

**MINUTES OF THE 616th MEETING OF THE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
MARCH 16, 2015**

Chairman: Good morning ladies and gentlemen. Would you please rise as we say our Pledge of Allegiance.

The meeting will come to order. We ask that all guests please sign the sign-in sheet in the Lobby, as we like to have a record of who has been in attendance at our meetings. Senator Manning will not be in attendance as she is involved in the Transportation Budget hearings in Columbus.

Will the Assistant Secretary-Treasurer please call the roll?

Assistant Secretary-Treasurer: Chairman Hruby

Chairman Hruby: Here

Assistant Secretary-Treasurer: Vice Chairman Balog

Vice Chairman Balog: Here

Assistant Secretary-Treasurer: Mrs. Barber

Secretary-Treasurer Barber: Here

Assistant Secretary-Treasurer: Mr. Dixon

Mr. Dixon: Here

Assistant Secretary-Treasurer: Mr. Paradiso

Mr. Paradiso: Here

Assistant Secretary-Treasurer: Ms. Townley

Ms. Townley: Here

Assistant Secretary-Treasurer: Mr. Kauffman

Mr. Kauffman: Here

Assistant Secretary-Treasurer: Representative Dovilla

Representative Dovilla: Here

Chairman: Thank you. We have a quorum. This is the 616th 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. Various reports will be received, and we will act on several resolutions. Draft copies have previously been sent to the Members and updated drafts are in the Members' folders. The Resolutions will be explained during the appropriate reports.

A draft copy of the Minutes of the February 23, 2015 Commission Meeting has been previously provided.

MOTION: A motion to approve the Minutes was made by Mr. Dixon, seconded by Chairman Hruby.

All Commission Members present voted to approve the Minutes, except for Mr. Balog who abstained.

Chairman: I would like to make note of the fact that we have a special guest here today, Alan Johnson. Alan was the Executive Director of the Commission for 25 years. Alan did an outstanding job in the 25 years and I say that, as a public official, it was a pleasure to work with you, Alan. Let us move on to the report of the Secretary-Treasurer, Mrs. Barber.

Secretary-Treasurer: The following items have been sent to the Members since the last scheduled meeting of the Commission on February 23, 2015:

1. Five Resolutions;
2. Draft Minutes of the February 23, 2015, 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 and Revenue Report, February 2015;
2. Total Revenue by Month and Year, February 2015;
3. Investment Report, February 2015;
4. Financial Statements, February 2015; and
5. Various News Articles.

That concludes 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: Thank you, Mr. Chairman. My report today will be brief as many of the items will be discussed in more detail by others today. We do have a new Commission Member. With the departure of Mr. Murphy, Director Wray has designated Matthew McAuliffe, the new Chief of Staff, as the ODOT Representative. However, Mr. McAuliffe is unable to join us today. We appreciate Jennifer Townley joining us as the ODOT designee at today's meeting.

It has been a brief period of time since our last meeting in February; however, the Turnpike has been very busy. Work toward our 2015 Construction Program continues. I am happy to report that we are seeing competition for most of our work and continued success in our DBE/MBE efforts.

Next week the Turnpike's Directors and Managers will meet to review and discuss the Commission's Strategic Plan. It began as a process in 2012, and you have had briefings on the elements of the Plan over the past year. You were provided with a copy of the current Plan last month. Please review it again and make suggestions to Robin or myself, so that we may incorporate your insights and perspectives into our process. Personally, I recently reached out to all of the Turnpike staff to provide input and their ideas related to two concepts - 1) Value and 2) Expense. Our Ohio Turnpike continues to add value in Northern Ohio - not just as a safe and efficient transportation route, but through the offerings at our service plazas; as a major employer in the state; through the thousands of construction jobs supported through our capital plan; and as a revenue generator for local communities through taxes and fees collected.

However, unlike most public agencies funded through mandatory taxes and fees, we have customers. Customers who choose to bear a direct expense for travelling on the Turnpike. The Commission has set our toll rates through 2023, so it is important that we keep operating and capital expenses in line to maintain our budget projections moving forward. I would like each of you to think about these two words and their meaning to the Ohio Turnpike as we chart our course for the next few years.

Mr. Chairman, that concludes my report.

Chairman: Thank you, Mr. Cole. Any questions? If none, we will move on to the report of our Deputy Executive Director/Director of Administration, Robin Carlin.

DED/Director of Administration: Thank you, Mr. Chairman. I have two things to share with the Commission this morning. My first report is to let you know that before you is the workforce planning document for 2015. As you know, most great companies must focus on three key areas – people, processes and product. The 2015 workforce plan looks at the people side of the business. Specifically, we must address staffing, succession planning, and training and development to better position ourselves as a leader in the transportation community. Last year's staffing analysis essentially conducted the research and groundwork to find out what we have. It was a critical analysis of departmental structures, tenure of each department's employees and a brief analysis of training and development activities that may be beneficial to improving employee's skillsets. If 2014 told us what we have, then 2015 tells us what we need to do to get to where we need to be and we have a lot of work to do. I hope you take the time to

review the key elements in the report. It is much shorter from last year coming in at twelve pages. After you have had an opportunity to review the document, I would be more than glad to answer any questions regarding the information contained inside.

The second report I have is with respect to the Collective Bargaining Agreement for the Radio Operators. In late-2013, the Teamsters Local Union No. 436 sought to organize the Radio Room Operators. A vote occurred in January, ballots were counted in February, and on March 13, 2014, the State Employment Relations Board certified the Teamsters Local Union 436 as the exclusive representative for all full-time and part-time Radio Operators. Negotiations commenced in May of 2014, in accordance with Ohio Revised Code Section 4117. The parties subsequently met on seventeen occasions in an effort to negotiate the wages, hours, terms and conditions of employment for the nine Radio Room Operators. The Management Team consisted of the Safety Services Manager, Communications Center Supervisor, Human Resources Manager, Assistant General Counsel, General Counsel, as well as myself as Chief Negotiator. We did not use any outside services other than the assistance of the SERB Mediator for two sessions. On February 23, 2015, we reached a tentative agreement on all issues addressing wages, hours, terms and conditions of employment. I am also happy to report that, on March 10, 2015, the Union reported to me that the tentative agreement passed with a vote of 8-0. We believe the agreement before you is fair and balanced. All issues were resolved in a like manner reflective of either the Employee Manual or the existing Collective Bargaining Agreement between the Teamsters and Toll and Maintenance employees. The Agreement includes a wage increase for 2015 and 2016, as well as a one-time payment for 2014. The health insurance benefits mirror those of the bargaining and non-bargaining employees. It is my recommendation that the Commission authorize the Executive Director to execute the new Collective Bargaining Agreement with the Radio Room Operators and the Teamsters Local 436 with an expiration date of December 31, 2016. With your permission, Mr. Chairman may the General Counsel please read the Resolved?

General Counsel: RESOLVED that the Commission hereby authorizes the Executive Director to execute a new Collective Bargaining Agreement with the Radio Operators Bargaining Unit represented by the Teamsters Local Union No. 436 for an initial term that will expire on December 31, 2016; and

FURTHER RESOLVED, that the Commission authorizes the Executive Director and the Director of Administration/DED to take any other action necessary to carry out the terms and provisions of the new Collective Bargaining Agreement with the Radio Operators Bargaining Unit.

MOTION: A motion for adoption of the *Resolution Authorizing Execution of the Collective Bargaining Agreement for the Radio Operators Bargaining Unit Represented by the Teamsters Local Union No. 436* was made by Mr. Balog, seconded by Mr. Paradiso, and unanimously approved by all Commission Members present.

Chairman: Passes unanimously. Anything else, Robin.

DED/Director of Administration: That's all. Thank you very much.

Mr. Dixon: I am looking at the organizational structure on page two. Shouldn't the Commission be on the first line with the Executive Director reporting to the Commission?

DED/Director of Administration: Correct. I will add that in.

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 is for the authorization to award Contract No. 43-15-02 for the repainting of eight bridges located between Mileposts 226.5 and 236.7, as well as the rehabilitation and repainting of the Youngstown and Southeastern Railroad Bridge at Milepost 233.3, all located in Mahoning County. This project is contained in the 2015 Capital Improvement Budget. Among the bridges to be repainted are the State Route 11 twin spans over the Ohio Turnpike located at Milepost 226.5, which are owned and maintained by ODOT since these structures were constructed after the completion of the Ohio Turnpike system. Both ODOT and Commission determined that the Commission's contractor could more expeditiously perform the work at a lower cost when the Commission performs the repainting of the seven other bridges, which are in very close proximity to the State Route 11 structures. The Commission and ODOT have entered into an agreement whereby ODOT will reimburse the Commission for all work performed on the State Route 11 bridges as part of this project. Procurement received six bids for this work and the apparent low bid was submitted by APBN, Inc., of Campbell, Ohio, in the amount of \$3,080,750.64. The bid submitted by APBN is about 12% below the Engineering's Estimate of \$3.5 million and about .05% or \$1,672.56 below the second lowest bidder. APBN has satisfactorily performed similar work for the Commission in the past and appears to have sufficient capacity to perform this contract. In addition, APBN has indicated that the DBE participation on this contract will be 5.83% of the Contract amount. The Resolution also contains provisions to assign HDR Engineering, Inc., of Cleveland, Ohio, and Greeman Pedersen, Inc., of Berea, Ohio, to perform construction inspection services, as well as Solar Testing Laboratories of Brooklyn Heights, Ohio, to perform material testing.

With your permission, may the General Counsel please read the Resolved?

General Counsel: RESOLVED that the bid of **APBN, Inc., of Campbell, Ohio**, in the amount of **\$3,080,750.64** for the performance of Contract No. 43-15-02 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said Contract, and is accepted, and that the Chairperson and Executive Director, or either of them, hereby is authorized to: 1) execute a Contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid, 2) direct the return to the non-winning bidders of their bid security, when appropriate, and 3) take any and all action necessary or proper to carry out the terms of said bid and of said Contract; and

FURTHER RESOLVED that the Commission hereby authorizes the Executive Director and the Chief Engineer to assign **HDR Engineering, Inc., of Cleveland, Ohio**, to Contract No. 43-15-02 for the purpose of performing construction inspection services in accordance with the Agreement previously authorized under Resolution No. 53-2013 relative to the Youngstown

Southern Railroad Bridge rehabilitation at Milepost 233.3; and to assign **Greenman-Pederson, Inc.**, of **Berea, Ohio**, for the purpose of performing construction administration and inspection services relative to all bridge repainting under Contract No. 43-15-02, and to assign **Solar Testing Laboratories, Inc.**, of **Brooklyn Heights, Ohio**, for the purpose of performing materials testing services necessary for the entire Project, with such assignments in accordance with the 2015-2016 Miscellaneous Engineering Services Agreement between the Ohio Turnpike and Infrastructure Commission and said engineering firms; and

FURTHER RESOLVED that Contract No. 43-15-02 is designated a System Project under the Commission's 2013 Master Trust Agreement.

Chairman: Is this a day/night contract?

Chief Engineer: Every painter is a little bit different. This painter, typically, does not work at night. He usually works between 6:00 a.m. and 6:00 p.m., but because of the rehabilitation work on the railroad structure, they do have a shutdown period of three days to get the work done, and they can shut it down multiple times, but in that case it could be a day/night operation.

Chairman: So it is their preference, not ours?

Chief Engineer: Mr. Chairman, yes. We do have restrictions in the General Conditions, but for the painting work we typically do allow it to go 24/7 because of our traffic. While we prefer it being done at night when traffic is low, they are required to take down their zones if the traffic starts to back-up more than a half-mile.

Chairman: My second question is, how many claims do we get for damage as a result of painting?

Chief Engineer: Mr. Chairman, on a painting contract, it is not very often because they have a containment system that is set up, but every so often it may breach and they do catch a car, but not very often.

General Counsel: It's very rare.

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

MOTION: A motion for adoption of the *Resolution Awarding Contract No. 43-15-02, Bridge Rehabilitation and Bridge Repainting in Mahoning County* was made by Mr. Balog, seconded by Mr. Paradiso, and unanimously approved by the Commission Members present.

Chairman: Please continue.

Chief Engineer: The second resolution for your consideration is to award Contract No. 43-15-04 for the Bridge Deck Replacement and Rehabilitation of four Turnpike overpass

bridges between Milepost 16.1 and Milepost 19.1 in Williams County. This work is included in the 2015 Capital Improvement Budget. On February 27, 2015, one bid was received via Bid Express, and the apparent low bid was submitted by Mosser Construction, Inc. ("Mosser") of Fremont, Ohio, in the amount of \$3,132,474.40. The bid submitted by Mosser is approximately 4% more than the Engineer's Estimate of \$3,000,000.00. A review of the bid concluded that Mosser's unit prices bid were comparable to unit prices bid for recent similar projects and is deemed to be a responsive and responsible bid. Mosser 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 contract. I am pleased to report that Mosser has committed to a 7.6% DBE participation on this contract. It is recommended that Contract No. 43-15-04 be awarded to Mosser Construction, Inc., of Fremont, Ohio, in the amount of \$3,132,474.40. This Resolution also contains provisions to assign Mannik & Smith Group, Inc., of Maumee, Ohio, to perform construction administration and inspection services and to assign Somat Engineering of Ohio, Inc., of Cleveland, Ohio, a Commission certified DBE, to perform material testing services. With your permission, may the General Counsel please read the Resolved?

General Counsel: RESOLVED that the bid of **Mosser Construction, Inc.**, of **Fremont, Ohio**, in the amount of **\$3,132,474.40** for the performance of Contract No. 43-15-04 is, and is by the Commission, determined to be the lowest responsive and responsible bid received for the performance of said Contract, and is accepted, and that the Chairperson and Executive Director, or either of them, hereby is authorized to: 1) execute a Contract with said successful bidder in the form heretofore prescribed by the Commission pursuant to the aforesaid bid, and 2) take any and all action necessary or proper to carry out the terms of said bid and of said Contract; and

FURTHER RESOLVED that the Commission hereby authorizes the Executive Director and the Chief Engineer to assign **Mannik & Smith Group, Inc.**, of **Maumee, Ohio**, to Contract No. 43-15-04 for the purpose of performing construction administration and inspection services in accordance with the Agreement specific to this project as previously authorized under Resolution No. 37-2014, and to assign **Somat Engineering of Ohio, Inc.**, of **Cleveland, Ohio**, for the purpose of performing materials testing and inspection services, with such assignment in accordance with the 2015-2016 Miscellaneous Engineering Services Agreement between the Ohio Turnpike and Infrastructure Commission and said engineering firm; and

FURTHER RESOLVED that Contract No. 43-15-04 is designated a System Project under the Commission's 2013 Master Trust Agreement.

Chairman: Any questions? Mr. Dixon.

Mr. Dixon: When there is a single bidder and the bid is over the Estimate, is there a threshold or a percentage where we would send that back out for bids? I am not suggesting that for this, but is it 10%? What is that number?

Chief Engineer: Mr. Chairman and Commission Member Dixon, the answer is 10%. We cannot award anything that is 10% or more over the Estimate. So, 10% is definitely

the threshold. In this case, we did look at their unit price bid items and compared them to other unit price bid items for similar work that was performed with more than one bidder and they were well in line with that. Our Engineer's Estimate was actually a little low for one item, so we are very comfortable with the bid.

Mr. Paradiso: You could have declined this bid?

General Counsel: Mr. Chairman and Commission Member Paradiso, from the legal perspective we always retain the right to reject any and all bids. So, if the Engineering Department felt that the bids were off, even if they were under the 10% threshold, the Commission could reject the bid.

Chairman: But, I take it Tony that from your experience you feel that this is a good bid?

Chief Engineer: Mr. Chairman, yes we do. At the next Commission Meeting we will be awarding another contract with three deck replacements. We received two bids and it is out west. It is a little closer to Toledo, so we did see another bid. We have two more on the street right now as we speak in Lorain County. The last project we had with one bidder was out in Williams County, and that was a paving project and that was awarded at the last Commission Meeting.

Chairman: Mr. Director, how do you feel about this?

Director Cole: Mr. Chairman, some of my comments are speculative in nature, but Adam, Tommie Jo and I just went out and met with some contractors out in Northwest Ohio. We talked to the ODOT District Deputy Director out that way. If you remember at the last Commission Meeting, we had a paving project out that way and given the nature of the paving market itself and the consolidation of companies, we only had one bid on that paving job. I would say it is two things. Part is the nature of the industry itself changing, but also and this is the speculation, we are a bit of a victim of our own generosity and success. In the Northwest Ohio area, they have \$500 million dollars in projects, in part backed by Turnpike revenue bonds as part of the Job and Transportation Plan, and those thousands and thousands of construction jobs that means contractors are very busy right now. Finding the appropriate subs and trucking companies, the nature of the workforce, making sure you have the right number of CDLs and trained laborers and everyone else along that line makes things a little tight out there right now. It is not the recession anymore. Commercial markets are up, ODOT has a lot of jobs on the street, then there is our construction and other local government construction, so the market is a little tight. I would say that is part of the problem. Contractors have the opportunity to choose which jobs they think will be more profitable or more convenient for the nature of their work and we are seeing the results of that and I continue to expect we will see that throughout this year. Our Engineering Department, our Contracts and Procurement Departments are doing a fantastic job, again, trying to get MBEs/DBEs, and trying to work on getting as many vendors as possible. We talk frequently with ODOT about what they are seeing in market and what we can do. I think, right now, the simplest thing for me to say is this is kind of where we are. We are going to

continue to monitor it, but if we see pricing that we don't think is sufficient, we are going to reject the bids and go back out to the street. Do you have anything to add to that Ms. Townley?

Ms. Townley: No, Mr. Chairman. I definitely agree with that assessment. ODOT is seeing the same things, specifically in Northwest Ohio, but it is starting to be seen throughout all of Northern Ohio as well. With ODOT putting out a \$2.4 billion program last year and this year, we are seeing less competition out there as well.

MOTION: A motion for adoption of the *Resolution Awarding Contract No. 43-15-04, Bridge Deck Replacement and Rehabilitation in Williams County* was made by Mr. Balog, seconded by Mrs. Barber, and unanimously approved by all Commission Members present.

Chairman: Resolution passes unanimously. Please continue.

Chief Engineer: My third resolution seeks authorization for the purchase of eight 2015 model year pick-up trucks with a gross vehicle weight rating (GVWR) of less than 12,000 pounds. The purchase of such vehicles is governed by the Ohio Department of Administrative Services (ODAS) under ORC Section 125.832. As a condition of these requirements, the Ohio Turnpike and Infrastructure Commission is required, on an annual basis, to submit to ODAS a Fleet Plan for review and acceptance. The 2015 Fleet Plan, which was submitted and accepted, included the replacement of these eight vehicles. The purchase of these vehicles is also included in the 2015 Capital Improvement Budget. The best unit pricing for eight 2015 GMC 2500 Sierra pick-up trucks for the Maintenance Division's Assistant Foreman is available under ODAS State Term Index No. GDC093, Contract No. RS903615, Item 20AT from Collection Buick GMC of Beachwood, of Beachwood, Ohio, a State of Ohio certified MBE, at the unit price of \$24,012.50 for a total of \$192,100.00. The new trucks will replace model year 2008 trucks, with current mileage ranging between 124,000 to 178,000 miles, which is estimated to be about 169,000 miles on average when the new trucks are placed into service. This purchase will complete the systematic replacement of pick-up trucks for the Assistant Foreman. In addition, this Resolution includes the disposal of the existing eight vehicles in accordance with the Commission's Property Disposal Policy. With your permission, may the General Counsel please read the Resolved?

General Counsel: RESOLVED that the Commission's Executive Director and Procurement Manager are hereby authorized to proceed with the purchase of eight, 2015 GMC 2500 Sierra (8,500 lb. GVWR) pick-up trucks under ODAS State Term Index No. GDC093, Contract No. RS903615, Item 20AT from **Collection Buick GMC of Beachwood, of Beachwood, Ohio**, in the total amount of **\$192,100.00** (including delivery to the Commission); and

FURTHER RESOLVED that the Commission's Executive Director and Procurement Manager are authorized to proceed with the disposal of the eight vehicles identified for replacement by the Commission's Chief Engineer in accordance with the Commission's Property Disposal Policy; and

FURTHER RESOLVED that the purchases of the aforementioned vehicles are designated Renewal and Replacement expenditures under the Commission's 2013 Master Trust Agreement.

Chairman: Any questions?

Mr. Balog: If we were doing this project twenty years ago, we would look at the mileage and say "wow" you guys did a wonderful job, 160,000 miles is the average currently. Is this something that, in fact, needed to be done? You know 160,000 seems like a lot miles, but it is not unusual for vehicles now to go 200,000. We are just not rotating them out because it is time?

Chief Engineer: Mr. Chairman and Commission Member Balog, no. We do look at the mileage, but we also look at the maintenance dollars that we are spending on the vehicle as compared to what the cost of a new vehicle is. So, that is also taken into consideration.

Chairman: Any other questions or comments?

Ms. Townley: Mr. Chairman, I guess there is one vehicle on here that only has an age of 2.6 years on it. My one question is, is that somebody that is driving a lot of miles per year? Why are we replacing vehicles that are only 2.6 years old?

Chief Engineer: Mr. Chairman and Commission Member Townley, I am assuming that you are looking at the 2012 Ford Escape.

Ms. Townley: Yes.

Chief Engineer: That was actually replaced prior to this and yes that vehicle obviously travels quite a bit. The person that uses that vehicle puts a lot of miles on it is a very short period of time.

Chairman: Same criteria though based upon your record of maintenance costs and so forth.

Chief Engineer: Yes, absolutely. Maintenance and mileage and the money we will have to put back in these vehicles.

MOTION: A motion for adoption of the *Resolution Authorizing the Purchase under the ODAS Cooperative Purchase Program of Eight 2015 Pick-up Trucks and Disposal of Eight Existing Pick-up Trucks* was made by Chairman Hruby, seconded by Mr. Balog, and unanimously approved by all Commission Members present.

Chairman: Resolution passes unanimously. Please continue.

Chief Engineer: My fourth and final resolution seeks authorization for the purchase of fourteen 2015 model year Ford Transit 3500 cargo vans with a gross vehicle weight rating

(GVWR) of less than 12,000 pounds. The purchase of such vehicles is governed by the Ohio Department of Administrative Services (ODAS) under ORC Section 125.832. As a condition of these requirements, the Ohio Turnpike and Infrastructure Commission is required, on an annual basis, to submit to ODAS a Fleet Plan for review and acceptance. The 2015 Fleet Plan, which was submitted and accepted, included the replacement of these fourteen vans. The purchase of these vehicles is also included in the 2015 Capital Improvement Budget. The best unit pricing for fourteen 2015 Ford Transit 3500 cargo vans for the Maintenance Division's Trades Technicians is available under ODAS State Term Index No. GDC093, Contract No. RS903615, Item 8AT from Middletown Ford, Inc., of Middletown, Ohio, a State of Ohio certified MBE, at the unit price of \$28,097.51 for a total of \$393,365.14. The new vans will replace model year 2003, 2006 and 2008 vans, with current mileage ranging between 105,000 to 183,000 miles, which is estimated to be about 158,000 miles on average when the new vans are placed into service. This purchase will complete the systematic replacement of vans for the Trades Technicians. In addition, this Resolution includes the disposal of the existing fourteen vehicles in accordance with the Commission's Property Disposal Policy. With your permission, may the General Counsel please read the Resolved?

General Counsel: RESOLVED that the Commission's Executive Director and Procurement Manager are hereby authorized to proceed with the purchase of fourteen, 2015 Ford Transit 3500 cargo vans under ODAS State Term Index No. GDC093, Contract No. RS903615, Item 8AT from **Middletown Ford, Inc., of Middletown, Ohio**, in the total amount of **\$393,365.14** (including delivery to the Commission), and to take any and all action necessary to properly carry out the terms of said purchases; and

FURTHER RESOLVED that the Commission's Executive Director and Procurement Manager are authorized to proceed with the disposal of the fourteen vehicles identified for replacement by the Commission's Chief Engineer in accordance with the Commission's Property Disposal Policy; and

FURTHER RESOLVED that the purchases of the aforementioned vehicles are designated Renewal and Replacement expenditures under the Commission's 2013 Master Trust Agreement.

Chairman: Questions or comments? Hearing none.

MOTION: A motion for adoption of the *Resolution Authorizing the Purchase under the ODAS Cooperative Purchase Program of Fourteen 2015 Cargo Vans and Disposal of Fourteen Existing Cargo Vans* was made by Chairman Hruby, seconded by Mr. Balog, and unanimously approved by the Commission Members present.

Chairman: Resolution passes unanimously. Tony, anything else?

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

Chairman: Any other questions for Tony? Hearing none. We will move on to the report of our CFO/Comptroller, Marty Seekely.

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

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

There were multiple days of heavy snowfall in February this year. But despite increased snowfall this year passenger car vehicle miles traveled were 1.2% higher than February of last year.

Commercial traffic increased despite the weather as well and was 2.7% higher than February of last year.

The increase in traffic combined with the toll rate increase on January 1 of this year caused passenger car toll revenue to increase 2.6% from February of last year.

The increase in Commercial traffic combined with the toll rate increase this year resulted in a 4.7% increase in Commercial vehicle toll revenues from February of last year.

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

Toll revenues through February were \$2.1 million or 6.3% above the amount from last year.

That completes my report Mr. Chairman.

Chairman: Any questions for Marty? Hearing none. We will move on to the report of our General Counsel, Kathleen Weiss.

General Counsel: Thank you, Mr. Chairman. No report today.

Chairman: Thank you. We will move on to reports of our various advisors. Financial Advisor, Bethany Pugh?

Financial Advisor: No report, Mr. Chairman.

Chairman: General Consultant, Mr. Buchanan?

General Consultant: No report, Mr. Chairman.

Chairman: Trustee from Huntington, Frank Lamb?

Trustee: No report, Mr. Chairman.

Chairman: Ohio State Highway Patrol, Lt. Weirtz?

S/Lt. Weirtz: Thank you Mr. Chairman and Commission Members. I have just one brief item to report on, but I am very happy to do so. I think most of you are familiar with Trooper Andrew Clouser, who was here several months ago while he was on light duty rehabbing from his injuries that he sustained on March 12, 2014. He was on duty that day investigating several crashes and, while he was outside his patrol vehicle, he was struck. I am happy to report today that on February 23, 2015, Trooper Clouser returned to full duty with no restrictions and, as a testament to his courage and fortitude, he actually requested that he specifically be able to work this year on March 12, 2015. We are very happy to have him back from what could have been a career ending injury for many others. He decided he wanted to work through his therapies after several surgeries and come back to full duty and he was able to do so.

That concludes my report.

Chairman: Thank you. Any questions for Lieutenant Weirtz? Lieutenant, that is excellent. When he was here, his dedication and his fortitude for coming back was definitely obvious. It is good news to have him back.

Any questions or comments from anyone else? I would like to call your attention to a change in the time for our April 20, 2015 meeting. Although, it says our normal time of 10:00 a.m., we will be meeting on April 20, 2015 at 11:00 a.m. If that creates a problem for anyone please let us know. Any further business? Hearing none. I will accept a motion to adjourn.

MOTION: A motion to adjourn is made by Mr. Balog, seconded by Mrs. Barber, and unanimously approved by all Commission Members present.

Time of adjournment: 10:39 a.m.

Attendees for Record Keeping Purposes:

Scott Buchanan, AECOM; Sarah Brown, HNTB; Bethany Pugh, PFM; Jennifer Townley, ODOT; Jim Gates, ODOT; Tim McDonald, ODOT; Dan Castrigano, GPI; Doug Hedrick, GPI; Frank Lamb, Huntington Bank; Gene Baxendale, Hill International; Allan Johnson; Hamid Homae, TranSystems; Toby Fritz, Hill International; David Tiggett, Fifth Third; Kenneth Fertal, HDR; Michael (last name not legible), Hatch Mott MacDonald; Kathleen Weiss, Ohio Turnpike; Anthony Yacobucci, Ohio Turnpike; Robin Carlin, Ohio Turnpike; Martin Seekely, Ohio Turnpike; David Miller, Ohio Turnpike; Sharon Isaac, Ohio Turnpike; Helen Guggenbiller, Ohio Turnpike; Jennifer Diaz, Ohio Turnpike; Dennis Albrecht, Ohio Turnpike; Mark Musson, Ohio Turnpike; Chris Matta, Ohio Turnpike; Adam Greenslade, Ohio Turnpike; Brian Newbacher, Ohio Turnpike; and Tommie Jo Marsilio, Ohio Turnpike.

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

Sandra K. Barber, Secretary-Treasurer