

**MINUTES OF THE REGULAR MEETING OF THE
ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

June 24, 2010

The Illinois State Toll Highway Authority met in regular session on Thursday, June 24, 2010 at approximately 10:20 a.m. in the Board Room of The Illinois State Toll Highway Authority's Administration Building in Downers Grove, Illinois.

The Meeting was held pursuant to By-Laws of the Authority upon call and notice of the Meeting executed by Chair Paula Wolff, which notice read as follows:

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Administration Building

2700 Ogden Avenue Downers Grove, Illinois 60515

Governor Pat Quinn

Director George Pradel

Acting Secretary Gary Hannig

Director Jim Roof

Director Jim Banks

Director Maria Saldaña

Director Thomas Canham

Director Carl Towns

Director Bill Morris

Director Tom Weisner

Pursuant to the requirements of the Authority's By-Laws, Notice is hereby given of the Regular Board Meeting of the Authority to be held on Thursday, June 24, 2010 at 9:30 a.m. in the Boardroom of the Administration Building in Downers Grove, Illinois.

Paula Wolff, Chair

This meeting will be accessible to individuals with disabilities in compliance with Executive Order #5, and pertinent state and federal laws, upon notification of anticipated attendance. Persons with disabilities planning to attend and needing accommodations should contact the Americans with Disabilities Act Coordinator of The Illinois State Toll Highway Authority at (630) 241-6800, Ext. 1010 in advance of the meeting at 2700 Ogden Avenue, Downers Grove, IL, to inform of their anticipated attendance.

There will be live feed Webcasting of the Board Meeting while in session. An audio file will be available five business days after the meeting at www.illinoistollway.com.

Chair Wolff stated that this is the regularly scheduled meeting of the Board of The Illinois State Toll Highway Authority and asked the Assistant Secretary to call the roll. Those Directors present and absent were as follows:

Present:

Chair Paula Wolff
Director Jim Banks
Director Tom Canham
Director Bill Morris
Director George Pradel
Director Jim Roof
Director Maria Saldaña
Director Carl Towns

Absent:

Governor Pat Quinn
Secretary Gary Hannig
Director Tom Weisner

Chair Wolff called for any Public Comment, and there being none, called for a motion approving the Minutes of the Regular Board Meeting held on May 27, 2010. Director Banks moved for approval; seconded by Director Pradel. The motion was approved unanimously.

Chair Wolff stated that the Board is looking at releasing Executive Session minutes in the near future, however items which are ongoing, such as labor negotiations will be redacted. A process will then need to be put into place that once ongoing items have been concluded the updated Executive Session minutes will be released.

Director Morris briefed the Board on the Customer Service Working Group. Director Morris advised that the electronic tolling bidding process is about two weeks behind on the 14 month schedule. There are at least three likely potential bidders. Director Morris advised that the other Board members should have a summary of the Customer Service Working Group meeting and copies of the handouts in their Board

packets. He then asked the Board members to let the Customer Service Working Group know if they come across any customer service issues. Director Morris stated that there has been a good response from the staff to customer service problems. Director Saldaña stated that she appreciates the in-depth information that she receives from the working groups. Director Morris stated that the Customer Service Working Group hopes to have quarterly update reports for the Board, especially on the large projects.

Chair Wolff stated that the Oases Working Group would be meeting in July.

Chair Wolff stated that she and Executive Director Kristi Lafleur have been meeting with editorial boards which have been instructive and useful.

Chair Wolff then advised that a Transition Team meeting had been held earlier in the week, and that other meetings are going to be held to discuss issues, challenges and opportunities for the Tollway. It is a very diverse group, which allows for a lot of different perspectives. Chair Wolff commended Ms. Lafleur and the staff on putting together these meetings.

Chair Wolff advised that the Tollway has received the Auditor General's audit findings. There will be a review of the findings at the next Audit Committee Meeting.

Executive Director Lafleur then asked if the Board had received the proposed changes to the By-Laws and if there were any questions or comments. Director Saldaña asked that this item be deferred until she had more time to review the proposed changes. Director Morris asked if Andrew Boron, Assistant Chief of Staff, could send all of the proposed changes to the Board members.

Executive Director Lafleur then introduced State Police Dispatcher

Michelle Cartolano. Ms. Cartolano and Troopers Janet Redford, Mike Burns, Kevin York, and Brad Bastion came to the aid of a Tollway patron on May 24, 2010. The patron sent a letter detailing the outstanding assistance he received when the patron was slipping into a diabetic coma and was unsure of his location. Executive Director Lafleur read the letter into the record and thanked all the employees involved in this incident.

Executive Director Lafleur then recognized Aaron Jones for recommending the Tollway for the Patriot Award from the Employer Support Guard Reserve. Tom Gorski of the Employer Support Guard Reserve then presented the Tollway with the award.

Executive Director Lafleur reminded everyone that the 4th of July weekend was coming up and to remember to slow down on our system, texting is prohibited while driving, and that a hands-free system for cell phones must be used in construction zones. She also advised that the State Police would be conducting work zone speed enforcement efforts. The Tollway will be hosting the second round of child safety seat inspections at the Lake Forest Oasis on June 29th, at the Lincoln Oasis on June 30th, and the Belvidere Oasis on July 1st.

Mike Colsch, Chief of Finance, then gave an update on the bond refunding to change some of the Tollway's variable rate bonds to fixed rate bonds. Mr. Colsch advised that the Tollway would like to do a second refunding to reduce its exposure even further.

Albert Murillo, Chief of Procurement, then gave an update on the statewide procurement reforms and how they will impact Tollway business. Mr. Murillo advised that most of the reforms are effective July 1, 2010.

The new effective date for reporting vendor communications will be January 1, 2011. Prior to this date, the Tollway does not have to record or report communications with anyone merely inquiring about how to do

business with the Tollway prior to this new date. New exceptions to the reporting requirements are: statements made by a person in public in a public forum; routine statements of procedures and form; statements made by an employee to the agency head, other agency employees or the employees of the State Ethics Commission; and statements regarding the implementation of an existing contract.

As a result of the reforms, the Procurement Policy Board Review will now review proposed contract extensions and renewals over \$250,000, and there was a narrowing of who becomes a prohibited bidder. As of July 1, 2010 more information is required on subcontracts. JCAR Rules will be published soon and will likely impact the subcontractor information requirements further. For all subcontractors over \$25,000, the Tollway will be required to include in its contract with the price, the names, addresses and expected amount of money each subcontractor will receive under that contract. The contractors must provide the Tollway with a copy of all subcontractor agreements, and must make notification in writing of any additions or changes to any subcontractors. All of the subcontracts must include all Standard Certifications. The Tollway must require annual recertification of Standard Disclosures from primes and subcontractors.

The Tollway has already redrafted its standard solicitation and contract templates to incorporate the new requirements. The Tollway is creating an electronic repository for standard disclosures. Although the Tollway has already been participating in sole source public hearings, such hearings will now be mandatory whenever the Tollway wants to do a sole source contract. This process has added approximately three weeks to the lead time to secure approval of sole source purchases. There were also amendments to a provision regarding unsolicited proposals that no person or business shall bid or enter into a contract if they assisted the Tollway in determining whether there is a need for a contractor; or reviewed, drafted or prepared a request for proposals or request for information.

Capt. John Jesernik gave a presentation on the Illinois State Police District 15 Mobile Data Computers (MDC). Capt. Jesernik advised that these computers are used to make Secretary of State inquiries, criminal history checks, traffic crash reports, and commercial vehicle inspections. In addition, the MDC aids in officer communication similar to an email function, has a computer-aided dispatch interface and an emergency button. In the future the MDC should integrate with an in-car camera system, allow for electronic citations, have automated license plate reading technology and allow the acceptance of credit cards for bond. The model used is a Panasonic CF-31 and features security improvements such as biometric readers and an encrypted hard drive. These will replace models purchased a few years ago, not the model CF-30 approved a few months ago.

Rocco Zuccherro gave a presentation on Systemwide Long Range Planning. Mr. Zuccherro advised that the CRP addressed many of the Tollway's long term capacity needs in some of the most congested segments. While the CRP did address some of the most pressing needs, there were some sections of the roadway that did not immediately need to be rehabilitated or constructed. The Tollway's General Engineering Consultant has been working with the Tollway staff and its pavement expert to develop reasonable expectations of when the pavement and facilities will need attention, either rehabilitation or reconstruction.

The Tollway's goal is to get 60 years out of its capital improvement investments through regular cycles of rehabilitation. This planning effort is evaluating a wide variety of infrastructure assets including roadway needs, ramps, bridges and culverts, maintenance facilities, toll plazas – ramp and mainline, intelligent transportation systems, Illinois State Police needs, and various Tollway initiatives – green/sustainable projects, truck parking expansion, roadway technology and communications. All of this is being factored into future projects planning efforts to ensure that the core of the Tollway system continues to be addressed in a manner that is financially sustainable.

The corridors that will need some attention in the future are I-88 - Deerpath Road to IL 251, IL 251 to US 30, and I-290 to York Road; I-90, which was covered in a previous presentation; I-294 – 95th Avenue to Balmoral Avenue, a new lane was added along the 22 mile stretch, but some portions are still original pavement. This is the most heavily traveled section of the entire system. Many other major regional projects interact with this stretch and must be considered as part of a future master planning effort, including I-290 reconstruction and additional lane, Elgin-O’Hare/Western Bypass, new or improved interchanges at I-290/294 and I-294/IL 64.

The Tollway’s current capital program, CRP, is sufficient to address all of the current planned and approved improvements (??). The Asset Management Planning effort is intended to look at the long-term needs and cycles. The Tollway has an annual maintenance program that is allocated to ensure that all structures, bridges, culverts, wall, etc. are in good condition. The CRP roadway reconstruction and widening projects focused primarily on the mainline pavement and bridges. At some point the Tollway will need to implement long-term improvements – reconstruction or rehabilitation. The reconstruction or rehabilitation cycles can either be developed on an as needed basis, or we may have opportunities to partner with other agencies.

Many Tollway buildings and facilities were built in concert with the original roadway 50 years ago. These facilities are aging and are in need to some attention such as upgrades, repairs and replacement. The additional lane miles, new interchanges and new roadways that came with the CRP added to the demands on each facility. Overall plan for maintenance facility upgrades, repairs, rehabilitation and replacement is on-going. There may be some opportunities to incorporate many green/LEED initiatives into new facilities. There may also be opportunities to partner with local communities to relocate some facilities.

The CRP provided some funding to incorporate efficiencies at the ramp toll plazas; however, additional improvements are necessary to

adequately maintain or replace tolling equipment, cameras and buildings. The Asset Management Plan will identify necessary improvements to ORT lanes, IPO lanes, automatic lanes and manual lanes. This includes both on-the-road capital improvements and back-office assets that support tolling operations. The Asset management Plan effort also includes planning for the future to ensure that the Tollway keeps pace with the industry best practices.

Initiatives such as intelligent transportation systems allow the Tollway to maximize the efficiency of the roadway. The Tollway needs to look at ways to incorporate technology to enhance the throughput of vehicles and people, improve incident response times and seamlessly communicate with our customers to allow them to make informed decisions. The Tollway is also looking at expanding commercial vehicle parking and incorporating park-n-ride facilities.

The capital needs of these initiatives are being considered to ensure that the Tollway is not only environmentally sustainable, but also financially sustainable. Operational improvements that may be considered include full interchanges that are no longer operating efficiently. Most were designed 50 years ago to accommodate a different type of traffic. Other operational improvements may include system interchanges, which are interstate to interstate connections that were also designed for an entirely different traffic volume. Some of the interchanges are regional projects that may require funding from state and federal partners.

The 50 year Asset Management Plan is on-going. The goal is to ensure that the system is functioning in a manner that meets the needs of our customers and supports further economic growth. It will prioritize needs, and apply criteria that are established by the Transition Team. Priorities will include addressing the worst first, by working with the General Engineering Consultant to identify infrastructure needs and the Traffic Engineer for operational needs; regional compatibility by working with CMAP; using cost-benefit analyses; looking at economic impacts; and coordination and timing with other agencies. The

Systemwide needs are being evaluated in tandem with the on-going future projects planning effort.

Executive Director Kristi Lafleur then advised that the on-going management review of permanently assigned vehicles, transponder usage, cell phones, BlackBerrys, and laptops, is about half way through. It should be complete within the next 30-45 days and there will be a future presentation to the Board on those findings and any recommendations. The scope of work for a management audit is almost to the final draft and that will be shared with the Board. This will start the procurement process. A copy of Executive Director Lafleur's employment contract is on the Director's desks. Executive Director Lafleur stated that the Executive Office and Senior Staff had recently had a video conference with the Florida Turnpike to share best practices and information. This was found to be beneficial, and opportunities to speak with other entities will be pursued.

Paul Kovacs gave a presentation on Contract Cost Change Controls to advise the Board how the Tollway reviews and processes changes to its construction contracts. All changes to construction contracts are reviewed and approved in accordance with the Construction Contract Cost Control Committee ("C5") Process, which was presented and approved by the Board in May 2005.

The Tollway's construction specifications define a change to a contract as either a change order or an extra work order. These are formal documents that are prepared and submitted by the construction manager to formally change a contract quantity or pay item. A change order changes the quantities or work for which unit prices have been previously established in the original contract or via a previously approved change order or extra work order. An extra work order adds new items of work to the contract not defined in the original contract. Engineering provides a summary of all change orders and extra work orders to the Board via the Congestion Relief Program Monthly Report.

Deviation from project plans can be expected due to unforeseen site conditions, utility conflicts, and/or changes in the geology. Changes are expected and are a normal occurrence in construction. Tollway contract specifications have provisions specifically for dealing with changes to a contract and extra work. The Construction Manager's Manual provides direction on the initiation, processing and approval of change orders and extra work orders.

The C5 Committee reviews and either reject or recommend approval prior to any extra work being performed. The actions of the Committee are monitored by representatives from Procurement, Finance and Internal Audit Departments. The Committee meets three times per week or more frequently if critical Authorization to Proceeds are encountered that may delay the completion of the projects. Since its inception, C5 has reviewed over 11,000 authorizations to proceed. C5 submits a recommendation to the Chief Engineer; the Chief Engineer may accept, reject, modify or request further information. Resolution 17250 gives authority to approve contract changes up to \$30,000 to the Project Manager, up to \$100,000 to the Chief Engineer, up to \$150,000 to the Executive Director and up to \$200,000 to the Chair. Anything over \$200,000 requires Board approval. The process has provided the Tollway with early development of documentation for construction changes; oversight by many individuals; expeditious review of all changes prior to additional work being performed; assurances that a fair price for both the Tollway and the contractor is developed; and delivery of the CRP on time and within budget.

Joe Fivelson, Acting Chief of Administration, gave a presentation on Benefit Time. Mr. Fivelson advised that vacation time is accrued over the course of the year on a monthly basis. A cash payment will not be made in lieu of vacation except upon an employee's death, resignation, separation or termination. A balance of up to two years can be carried over; however, any time not taken within the two year period will be lost. Upon termination an employee is paid for unused vacation time that has been earned through the last day of work, calculated on the basis

of completed calendar months. Employees dismissed before completion of their probationary period are not paid out. Sick time is earned at a rate of 12 days per year, at a rate of one day per month. A lump sum payout of sick hours may be initiated upon receiving a Change of Status. In accordance with the State Pension Code, only those unused sick hours earned between December 31, 1983 and January 1, 1998 are paid out at 50%; unused sick hours earned prior to January 31, 1983 and subsequent to January 1, 1998, can only be used towards service credit. Payout is at the employee's current salary rate. Personal Time Earned (PTE) is time worked over 40 hours in a week and accrued at an hour per hour rate capped at 80 hrs and is applicable to grades 5 and above exempt from the Fair Labor Standards Act. PTE must be used by December 31st each calendar year or the balance is forfeited. PTE is not paid out upon termination of employment.

Chair Wolff began the Consent Agenda by calling for a motion adopting the following resolution:

Intergovernmental Tower Co-Location Agreement with Quadcom at Plaza 14. Fee is waived. Resolution No. 19104.

Director Roof moved for adoption; seconded by Director Towns. The motion was approved unanimously.

Chair Wolff called for a motion adopting the following resolution:

Approval to write-off unpaid miscellaneous receivables in the total amount of \$12,425. Resolution No. 19105.

Director Towns moved for adoption; seconded by Director Canham. The motion was approved unanimously.

Chair Wolff called for a motion adopting the following resolutions:

Award of Contract 10-0100 to Allied Tube and Conduit, for tubular steel posts, in the amount of \$75,000. Resolution No. 19106.

Award of Contract 10-0110 to Clark Devon Hardware Company, Incorporated, for fasteners, nuts and bolts in the amount of \$60,000. Resolution No. 19107.

Renewal of Contract 09-0114 for one year to Cargill Salt Company, Morton International and North American Salt Company for Rock Salt in the amount of \$5,599,346.40, increasing total contract amount from \$6,361,091.80 to \$11,961,091.80. Resolution No. 19108.

Award of Contract 10-0112 to Alert IT Solutions Incorporated, for Pre-Employment Screening Services in the amount of \$60,000. Resolution No. 19109.

Director Morris moved for adoption; seconded by Director Pradel. The motion was approved unanimously.

Chair Wolff called for a motion adopting the following resolutions:

Renewal of Contract 07-0016 for one year to Mark IV, for Transponder and Transponder Reader Equipment in the amount of \$10,000,000, increasing the total contract purchase amount from \$30,000,000 to \$40,000,000. Resolution No. 19110.

Award of State Master Contract CMCE300170 to International Business Machines Corporation (IBM) for Independent Oversight in the amount of \$1,300,000. Resolution No. 19111.

Director Morris moved for adoption; seconded by Director Banks.

The motion was approved unanimously.

Chair Wolff called for a motion adopting the following resolution:

Award of Contract RR-09-5589 to Plote Construction, Inc., (Bid Date 6/17/10) for Intermittent Pavement Repairs on Jane Addams Memorial Tollway (I-90) Milepost 0.0 (I-190 Merge) to Milepost 62.0 (Newburg Road) in the amount of \$9,061,293.60. Resolution No. 19112.

Director Canham moved for adoption; seconded by Director Towns. Director Roolf recused himself from voting on this item. The motion was approved.

Chair Wolff called for a motion adopting the following resolutions:

Proposal from EJM Engineering, Inc. on Contract RR-09-5583 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 17.6 (95th Street) to Milepost 26.9 (BNRR) in the amount of \$3,950,000. Resolution No. 19113.

Proposal from Crawford, Murphy & Tilly, Inc. on Contract RR-09-5584 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 26.9 (BNRR) to Milepost 30.0 (Cermak Road Plaza – Plaza 35); and Reagan Memorial Tollway (I-88) at Milepost 138.7 (Cermak Road) in the amount of \$1,768,239.10. Resolution No. 19114.

Proposal from PB Americas, Inc. on Contract RR-09-5585 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 30.0 (Cermak Road Plaza 35) to Milepost 36.5 (Wolf Road) for \$3,600,000. Resolution No. 19115.

Proposal from Hanson Professional Services, Inc. on Contract RR-09-5586 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 36.5 (Wolf Road) to Milepost 40.2 (Balmoral Avenue) for \$829,346.54. Resolution No. 19116.

Proposal from Collins Engineers, Inc. for Supplemental Construction Management on Contract RR-09-5582 for Bridge Repairs on Jane Addams Memorial Tollway (I-90) Milepost 23.1 (Fox River) by \$40,000, from \$299,695.76 to \$339,695.76. Resolution No. 19117.

Partial Release of Retainage on Contract I-07-5222 for F.H. Paschen, S.N. Nielsen & Assoc., LLC for Reconstruction and Widening on Northbound Tri-State Tollway (I-294) Milepost 55.5 (IL Route 22) to Milepost 59.7 (IL Route 60) by \$799,890.16, reducing the retainage from \$931,936.16 to \$132,046. Resolution No. 19118.

Director Canham moved for adoption; seconded by Director Banks. The motion was approved unanimously.

Engineering item 8 was deferred.

Chair Wolff called for a motion adopting the following resolutions:

Full Release of Retainage on Contract RR-09-5603 for Plote Construction, Inc. for Winter Hot Mix Asphalt Production and Intermittent Pavement Repairs Upon Request Systemwide in the amount of \$41,533.93. Resolution No. 19119.

Director Banks moved for adoption; seconded by Director Morris. Director Roolf recused himself from voting on this item. The motion was approved.

Chair Wolff called for a motion adopting the following resolutions:

Full Release of Retainage on Contract I-06-5216 for F.H. Paschen, S.N. Nielsen & Associates, LLC for Widening and Reconstruction on Southbound Tri-State Tollway (I-294) Milepost 41.3 (Devon Avenue) to Milepost 42.8 (Des Plaines River) in the amount of \$143,314.40. Resolution No. 19120.

Full Release of Retainage on Contract RR-07-5529 for Lorig Construction Company for Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 37.1 (Bensenville Railroad Yard Bridge) to Milepost 39.5 (Soo Line Railroad) in the amount of \$150,000. Resolution No. 19121.

Director Canham moved for adoption; seconded by Director Banks. The motion was approved unanimously.

Engineering items 12 and 13 were deferred.

Chair Wolff called for a motion adopting the following resolutions:

Permit TS 10-08 to the City of Des Plaines for permission to install a guardrail and new sidewalk along River Road on Tri-State Tollway (I-294) Milepost 42.0 as part of the Des Plaines River Road Reconstruction. Fee will be \$1,000. Resolution No. 19122.

Director Morris moved for adoption; seconded by Director Pradel. Director Roelf recused himself from voting on this item. The motion was approved.

Chair Wolff called for a motion adopting the following resolutions:

Conveyance of a Temporary Construction Easement to the Illinois Department of Transportation on Parcel T-9A-16.2 at Tri-State Tollway (I-294) at the Intersection of River Road (Milepost 42.0) and Touhy Avenue (Milepost 42.1) in the City of Des Plaines, Illinois for grading purposes. The easement consists of .681 acres and is for a period of five (5) years or until construction is complete, whichever comes first. The Illinois Department of Transportation will pay the Illinois Tollway \$33,000. Resolution No. 19123.

Director Roof moved for adoption; seconded by Director Canham. The motion was approved unanimously.

Chair Wolff called for a motion adopting the following resolutions:

Intergovernmental Agreement with the Metropolitan Water Reclamation District of Greater Chicago (MWRD). The Metropolitan Water Reclamation District of Greater Chicago is desirous of improving the Thornton Composite Reservoir, which includes mining, ground water protection, tunnels, gates and final reservoir protection. The Tri-State toll highway is located above the reservoir and built upon a rock wall. This Intergovernmental Agreement contains assurances that MWRD will protect the integrity of the toll highway. Resolution No. 19124.

Intergovernmental Agreement with the Illinois Department of Transportation. This intergovernmental agreement will provide for IDOT to reimburse the Tollway for costs associated with the removal and replacement of the Illinois Rt. 120 bridge over I-94 in the estimated amount of \$2,318,914.20. Resolution No. 19125.

Intergovernmental Agreement with the Illinois Department of Transportation. This intergovernmental agreement will provide for IDOT to reimburse the Tollway for costs associated with the repairs and maintenance to the IL Rt. 56 and IL Rt. 64 bridge decks over I-355 in the estimated amount of \$205,044. Resolution No. 19126.

Director Banks moved for adoption; seconded by Director Morris. The motion was approved unanimously.

Legal item 4 was deferred.

Chair Wolff called for a motion adopting the following resolutions:

Intergovernmental Agreement with the Illinois Department of Transportation. The intergovernmental agreement will allow the Tollway and IDOT to share in compensatory wetland mitigation credits developed at the North Chicago Site. The Tollway is responsible for the first \$2,000,000 of construction costs. The remaining construction cost will be split 50% Tollway and 50% IDOT. Resolution No. 19127.

A Settlement Agreement regarding Richard Lockette. Resolution No. 19128.

Director Canham moved for adoption; seconded by Director Pradel. The motion was approved unanimously.

Chair Wolff called for a motion adopting the following resolutions:

Approval to purchase 76 Panasonic Arbitrator MD2.0 digital in-car video systems from CDS Office Technologies, in the amount of \$448,000. Resolution No. 19129.

Director Banks moved for adoption; seconded by Director Pradel.

The motion was approved unanimously.

Tom Bamonte, General Counsel, requested that the Board enter into Executive Session to discuss litigation matters pursuant to Section (2)(c)(11) of the Open Meetings Act;

(Whereupon the Board entered into Executive Session)

Back in regular session, there being no further business Director Canham moved for adjournment; seconded by Director Pradel. The motion was approved unanimously.

Meeting adjourned at approximately 1:00 p.m.

Dawn Sirianni
Assistant Secretary
The Illinois State Toll Highway Authority