lose sight of that as we serve our constituents.

Director Cole: Mr. Chairman and Commission Member Patton, we certainly can talk to Toll operations about roughly how frequently a number of customers do ask for assistance. One point of clarification, as we move towards 2021, we will still have toll collectors at all of the main plazas between Milepost 49 and Milepost 211. So, we are not going to full electronic tolling the way other states have, including Massachusetts, which have removed 400 toll collectors this year and went to all electronic tolling. We are not doing anything near that. We are still going to have, probably, more staffing than almost any other modern toll facility in the nation. Just as a point of clarification just to make sure we are aware of that.

Secondly, even though we are adding these ATPMs, we have undertaken some other projects we have discussed here at the Commission this year and at its various meetings to increase and enhance our customer communication. The one we used to call the toll plaza concierge's project, it has really become two different projects. One of them is, our current method of communicating with customers has been an intercom button at the ATPM or in the toll lane. The problem with an intercom external is that, especially with commercial truck drivers because their engines are pretty noisy, and you have all of the other traffic from the toll plaza. We have replaced that with internal communications. Almost everyone has a cell phone and we don't want people using them while they are driving, but while they are stopped at a toll plaza we now encourage those customers to directly call a number from their cell phone and we have found that it has been much more effective in being able to communicate with customers. I bring that up because that same type of technology works if we move to 24-hour staffing and more video monitoring of our lanes. Someone who needs assistance with an ATPM at night or directions or something, we are investigating through a proof of concept having staff at a different location or here in Berea 24-hours a day acting as a concierge to provide assistance either in operating with our system, like their credit card isn't working or something, or there is an equipment failure, or those people need assistance like "I don't know where I am going off of this toll plaza." To be able to communicate with that person clearly, watch what they are doing and provide that level of assistance. As you know if you go to a bank at midnight you can still use an ATM, but you are not going to talk to a teller. We want to be able to provide that level of service, but do it efficiently, so that we are not increasing the cost of our tolls or being an inefficient operation. So, we are trying to find the right way to use technology and people to help provide superior customer service.

Chairman: Any other questions or comments? Hearing none, we will move on to the report of our Chief Engineer, Tony Yacobucci.

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

The first resolution for your consideration seeks authorization to modify Contract No. 71-16-07 with the Mannik & Smith Group, Inc. ("Mannik & Smith"), of Maumee, Ohio, relating to the replacement of the Perrysburg-Holland Road bridge over the Turnpike at Milepost 59.0 in Lucas County and the bridge deck replacement of the Hessville Road bridge over the Turnpike at Milepost 84.4 in Sandusky County. On June 1, 2016, Procurement received thirteen Letters of

Interest, from which three firms were deemed most qualified and invited to submit technical proposals. Engineering staff reviewed the technical proposals and concluded that Mannik and Smith was the most qualified firm to perform the services. The Commission, through its Executive Director under the authority of Article V, Section 1.00 of the Bylaws, executed an Agreement for Phase 1A Services - Site Inspection and Engineering Report in an amount not to exceed \$90,040.00. On November 8, 2017, Mannik and Smith submitted a fee proposal to perform Phase 1B Services which includes Final Design and Plan Preparation in an amount not-to exceed \$151,490.00. The additional costs to obtain the necessary Phase 1B Services for Project No. 71-16-07 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. With your permission, may the General Counsel please read the title of the Resolution.

General Counsel: Resolution Approving Authorization for the Mannik & Smith Group, Inc. to Complete Phase 1B – Design and Plan Preparation Services Under Project No. 71-16-07 for Replacing the Bridge Over the Ohio Turnpike at Milepost 59.0 (Perrysburg-Holland Road) in the Not-to-Exceed Amount of \$151,490.00.

Chairman: So, exceeding the 10% does not bother you?

Chief Engineer: Not at all, Mr. Chairman. The Phase 1A services was just for the inspection to determine what needed to be done. Phase 1B is designing the rest of the plans to eventually get the project on the street.

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

MOTION: A motion to adopt *Resolution Approving Authorization for the Mannik & Smith Group, Inc. to Complete Phase 1B – Design and Plan Preparation Services Under Project No. 71-16-07 for Replacing the Bridge Over the Ohio Turnpike at Milepost 59.0 (Perrysburg-Holland Road) in the Not-to-Exceed Amount of \$151,490.00*, was made by Chairman Hruby, seconded by Mrs. Barber, and approved by all Commission Members present. Resolution No. 53-2017.

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

Chief Engineer: The second resolution for your consideration seeks authorization to award Contract No. 45-18-01 for the Sign Structure Repair and Replacement of various signs at Mileposts 125.5, 125.8 and 212.75, as well as signs between Milepost 230.75 and Milepost 236.25 in Erie, Trumbull and Mahoning Counties. This work will be included in the 2018 Capital Improvement Budget. On October 24, 2017, two bids were received via Bid Express, and the apparent low bid was submitted by M.P. Dory Company ("M.P. Dory"), of Columbus, Ohio, in the amount of \$375,950.00. The bid submitted by M.P. Dory is approximately 6% below the Engineer's Estimate. Engineering staff reviewed the bid tabulations and concluded that M.P. Dory's bid is the lowest responsive and responsible bid. M.P. Dory has successfully performed similar work for the Commission in the past and, based on a review of their current projects under contract and previous year's work volume, it appears they have the sufficient capacity to perform the work for this project. It is recommended that Contract No. 45-18-01 be awarded to M. P. Dory

Company of Columbus, Ohio in the amount of \$375,950.00. With your permission, may the General Counsel please read the title of the Resolution.

General Counsel: Resolution Approving the Selection of M. P. Dory Company to Repair and Replace Various Sign Structures in the Amount of \$375,950.00 Under Contract No. 45-18-01.

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

MOTION: A motion to adopt *Resolution Approving the Selection of M. P. Dory Company to Repair and Replace Various Sign Structures in the Amount of \$375,950.00 Under Contract No. 45-18-01*, was made by Mr. Pakush, seconded by Chairman Hruby, and approved by all Commission Members present. Resolution No. 54-2017.

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

Chief Engineer: The third resolution for your consideration seeks authorization to award Contract Nos. 53-18-02 and 53-18-03 for the removal and replacement of underground fuel piping and containment at the Middle Ridge and Vermilion Valley Service Plaza's at Milepost 139.5 in Lorain County, Ohio. This work will be included in the 2018 Capital Improvement Budget. On November 3, 2017, Procurement received one bid for the Project. The lone bid was submitted by Lawrence Building Corp. ("Lawrence"), of Fort Wayne, Indiana, in the amount of \$2,104,900.00, which is approximately 8.5% below the Engineer's estimate. This bid was evaluated by both the design consultant, Wellert Corporation, of Medina, Ohio, as well as Commission staff and was found to contain no errors or anomalies. A review of the bid concluded that Lawrence's bid prices were comparable to unit prices bid for recent similar projects and is deemed to be a responsive and responsible bid. Due to the highly specialized work involved in these projects, the number of potential bidders is quite small. Since we only received one bid for this work, the Procurement Manager contacted two potential bidders and inquired as to why they did not submit a bid. Both noted that they have an excessive amount of work on their books for next year and they could not handle any additional work without jeopardizing their existing client's expectations. Lawrence has satisfactorily performed projects of similar scope for the Commission in the past and, based on a review of their current projects under contract and previous year's work volume, it appears they have the sufficient capacity to perform the work for this project. Therefore, it is recommended that Contract Nos. 53-18-02 and 53-18-03 be awarded to Lawrence Building Corp., of Fort Wayne, Indiana, in the amount of \$2,104,900.00. This resolution also contains provisions to assign Wellert Corporation, of Medina, Ohio, to perform construction administration, inspection, environmental, and material testing services. With your permission, may the General Counsel please read the title of the Resolution?

General Counsel: Resolution Approving the Selection of Lawrence Building Corporation to Replace the Fuel Piping & Containment System at the Middle Ridge & Vermilion Valley Service Plazas Under Project No. 53-18-02 & 53-18-03 for the Total Amount of \$2,104,900.00 and Approving the Assignment of Wellert Corporation to Perform Professional Services for Constructing the Project.

Chairman: Any questions or comments?

Mr. Dixon: I am usually very uncomfortable with voting for something when we only have one response, especially when it is \$2 million. I just want to be certain that every effort was made to reach out and see why there were no other bids. I guess you are telling me that every effort was made, and you are comfortable with that.

Chief Engineer: Mr. Chairman and Commission Member Dixon, yes. Prior to the bid opening, Procurement did contact the other two potential bidders. Both of them were looking at the plans, but when they did not submit a bid, he contacted them a second time and inquired why they didn't bid. They both gave us the same response, which was their plate was very full for 2018. The Federal Government put some regulations in place and it is causing a lot of the local Get Go, Sunoco and BP gas stations, to upgrade their system similar to what we have been doing over the last several years. It has created a lot of work for them over the course of 2018 to get this stuff up to standards so that when they do have their inspections, they don't fail them.

Chairman: Again, it is under the estimate.

Chief Engineer: Mr. Chairman, that is correct.

Senator LaRose: In our region operating here where we operate, there is only three contractors that do this type of work?

Chief Engineer: Mr. Chairman and Senator LaRose, there was actually a fourth that bid on our project. The very first project and won it. We had an extensive amount of issues with that firm. They have not bid since, but with the issues we have had we would have strongly looked at any bids that they provided because of the issues that we had with them when they performed the work for us on our very first replacement project.

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

MOTION: A motion to adopt *Resolution Approving the Selection of Lawrence Building Corporation to Replace the Fuel Piping & Containment System at the Middle Ridge & Vermilion Valley Service Plazas Under Project No. 53-18-02 & 53-18-03 for the Total Amount of \$2,104,900.00 and Approving the Assignment of Wellert Corporation to Perform Professional Services for Constructing the Project*, was made by Mr. Paradiso, seconded by Mr. Pakush, and approved by all Commission Members present. Resolution No. 55-2017.

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

Chief Engineer: My fourth and final resolution for your consideration seeks authorization to award Contract No. 4308 for the furnishing of approximately 650,000 pounds of hot-pour, ready mixed joint sealant material. On November 6, 2017, Procurement received three bids for this material under Bid Invitation No. 4308. The apparent low bid was submitted by Crafc0, Inc., of Chandler, Arizona, at a unit price of \$0.2769 per pound. Crafc0 proposes to furnish the joint sealant material and services in accordance with the Specifications. Additionally, Crafc0

has furnished similar material to the Commission in the past and has performed satisfactorily. Therefore, I am recommending that an award be made to Crafc0, Inc., of Chandler, Arizona, in the amount of \$188,984.25, which includes the 5% delivery variance required by the Bid Invitation. With your permission, may the General Counsel please read the title of the Resolution?

General Counsel: Resolution Awarding a Contract for Joint Sealant Under Invitation No. 4308 to Crafc0, Inc. in the Total Amount of \$188,984.25.

Chairman: Any questions or comments?

Mr. Paradiso: Tony, I am looking at the bidders and there looks like there were three bidders and Crafc0, the winner, is from Arizona. I see a contractor from Sandusky bid and lost the bid by \$2,000. Is that correct? Don't we have a consideration of a 5% margin if it is someone from Ohio?

Chief Engineer: Mr. Chairman and Commission Member Paradiso, yes, we do. However, the product is actually manufactured by Crafc0's facility in Ohio.

Mr. Paradiso: Okay. Thank you.

Chairman: The product we are buying?

Chief Engineering: That is correct, Mr. Chairman.

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

MOTION: A motion to adopt *Resolution Awarding a Contract for Joint Sealant Under Invitation No. 4308 to Crafc0, Inc. in the Total Amount of \$188,984.25*, was made by Chairman Hruby, seconded by Mrs. Barber, and approved by all Commission Members present. Resolution No. 56-2017.

Chairman: The resolution passes unanimously. We will not move on to the report of our CFO/Comptroller/DED, Marty Seekely.

CFO/Comptroller/DED: Thank you, Mr. Chairman. I have an update on our traffic and revenue the month of October and one resolution for your consideration this morning.

This first chart shows the monthly passenger car miles traveled on the Ohio Turnpike over the past 2 years. Passenger car vehicle miles traveled were 2.3% lower than last year in October. There was one less weekend day in October this year then there was last year.

Commercial traffic was 4.4% higher than last year in October. There was one more week day in October this year compared to last year.

This chart shows the total vehicle miles traveled through the month of October during each year over the past decade. Total vehicle miles traveled for the first ten months of this year were

about equal to last year. If you subtract February 29th from last year's total, total vehicle miles traveled are up 0.3% over last year.

The 2.3% decrease in traffic combined with the toll rate increase on January 1 of this year caused passenger car toll revenue to increase 1.3% in October from the corresponding month last year.

The increase in commercial traffic combined with the toll rate increase resulted in commercial vehicle toll revenues increasing 6.8% in October.

This chart shows the year-to-date toll revenues through the month of October during each year over the past decade. Toll revenues through October were \$6.3 million or 2.6% above the amount from last year. If you subtract February 29th from last year's total, total toll revenues are up \$6.9 million or 2.9% over last year. That completes my report on traffic and revenue.

Next, I have a Resolution to authorize amendment to Contract No. 64-08-01 for the Purchase of Sixteen Additional Automatic Toll Payment Machines or ATPMs.

This project is included in the 2018 Capital Budget that you will be approving at our next meeting. Contract No. 64-08-01 was originally awarded under Resolution No. 8-2008 to TransCore, LP, of Hummelstown, Pennsylvania. It included the furnishing and installation of an electronic toll collection system, as well as a five-year maintenance contract. As part of this original contract, TransCore installed twenty Automated Toll Payment Machines ("ATPMs) manufactured by Conduent, at various low volume toll plazas across the Turnpike system. This deployment of ATPMs was intended to fully automate these low volume toll plazas and would be the initial installation for a program that anticipated future additions. The purchase of an additional eight ATPMs at four additional lower volume toll plazas was approved in 2012 under Resolution No. 35-2012.

After further analyzing our toll operations, it is now desired to purchase an additional sixteen ATPMs for use at seven additional toll plazas. After the installation of these sixteen additional ATPMs, twenty-one of our thirty-one toll plazas will have ATPM in use for at least one shift each day. In order to maintain a consistency for both our customers, as well as the interface with the existing or any future toll system, the purchase of new ATPMs from the manufacturer of the existing units is recommended. TransCore submitted a proposal to furnish and install sixteen additional ATPM units at Toll Plazas 59, 64, 110, 118, 142, 180 and 209 in the amount of \$2,590,809.78. This detail cost was reviewed and determined to be reasonable based upon the scope of services.

To accommodate the installation and operation of these additional ATPMs, structure modifications to the toll booths are necessary. However, due to the six-month lead time to manufacture the ATPMs, we must order the ATPMs now. After the Commission's staff completes the design and bids the construction to make the structure modifications, the Commission's staff will present a recommendation to approve the award of those additional contracts.

It is therefore recommended to approve the amendment to Contract No. 64-08-01. If the General Counsel would please read the title of the resolution.

General Counsel: Resolution Authorizing an Amendment to the Contract with TransCore, LP for Project No. 64-08-01 to Furnish and Install Sixteen Automated Toll Payment Machines and Additional Spare Parts for the Toll Collection System in the Total Amount of \$2,590,809.78.

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

MOTION: A motion to adopt *Resolution Authorizing an Amendment to the Contract with TransCore, LP for Project No. 64-08-01 to Furnish and Install Sixteen Automated Toll Payment Machines and Additional Spare Parts for the Toll Collection System in the Total Amount of \$2,590,809.78*, was made by Chairman Hruby, seconded by Mr. Pakush, and approved by all Commission Members present. Resolution No. 57-2017.

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

CFO/Comptroller/DED: Yes, Mr. Chairman. Next, I would like to update you on our plans to issue additional junior lien bonds for the purpose of funding additional infrastructure projects.

In 2013, the Commission passed resolution 01-2013 Endorsing Governor John Kasich's Ohio Jobs and Transportation Plan. The Governor's plan calls for the Commission to issue Turnpike Revenue Bonds that would generate proceeds totaling \$1,350,000,000 to fund infrastructure projects. The Commission issued junior lien bonds in 2013 that generated \$900 million in proceeds for infrastructure projects and is now ready to proceed with the issuance of additional junior lien bonds that will generate the remaining \$450 million in proceeds for infrastructure projects. We also intend to issue senior lien bonds at the same time, that will generate \$80 million for Turnpike projects. We have begun preparing the necessary documents and plan to meet with the rating agencies on January 11th next year to obtain a rating on the bonds. The Commission will be presented with a resolution at the January Commission Meeting to approve the issuance of both the senior lien and junior bonds, with the intent to market the bonds at the end of January and close the transaction in the middle of February.

ODOT is here today to make a presentation on the infrastructure projects that they would like to fund using the \$450 million proceeds from the sale of the Junior Lien bonds. At the December Commission meeting, you will be presented with a resolution and a recommendation from the Commission's staff on whether the two new projects that ODOT will be presenting today have the proper nexus and qualify for funding from the Commission.

At this time, I would like to invite Jim Gates from ODOT to make his presentation.

Jim Gates: Chairman Hruby, Executive Director Cole and Members of the Commission, good morning. Thank you for this opportunity to come here today and discuss the infrastructure projects that we are going to submit for a nexus approval and request funding for. I

will do my best not to bombard you with information, but rather be concise. If you do have questions, please ask and if I don't know the answer, I will work really hard to get those answers to you. First, I would like to say that with the passage of House Bill 51 by the 130th General Assembly, I think that has strengthened the partnership between ODOT and the Ohio Turnpike. I am actually quite grateful for that. Since 2013, we have been conducting regular meetings with Turnpike staff, if not monthly. Phone conversations to ensure projects are on time, meetings about financial requirements. Although we have gone through an Executive Director, Chief Engineer and General Counsel, I think the current team that is in place has been outstanding to work with, Mr. Cole, Marty, Jennifer, and Tony. So, I think together what we have done is provide a system that has really benefitted the traveling public in northern Ohio. So, what I would like to do realizing that there is a few new members, I wanted to touch upon some of the past projects that we have done and then move forward to some of the few infrastructure project applications.

On the screen in front of you, there is an image. That image is one of the projects that was funded in the first rounds. It is the second bridge of the Cleveland Innerbelt System. I am sure Commissioner Pakush is very familiar with this project. This was one of the projects that was delivered. So, I just wanted to put an image up there, so you can see that these investments are being made and the travelling public is utilizing them.

So, from the first tranche of bonds, approximately \$930 million was delivered to ODOT as an investment for the region. From there, fifteen ODOT projects were created. Fourteen of which were funded with Turnpike Revenue Bonds and one of those was fully funded by ODOT.

As of October 31, 2017, we have encumbered and expended nearly \$871 million or 94% of the Turnpike Revenue Bonds from the first tranche. We are on projection with our targets and I am anticipating that we will be wrapping up the program shortly. As you can see, the projects are spread across the state, but from a regional perspective, in the I-75 corridor in Hancock and Wood Counties heading up towards Toledo, essentially from Lima up to Toledo. There has been nearly \$283 million worth of investment from that first round. Projects along the 475 Corridor in the greater Toledo area nearly \$213 million worth of investment; Erie County along US-250, there has been \$14 million of Turnpike revenue bond investment; SR-57 and I-90 interchange in Lorain County, there has been \$16 million; Cleveland Innerbelt, there has been approximately \$290 million for the Innerbelt and the Opportunity Corridor, Phase 1; Summit County, I-271 there has been \$49 million worth of investment; and Mahoning County near Youngstown there has been approximately \$65 million worth of investment of Turnpike Revenue Bonds.

So, now that we have talked about the past a little bit and set the stage, I would like to transition us to moving forward. In 2013 and 2016, nexus has been determined for all of the projects with the pink dots. Those would be in the eastern part of the state, Cleveland area, Summit and Mahoning Counties. All of those nexus determinations were made in 2013 and 2016. Today, we would like to bring two additional projects in the western half of the state along I-75.

With the potential nexus determinations, we are looking at about a \$450 million worth of additional Turnpike bond revenues. From the previous nexus determinations, we had Opportunity Corridor was determined in 2013. We also had four projects, Cuyahoga 271, which involved the widening of 271; Cuyahoga 77, which involved widening 77; Summit, Main, Broadway, I-76

interchange reconstruction in downtown Akron; and Mahoning 680/164 construction of interchange ramps where nexus determinations were made in 2016. Earlier this month, we requested these projects be withdrawn from further Turnpike consideration at this time. The reason being is, Cuyahoga 271, Cuyahoga 77, and Mahoning 76 have all been advanced to construction using traditional ODOT funding. Mahoning 680/164 is scheduled to advance to construction this fiscal year and we will also be funded with traditional ODOT funding. So, that leads us to a handful of projects to consider and talk about today.

I would like to now focus on these three projects. The Cleveland Opportunity Corridor, Lucas 75 north of the Maumee River, and Lucas 75 south of the Maumee River heading down into Wood County.

Starting with Opportunity Corridor, nexus was determined by the Commission in the past for the entire construction of this project via Resolution No. 58-2013. Due to the complexity of the project, it was broken into three construction phases. Phase 1 involved the reconstruction of 105th Street, near the University Circle. There was about \$14 million worth of Turnpike Revenue Bonds vested in that project. The total project cost was about \$22 million, so the balance was ODOT and local funding to fully fund that project. Phase 2 involved the new construction from 93rd Street over to 105th, with a new bridge over the Norfolk Southern and Greater Cleveland Rapid Transit rail facilities. That phase was fully funded by ODOT for \$35 million. The request we would submit today for the remainder of the project is for the Phase 3, which involves the construction from 55th Street over to 93rd Street. That request for funding is for \$200 million for the construction of the new roadway. This project will be ready for award in January of 2018. So, it fits nicely with the proposed timeframe for the bond schedule. So, this project will be ready to award for construction, so we would anticipate happening at the beginning of next year. We are also projecting that this is about a three-year construction project, so we would anticipate the construction being complete sometime in 2021.

As far as our new projects that have not been submitted for previous nexus determinations, the first one I would like to talk about is Lucas County I-75 north of the Maumee River. This request is for \$160 million of funding. It involves the widening of I-75 from Collingwood Blvd., which is about mile marker 202 to South Road interchange at mile marker 200. The project will replace structures and pavements that are in need of rehabilitation and also make improvements to the Anthony Wayne Trail interchange, which is SR 25. There will also be some improvements to the northbound 75 Collingwood exit ramps. Currently, this facility sees about 72,000 vehicles a day. Approximately 16% of those are trucks. Volume to congestion (VC), which is a measure of congestion of the roadway is .76. So, as you have a VC ratio that approaches one that is an indication that your roadway is congested, and vehicles cannot move efficiently. Looking at the crash history in this area over a three-year time period, there was approximately 271 crashes along this stretch of roadway. If we were to consider local investments, which is something that we consider as part of the Transportation Review Advisory Council evaluation criteria, those local investments total nearly \$2 billion. Local investments include, roadway improvements that are public infrastructure, non-project public infrastructure, water, sewer, electric, private developments and can also include land use developments as far as heavy industrial, light industrial, commercial warehousing, institutional. So, the investment within one mile of this project area is approximately \$2 billion. This project does have a direct connection with the

Turnpike. It is approximately 6 miles to the south at the Turnpike Interchange 64. This project would be available for available for award in May 2018, with a three-year construction period ending somewhere around August of 2021.

So, if we were to look at that nexus criteria, if you will, the Revised Code requires us to evaluate several things and we are working with Turnpike staff to evaluate nexus. What we have done for all of the nexus applications and we did for this as well, is we tried to figure out what a typical day looks like. We use ODOT's statewide transportation model to evaluate what a typical day looks like and what are the efficiencies that we could realize from an improvement to this facility on a typical day. Obviously, the more traffic information that you have as far as vehicle mix, the more precise your information becomes. So, on interstate systems we typically see a high level of precision from our modeling.

So, in talking with the Turnpike staff, we know that in 2016 nearly 5.7 million vehicles entered the Turnpike from I-75. Approximately, 5.2% of all of the Turnpike traffic. So, when we look at vehicles that are on the facility that we are proposing, the infrastructure project we are proposing, I-75 north of the Maumee River and we look at how that relates to vehicles that are traveling on the Turnpike, we need to use our transportation model to fully understand those benefits of those vehicles travelling those two facilities. So, from our transportation modeling what we have realized that in 2018, there is approximately 2.7 million vehicles that travel both the Turnpike and this infrastructure project area. By 2030, we are projecting that will be approximately 3.7 million that travel both facilities. Over that 20-year design life of the project, which is a standard design for an ODOT project, you are looking at upwards of almost 60 million vehicles that will travel both facilities. Trucks on both facilities will be approximately 900,000. As far as regional VMT, we are projecting that there would be a slight decrease of VMT, it is actually 132,000, but there is a lot of reasons why there could be a reduction in regional VMT, but first we need to understand what regional VMT is. So, when we look at the analysis, we are talking about across the entire northern portion of Ohio. So, all thirty-three counties that are within 75 miles of the Turnpike were considered to be the regional analysis. So, across all of those facilities, we are only looking at a minor reduction of 132,000 VMT and that is across ODOT's system, maybe the Turnpike. The ODOT system essentially is US, State Routes and the interstate. We are looking at a very small percentage of change, especially when you consider the regional VMT across that area by 2030 is projected to be over 8 billion. As far as the effect on the Turnpike VMT and the revenue projections, the projections both indicate that this less than 1% for both criteria. So, the 2030 VMT for the Turnpike is 3.2 billion and the revenue is \$448 million. We are looking at less than a 1% reduction on both of those items by 2030 as a result of developing and deploying this infrastructure project. We would also look at improved travel conditions. For ODOT, what this really translates to is improved safety and improved vehicle movement. So, we will take those efficiencies that we realize and monetize this, so we are projecting nearly \$24 million in improved travel efficiencies for this project.

If we move to the second project for consideration, Wood Lucas I-75, essentially over the Maumee River heading south down past Wales Road, heading down towards Buck Road interchange, this project will involve reconstructing the existing roadway, replacing existing structures and pavements and also replacing the bridge over the Maumee River. It should be noted that the bridge replacement will have auxiliary lanes to handle increased traffic along the river and

will also some geometric issues as far as deficient curves and improving mergers in the interchange areas. The funding request for this project is \$90 million. I should note that, the total cost for this project is upwards of \$180 million. ODOT will be paying the difference to fully fund this project. This project area receives about 78,000 vehicles a day, 18% trucks, with that volume capacity ratio at .69. The crashes really skyrocket in this area, so we are looking at about 425 over a three-year period. As far as local investments, it is around \$2 million. This project is approximately 2 miles away from Turnpike Interchange 64. When we talk about the impact of both facilities, this nexus criteria, we are looking at approximately 3.6 billion vehicles in 2018, upwards of 4.6 billion in 2030, almost 73 million vehicles traveling both facilities throughout their lifespan, 20-year design span. About 1 million trucks traveling both facilities in 2018. Regional VMT change as a result of this project in only 10,000 vehicles across the entire northern region of Ohio. Again, as far as the impacts, the Turnpike VMT and revenue it is less than 1% of the projected amounts. The improved travel conditions we are estimating are approximately 46 million as a result of that improved traffic flow and crash reduction.

These are the two projects that we are bringing forward for your consideration. So, to sum it all up, the total request for consideration would be \$450 million dollar. \$200 million for Opportunity Corridor Phase 3, \$160 million for Lucas I-75 north of the Maumee River and \$90 for Lucas I-75 south of the Maumee River with ODOT fully funding the remaining of that project.

I would be happy to answer any questions that you have or if you think of items beyond this meeting, we will work with staff to get you those answers as well.

Chairman: Any questions?

Mrs. Barber: I would just like to add, Mr. Chairman, that the two locations in the Toledo area are perfect as I have travelled that many times and the congestion there is awful, so it is very neat to have something done in that area to avoid accidents and to control the traffic. I am very pleased.

Chairman: Anything else?

Mr. Dixon: Lucas I-75 north of the Maumee River you said the project area is approximately six miles from the Turnpike, is that correct?

Jim Gates: Chairman Hruby and Commission Member Dixon, correct. It is approximately six miles. The project length itself is two miles and then from the southern terminus of the project down to the interchange with the Turnpike is approximately six miles. So, the physical length of the project is two and then from that southern end all the way down to the Turnpike is about six miles.

Mr. Dixon: How much is that project?

Jim Gates: The funding request is for \$160 million.

Mr. Dixon: Six miles from the Turnpike?

Jim Gates: Yes, six miles from the Turnpike.

Mr. Dixon: What is the effect that this project that is six miles from the Turnpike, what is that going to do for the area for the Turnpike? Tell me again what the effect will be to the Turnpike improvement and the traffic on the Turnpike.

Jim Gates: Mr. Chairman and Commission Member Dixon, you are going to love it. It is going to be great. It will be awesome. The benefit that you will see is that vehicles, we already know about 2.7 million vehicles travelling from the project area that use the Turnpike. So, the benefit that you will see is those vehicles will be able to get to the Turnpike faster, much like all of the other Turnpike Infrastructure Projects that we have approved. That is the primary benefit is getting the vehicles to the Turnpike system faster. So, it is a benefit as far as it is hard to measure for us, but it is an important benefit for the travelling public. So, if you consider the automotive industry uses the I-75 corridor heading down from Michigan, their time is money, so this enables them to get to your system faster to go east and west. We have looked at some analysis as far as vehicle movements that go east to west using real time data from cell phones and looking at that data what we can see is there is a huge trend from vehicles that are coming down from the north, going through both phases of I-75, getting off the Turnpike and then heading towards Chicago. The direction of that traffic movement is huge. It has an impact on your facility.

Director Cole: Just to reiterate, Commissioner Dixon, it has a direct connection. So, when we say six miles from, it is six miles from, but that direct connection with I-75 and our interchange 64. So, similar to the other projects, as Jim explained, that we approved, one of my favorites I think of all the time is U.S. 250. All of that traffic that goes up to the islands, Cedar Point, if they have congestion and crashes and problems there on 250, they may be more likely to take a different route than the Turnpike because on the Turnpike they get to go 70 MPH, they get on and off easily, they have the wonderful service plazas, but if then it ends up in a traffic jam, they will figure out a different way to go and we will not get those customers. I look at this especially with a significant amount of truck traffic, commercial vehicle traffic that now flows between Michigan and Ohio and uses all or part of the Turnpike. It is very important to us that we keep that as a preferred corridor on I-75 as well because of the importance and you heard the almost 5% of our traffic comes through that interchange, so getting people to that interchange is very important to us.

Jim Gates: Chairman Hruby, I went back to the image for Mr. Dixon and maybe I should have explained this a little better, but if you can see the image on your screen, you have the blue area that is your project and the red line across there is the Turnpike. So, you can see the proximity to the Turnpike and then the other I-75 project is even closer, it is within two miles of the Turnpike.

Senator LaRose: Thank you, Mr. Chairman. My question would be for the I-75 bridge over the Maumee River, I would argue that for most people coming into the City of Toledo, this is front gate to the city. This is the front door and a bridge like this, if it is going to be replaced, should be replaced with something iconic. What sort of plans are there for replacing this bridge with something that welcomes people to the City of Toledo the right way?

Jim Gates: Chairman Hruby and Senator LaRose, I think what I would like to do to answer that question well is to phone a friend. So, I do have here Mike Gramza, ODOT's Capital Programs Administrator from District 2, who could maybe talk to the specifics of the design of the bridge.

Mike Gramza: Good morning, Mr. Chairman and Commission Members, the I-75 project, the bridge across the Maumee River is designed to be as efficient as possible, to maximize the dollars as far as we can. There are two iconic structures in the City of Toledo. We have the Anthony Wayne Bridge, which is the last remaining suspension bridge on ODOT's system in Ohio. That structure has just gone through a major rehab, it has just been repainted. We are going through a process now where we are going to dehumidify the cables to keep those cables and make this bridge last forever, along with putting in a new LED lighting system that is being designed by Artist, Erwin Redl, a national lighting artist. The other bridge that is iconic in Toledo is the cable-stayed bridge over in 280. So, those two structures are the structures that better frame downtown and those have been the structures that we have designed to be the iconic structures in Toledo.

Senator LaRose: So, this one will be a simple straightforward bridge?

Mike Gramza: A straightforward, precast beam structure, yes.

Chairman: Anything else?

Mr. Dixon: I want to go back to the Opportunity Corridor project. That area is my home. That is where I live, that is where I grew up. I am there every day and to see the changes that have been made to that area because of the projects, because of the monies that have been spent. I am just really excited and if you build it they will come. I know that there is just great things in the future for that area because of the project we did there. I am very excited about that. I do want to praise and say that was money well spent.

Mr. Pakush: Mr. Chairman, just one more comment for Mike Gramza. Maybe there are some simple aesthetic features we can look at for the I-75 bridge as Senator LaRose suggested.

Mike Gramza: I know one of the most important things that we are looking for is the view out over the river. That is one of the things we are looking at is to have an open rail system instead of looking at your concrete parapets that you see now. That's well taken. We will look at that.

Mr. Pakush: Even as you approach the river there are things you can do with the end treatments with maybe some type of pylons or something that symbolizes coming into the city with I-75 having such a large amount of traffic. Maybe working with the city to figure out some potential aesthetic treatments that they would like.

Director Cole: To address the concerns from that side of the table, I think that is a very good point Commissioner Pakush and, in fact, our Marketing and Communications Department can provide graphics for *E-ZPass*® advertising perhaps on that bridge because of its proximity to the Turnpike. I think that would be a nice addition there. Secondly, to Senator

LaRose's concerns, I will direct Jen Diaz, when she put the minutes together to remove letters to that middle letter in the alphabet, I just get concerned saying "Michigan" because sometimes if I don't pronounce it right, it sounds like I might be saying something offensive. We will make sure the minutes are appropriately created with the deletion of those letters.

Chairman: Is the bridge on Route 2, is that not considered one of the iconic Toledo bridges?

Mike Gramza: The Anthony Wayne Bridge is the bridge that I was mentioning that we just going through a rehab of that. They are finishing up the painting right now. It really looks nice. It is the last remaining suspension bridge in Ohio that is on our system.

Chairman: Anything else? Thank you, Mr. Gates. We will now move on to the report of the Ohio State Highway Patrol, Staff Lieutenant Hughes. Lieutenant, you made the news again I see. You probably prevented many overdoses with your recent seizure.

Staff Lieutenant Travis Hughes: Yes, thank you, Mr. Chairman. There are four stops that I want to highlight.

The first stop occurred in Wood County. It resulted in a seizure of eighty pounds of high-grade marijuana with a street value of over \$320,000. The load originated in California. The suspects would not disclose where it was destined for.

The next traffic stop also occurred in Wood County. It resulted in a seizure of two gallons of liquid meth. This is a different form. Without going into extreme detail, it is a new smuggling concept. Instead of trying to traffic it, carry and disperse it in powder form, they will simply dissolve it, attempt to move it in a liquid state and then once it reaches its destination they boil the water and once again have their powder product. The two gallons of the liquid meth has a street value of \$266,000.

The third traffic stop occurred in Sandusky County. It resulted in the seizure of over \$27,000 worth of high-end clothing, purses and make-up that was obtained fraudulently. Additionally, they seized a ledger with certain credit card accounts, a credit card maker, reader and a computer. The two suspects were from New York were simply traversing the United States cloning credit cards, stealing people's identification, and then obtaining this merchandise.

The last seizure is the one you spoke of, Sir. It occurred on November 14, 2017, in Summit County. The photo depicts over three pounds of heroin with a street value of \$285,000. This stop was the result of being at the right place at the right time. Unfortunately, when he decided to flee the scene of the traffic stop, our airplane was working speed enforcement a mile to his east. It picked him up and was able to guide and direct our Troopers on the ground to his location once he exited the Turnpike. The suspect exited the Turnpike, fled to a hotel, got out, threw the heroin in a dumpster. If it wasn't for the pilot that was monitoring his movement, we would have never known that he discarded the contraband. He is now a resident of the Summit County Jail.

That completes my report, Mr. Chairman. I would be happy to answer any questions.

Chairman: Any questions? Again, thank you, Lieutenant. Congratulations that is nearly about \$900,000 worth of seizures of just drugs alone. That is an outstanding record.

Anything else to be brought before the Commission? Hearing none, our next meeting will be on Monday, December 18, 2017, at 10:00 a.m. here at the Commission's headquarters. I want to wish you all a very Happy Thanksgiving.

MOTION: A motion to adjourn the Commission Meeting is made by Chairman Hruby, seconded by Pakush and unanimously approved by all Commission Members present.

Time of adjournment: 11:11 a.m.

Attendees for Record Keeping Purposes:

Bethany Pugh, PFM; Jennifer Townley, ODOT; Jim Gates, ODOT; Tim McDonald, ODOT; Jake Siesel, IUOE 18; Preston Yuzma, IUOE 18; Al Biehl, Transystems; Michael Burgess, Prime; Dave Ray, JMT; Gene Baxendale, Hill; Beth Fulton, TRC; Grant Segall, The Plain Dealer; Scott Buchanan, AECOM; Tom *Illegible*, LJB; Mike Gramza, ODOT; Toby Fritz, Hill Intl.; Art Rometo, Thrasher; Ed Adamczyk, Arcadis; Todd Majidzadeh, Resource Intl.; Brian Regueiro, PFM; Jennifer Stueber, Ohio Turnpike; Anthony Yacobucci, Ohio Turnpike; Martin Seekely, Ohio Turnpike; Laurie Davis, Ohio Turnpike; Sharon Isaac, Ohio Turnpike; Matt Cole, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Denise Criscuolo, Ohio Turnpike; David Miller, Ohio Turnpike; Mark Musson, Ohio Turnpike; Diana Anthony, Ohio Turnpike; Chris Matta, Ohio Turnpike; Lisa Mejac, Ohio Turnpike; Adam Greenslade, Ohio Turnpike; Brian Kelley, Ohio Turnpike; Chriss Pogorelc, Ohio Turnpike; Joseph Mannion, Ohio Turnpike; and Brian Newbacher, Ohio Turnpike.

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

Sandra K. Barber, Secretary-Treasurer

EXHIBITS

- Resolution No. 52-2017 – Approving Authorization for the Mannik & Smith Group, Inc. to Complete Phase 1B – Design and Plan Preparation Services Under Project No. 71-16-07 for Replacing the Bridge Over the Ohio Turnpike at Milepost 59.0 (Perrysburg-Holland Road) in the Not-to-Exceed Amount of \$151,490.00;
- Resolution No. 53-2017 – Approving the Selection of M. P. Dory Company to Repair and Replace Various Sign Structures in the Amount of \$375,950.00 Under Contract No. 45-18-01;
- Resolution No. 54-2017 – Approving the Selection of Lawrence Building Corporation to Replace the Fuel Piping & Containment System at the Middle Ridge & Vermilion Valley Service Plazas Under Project No. 53-18-02 & 53-18-03 for the Total Amount of \$2,104,900.00 and Approving the Assignment of Wellert Corporation to Perform Professional Services for Constructing the Project;
- Resolution No. 55-2017 – Awarding a Contract for Joint Sealant Under Invitation No. 4308 to Crafc0, Inc. in the Total Amount of \$188,984.25; and
- Resolution No. 56-2017 – Authorizing an Amendment to the Contract with TransCore, LP for Project No. 64-08-01 to Furnish and Install Sixteen Automated Toll Payment Machines and Additional Spare Parts for the Toll Collection System in the Total Amount of \$2,590,809.78.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving Authorization for the Mannik & Smith Group, Inc. to Complete Phase 1B – Design and Plan Preparation Services Under Project No. 71-16-07 for Replacing the Bridge Over the Ohio Turnpike at Milepost 59.0 (Perrysburg-Holland Road) in the Not-to-Exceed Amount of \$151,490.00

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”), through the Executive Director under the authority of Article V, Section 1.00 of the Code of Bylaws, selected The Mannik & Smith Group, Inc., of Maumee, Ohio (“Mannik & Smith”), to perform the professional engineering services for the bridge deck replacements on two bridges over the Ohio Turnpike at Milepost 59.0 (Perrysburg-Holland Road) and Milepost 84.4 (Hessville Road) in Lucas and Sandusky Counties, Ohio (“Project”), and authorized Phase IA – Site Inspection and Engineering Report Services (“Phase IA Services”) and partial Phase IB – Design and Plan Preparation Services (“Phase IB Services”) for the not-to-exceed amount of \$90,040.00 under an Agreement dated January 4, 2017, as modified; and

WHEREAS, the Commission retained options under the agreement with Mannik & Smith to obtain additional services that are necessary to complete the Project through Phase IB Services and Phase II – Construction Administration and Inspection Services (“Phase II Services”); and

WHEREAS, Mannik & Smith has submitted a fee proposal dated November 8, 2017, in the not-to-exceed amount of \$151,490.00 to perform the remaining Phase IB Services, which amount the Chief Engineer has deemed to be reasonable and necessary; and

WHEREAS, the additional amount described in the fee proposal from Mannik & Smith, dated November 8, 2017, to perform the required Phase IB Services will increase the contract by an amount that exceeds the Executive Director’s contracting authority under Article V, Section 1.00 of the Commission’s Code of Bylaws, and Commission approval is necessary to authorize the modification to the Agreement incorporating the fee proposal; and

WHEREAS, the Executive Director has reviewed the recommendation submitted by the Chief Engineer and approves the recommendation to authorize Mannik & Smith to perform Phase IB Services under Project No. 71-16-07; 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 Mannik & Smith Group, Inc. dated November 8, 2017 to complete the Phase IB – Design and Plan Preparation Services under Project No. 71-16-07 for replacing the bridge over the Ohio Turnpike at Milepost 59.0 (Perrysburg-Holland Road) in the not-to-exceed amount of \$151,490.00 is approved, and the Executive Director is authorized to amend the Agreement with Mannik & Smith to perform such services in accordance with the terms and conditions of the Commission’s RFP for Professional Engineering Services, Mannik & Smith’s technical response and fee proposals; and

FURTHER RESOLVED, that the Executive Director has the authority under Article V, Section 1.00 of the Commission's Code of Bylaws to further amend the agreement with Mannik & Smith to perform additional Phase IB and/or Phase II services necessary for Project 71-16-07 that does not exceed the Executive Director's contracting authority, and approve such extra work or change orders under said contract as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the project or increase its costs.

(Resolution No. 52-2017 adopted November 20, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of M. P. Dory Company to Repair and Replace Various Sign Structures in the Amount of \$375,950.00 Under Contract No. 45-18-01

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) published notice in accordance with law advertising its invitation to bid upon a contract for the Sign Structure Repair and Replacement Project at Milepost 125.50, 125.80, 212.75 and 230.75 to 236.25 in Erie, Trumbull and Mahoning Counties, Ohio, designated as Contract No. 45-18-01 (the “Project”); and

WHEREAS, the Commission received two bids via Bid Express to perform the Contractor’s obligations on the Project, and the Deputy Chief Engineer and the Chief Engineer reviewed and evaluated the bids received, and whose report concerning such analysis is before the Commission; and

WHEREAS, Commission action is necessary to approve Contract No. 45-18-01 in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws because the amount of the bids received require an expenditure that will exceed \$150,000.00; and

WHEREAS, the Deputy Chief Engineer and Chief Engineer report that M. P. Dory Company, of Columbus, Ohio, submitted the lowest responsive and responsible bid to perform the Contractor’s obligations under Contract No. 45-18-01 in the amount of \$375,950.00, which they recommend the Commission accept and approve authorization for the Executive Director to select; and

WHEREAS, the Director of Contracts Administration advises that bids for Contract No. 45-18-01 were solicited on the basis of the same terms, conditions and specifications, that the bid of M. P. Dory Company for Contract No. 45-18-01 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and that M. P. Dory Company submitted a bid guarantee and performance bond with good and sufficient surety; and

WHEREAS, the Commission’s Executive Director has reviewed the reports of the Deputy Chief Engineer, Chief Engineer and the Director of Contracts Administration and, predicated upon such analysis, has made his recommendation to the Commission to approve authorization for the Executive Director to execute Contract No. 45-18-01 with the lowest responsive and responsible bidder, M. P. Dory Company; 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 M. P. Dory Company, in the amount of \$375,950.00 for Contract No. 45-18-01 is approved as the lowest responsive and responsible bid received and the Executive Director is authorized to execute a Contract on the basis of said bid; and

FURTHER RESOLVED that the Executive Director has the authority to approve such extra work or change orders under said contracts as a result of an increase in the planned quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the project or increase its costs.

(Resolution No. 53-2017 adopted November 20, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Approving the Selection of Lawrence Building Corporation to Replace the Fuel Piping & Containment System at the Middle Ridge & Vermilion Valley Service Plazas Under Project No. 53-18-02 & 53-18-03 for the Total Amount of \$2,104,900.00 and Approving the Assignment of Wellert Corporation to Perform Professional Services for Constructing the Project

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) published notice in accordance with law that advertised its invitation to bid upon a Contract for the Fuel Piping & Containment Replacement Project at Middle Ridge & Vermilion Valley Service Plazas at Milepost 139.5, in Lorain County, Ohio, designated as Project No. 53-18-02 & 53-18-03 (the “Project”); and

WHEREAS, the Commission received one bid to perform the Contractor’s obligations on the Project, and the Chief Engineer and the Deputy Chief Engineer reviewed and evaluated the bid received, and whose report concerning such analysis is before the Commission; and

WHEREAS, the Chief Engineer and Deputy Chief Engineer report that Lawrence Building Corporation of Fort Wayne, Indiana, submitted the lowest responsive and responsible bid to perform the Contractor’s obligations on the Project for the total amount of \$2,104,900.00, which they recommend the Commission accept and approve; and

WHEREAS, the Director of Contracts Administration advises that bids for Project No. 53-18-02 & 53-18-03 were solicited on the basis of the same terms and conditions and the same specifications, that the bid of Lawrence Building Corporation for Project No. 53-18-02 & 53-18-03 conforms to the requirements of Ohio Revised Code Sections 5537.07, 9.312 and 153.54, and Lawrence Building Corporation submitted a performance bond with good and sufficient surety and made a good faith effort to attain the participation of disadvantaged businesses in the Project; and

WHEREAS, the amount of the bid received will require expenditures under Contract No. 53-18-02 & 53-18-03 that will exceed \$150,000.00, and Commission action is necessary to approve the Contract in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws; and

WHEREAS, the Commission’s Executive Director has reviewed the reports of the Chief Engineer and the Director of Contracts Administration and concurs with the recommendation that the Commission approve the award of Project No. 53-18-02 & 53-18-03 to Lawrence Building Corporation as the lowest responsive and responsible bidder; and

WHEREAS, the Commission has duly considered such recommendation.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of Lawrence Building Corporation in the total amount of \$2,104,900.00 for Project No. 53-18-02 & 53-18-03 is approved as the lowest responsive and responsible bid received, and the Executive Director is authorized to execute a contract on the basis of said bid; and

FURTHER RESOLVED that the Commission approves the Executive Director and the Chief Engineer assigning Wellert Corporation to perform the necessary construction administration, inspection and testing services in accordance with the contract previously authorized under the authority of Article V., Sec. 1.00 of its Code of Bylaws to design the project; and

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

(Resolution No. 54-2017 adopted November 20, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Awarding a Contract for Joint Sealant Under Invitation No. 4308 to Crafcu, Inc. in the Total Amount of \$188,984.25

WHEREAS, the Ohio Turnpike and Infrastructure Commission (“Commission”) advertised an Invitation for Bids to furnish approximately 650,000 pounds of hot-pour, ready-mixed joint sealant under Invitation No. 4308; and

WHEREAS, the Commission received three bids in response to the Invitation, and the Commission’s Deputy Chief Engineer reviewed and analyzed the timely bids submitted, whose report concerning such analysis is before the Commission; and

WHEREAS, the Deputy Chief Engineer reports that Crafcu, Inc., of Chandler, Arizona, (“Crafcu”) submitted the apparent low bid at a unit price of \$0.2769 per pound and proposes to furnish joint sealant material in accordance with the specifications and offers a bid price that is below the estimated dollar amount for this Invitation; and

WHEREAS, the Director of Contracts Administration advises that all bids were solicited on the basis of the same terms, conditions and specifications, and that the bid of Crafcu was accompanied by a bid guaranty with good and sufficient surety and complies with the requirements of Sections 5537.07 and 9.312 of the Ohio Revised Code; and

WHEREAS, the Chief Deputy Engineer reports that the bid of Crafcu conforms with the bid specifications in all material respects, has satisfactorily furnished similar material previously to the Commission, and recommends that the Commission select the bid of Crafcu as the lowest responsible and responsive bid received under Invitation No. 4308, in the amount of \$0.2769 per pound, which may result in a total contract price of \$188,984.25 if the maximum delivery variance of five percent from the approximate quantity of 650,000 pounds is reached; and

WHEREAS, the amount of the bids received identify expenditures under Invitation No. 4308 that will exceed \$150,000.00, and Commission action is necessary to execute the Contract in accordance with Article V, Section 1.00 of the Commission’s Code of Bylaws.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that the bid of Crafcu, Inc. under Invitation No. 4308, to deliver an approximate quantity of 650,000 pounds of hot-pour, ready-mixed joint sealant for its bid price of \$0.2769 per pound, which may result in a total contract price of \$188,984.25 if the maximum delivery variance of five percent from the approximate quantity of 650,000 pounds is achieved, is approved as the lowest responsive and responsible bid received, and that the Executive Director is authorized to execute a contract on the basis of said bid.

(Resolution No. 55-2017 adopted November 20, 2017)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Resolution Authorizing an Amendment to the Contract with TransCore, LP for Project No. 64-08-01 to Furnish and Install Sixteen Automated Toll Payment Machines and Additional Spare Parts for the Toll Collection System in the Total Amount of \$2,590,809.78

WHEREAS, pursuant to Resolution No. 8-2008, Contract No. 64-08-01 was awarded by the Ohio Turnpike and Infrastructure Commission (“Commission”) to TransCore, LP, of Hummelstown, Pennsylvania, following a Request for Proposal (“RFP”) process to select an integrator to furnish, install and maintain a new Toll Collection System (“TCS”) and Customer Service Center (“CSC”), which includes electronic toll collection (*E-ZPass*); and

WHEREAS, TransCore furnished and installed a new TCS and CSC, and the Commission “final accepted” both systems on June 1, 2010, with the exception of twenty new Automated Toll Payment Machines (“ATPMs”), which were final accepted as of June 1, 2011; and

WHEREAS, the RFP for Contract No. 64-08-01 contemplated that the Commission could enter into an extended Maintenance Contract with TransCore, and a five-year Maintenance Contract was thereafter authorized by the Commission in the annual amount of \$2,454,947.00 per Resolution No. 3-2011, with the option of one, additional five-year renewal term; and

WHEREAS, the Commission further automated toll lanes at low volume interchanges (Toll Plazas 52, 91, 152 and 193 respectively located in Lucas, Sandusky, Lorain and Portage Counties) with the addition of eight ATPMs manufactured by the same TransCore subcontractor that provided the initial twenty ATPMs purchased for the TCS; and

WHEREAS, the Commission’s staff recommends that the Commission should further automate toll lanes with the addition of sixteen new ATPMs manufactured by the same TransCore material supplier that provided the initial twenty ATPMs and additional eight ATPMs purchased for the TCS; and

WHEREAS, TransCore has submitted a proposal in the amount of \$2,590,809.78 for the sixteen ATPMs and additional spare parts that includes manufacture, shipping and installation; and

WHEREAS, the Director of Contracts Administration has advised the Commission that the additional recommended expenditures are appropriate and reasonable and is considered as a competitively sourced through the prior process that resulted in the selection of TransCore because the new ATPM equipment must be provided by the same manufacturer whose ATPM equipment was originally integrated into the TCS as originally conceived; and

WHEREAS, the Director of Contracts Administration recommends that the Commission authorize an amendment to Contract No. 64-08-01 with TransCore in the amount of \$2,590,809.78 for TransCore to cause the manufacture, delivery and installation of the sixteen additional ATPMs; and

WHEREAS, the Executive Director has reviewed the recommendations submitted by the Director of Contracts Administration and concurs with his recommendation; and

WHEREAS, the Commission has duly considered such recommendations.

NOW, THEREFORE, BE IT

RESOLVED by the Ohio Turnpike and Infrastructure Commission that amending the Contract with TransCore, LP for Project No. 64-08-01 to furnish and install sixteen Automated Toll Payment Machines and additional spare parts for \$2,590,809.78 is approved, and the Executive Director is authorized to execute such an amendment therefor; and

FURTHER RESOLVED that the Executive Director has the authority to approve such extra work or change orders under said contracts as a result of an increase in necessary quantities, newly mandated requirements that did not exist at the time of original contract awards, or circumstances that would create a life, safety, or health threatening situation or would unduly delay the completion of the Project or increase its costs.

(Resolution No. 56-2017 adopted November 20, 2017)