

DISTRICT FIVE TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

May 17-18, 2017

The Idaho Transportation Board met at 8:30 AM on Wednesday, May 17, 2017 in Pocatello, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
Lee Gagner, Vice Chairman – District 6  
Janice B. Vassar, Member – District 2  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Brian W. Ness, Director  
Scott Stokes, Chief Deputy  
Larry Allen, Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Representative Julie VanOrden, Representative Neil Armstrong, and Bannock County Commissioner Evan Frasure were also present.

District 5 Tour. The Board visited the National Weather Service to learn about its responsibilities and partnerships, including the collaboration with the Department. It traveled I-86 east and I-15 south to the Inkom Port of Entry. After a demonstration on the weigh-in-motion system, the Board traveled north on I-15 and US-91 to Blackfoot, with a stop at the location of a proposed I-15 and Siphon Road interchange.

The Board had an informal lunch at the Blackfoot Maintenance Shed, and then toured Premier Technology. Some concern was expressed with the steel truss bridge on the local system that may impede shipping large components from the manufacturing plant. Blackfoot Mayor Paul Loomis emphasized the need to replace the bridge. The city has been working with the Local Highway Technical Assistance Council (LHTAC) on funding options. He asked the Board to support efforts to replace the structure. Mayor Loomis joined the Board as it traveled in Blackfoot to view various transportation improvements and concerns.

The Board returned to Pocatello via I-15 south. Staff reported on various projects throughout the day.

WHEREUPON, the tour ended at 3:10 PM.

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The Board convened at 8:30 AM on Thursday, May 18, 2017 in Pocatello, Idaho. All members were present except Members Jim Coleman, District 1 and Julie DeLorenzo, District 3.

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Revisions to Agenda. EAB Higgins requested the addition of a contract award to the agenda. The bids on the SH-3, St Maries Railroad and St. Joe River Bridge project were opened too late to get the item on the agenda, and the contract award needs Board approval.

Vice Chairman Gagner noted that items are being added to the agenda at meetings often. He encouraged staff to avoid these late submittals. Member Horsch concurred.

Vice Chairman Gagner made a motion to amend the agenda to add the contract award for the SH-3, St Maries Railroad and St. Joe River Bridge project, to the agenda. Member Vassar seconded the motion and it passed unopposed.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 20-21, 2017 as submitted. Member Kempton seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
June 20-22, 2017 – District 3  
July 20-21, 2017 – District 6  
August 16-17, 2017 – District 1

Consent Items. Chairman Whitehead commented on the number of low bids that exceeded the engineer's estimate. Division of Engineering Services (DESA) Blake Rindlisbacher agreed and said efforts are underway to improve the quality of the engineer's estimates.

Vice Chairman Gagner made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB17-12 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the FY18 out-of-state travel budget; extending the Hells Canyon Scenic Byway; delaying the Orofino Creek Road Bridge to FY18; contracts for award; and contracts for rejection.

1) FY18 Out of State Travel. The FY18 out-of-state travel request is \$368,200. The request is essentially the same as the FY17 request.

2) Request to Extend the Hells Canyon Scenic Byway. Staff requests approval to extend the Hells Canyon Scenic Byway to include SH-71 from Cambridge to the Brownlee Dam and the 12 mile stretch of road that is owned and maintained by Idaho Power from Brownlee Dam to Oxbow, Oregon. The expansion will encompass an additional 40 miles, making the entire length of the byway 258 miles. The appropriate entities, such as the Byway Advisory Committee, Washington County, the Payette National Forest, and District 3, have reviewed the extension request and support it. The expansion is expected to promote economic development in the area,

but will not require any funding from ITD. The byway has local funding and support to help sustain, promote and maintain it.

3) Delay Orofino Creek Road Bridge to FY18. At the request of LHTAC and the project sponsor, Clearwater County, staff requests delaying the Orofino Creek Road Bridge project, key #12019, to FY18. Staff also requests authority to adjust the Program to utilize the \$1,108,000 that would become available in FY17.

4) Contracts for Award. The low bid on the following projects was more than ten percent over the engineer's estimate, requiring justification. The main differences between the engineer's estimate and the low bid on key #19063 - US-2, FY18 District 1 Americans with Disabilities Act Improvements, was in the Miscellaneous Pavement, Special Remove and Reset Sign, and Special Hot Mix Asphalt Roadway Patching items. Staff did not see any evidence of bid manipulation. There is a possibility that the cost difference between the engineer's estimate and the low bid is due to the remote project location and the fact that there are small quantities of asphalt. The District recommends awarding the project. Low bidder: W M Winkler - \$423,349.

The primary difference between the engineer's estimate and low bid on key #13103 - I-15, Sand Road to Interchange 89, District 5 was in the Hot Mix Asphalt and Cold Milling items. The engineer's estimate used the unit price for the most recently awarded I-15 project for the Hot Mix Asphalt item, but in hindsight, staff believes the unit price used was not representative because it was based on production from a stationary plant close to the project with almost no haul requirement. The apparent low bidder indicated that the late bidding date drove up the cost of the Cold Milling item. Completing the project this construction season is important because the existing pavement is deteriorating rapidly. The District recommends awarding the project. Low bidder: Staker & Parson dba Jack B. Parson Companies - \$8,429,052.

Granular Borrow, Open-Graded Base Class I, Concrete Class 40 AF Schedule #2, Loose Rip Rap, and Mobilization accounted for the majority of difference between the engineer's estimate and the low bid on key #13056 - East Lake Fork Road Bridge, District 3. In LHTAC's review of the low bid, it did not see any discrepancies showing the bid as irregular. An above-average winter snow pack resulted in high runoff, which may have affected the bidding. Rebidding the project would likely cause the project to be delayed a full year. Due to the condition of the existing bridge, the sponsor, Valley County, and LHTAC recommend awarding the contract. The sponsor will provide the additional funds as part of its match. Low bidder: Cannon Builders - \$1,843,743.

5) Contracts for Rejection. The low bid on the following projects was more than ten percent over the engineer's estimate, requiring justification. Although all bid unit prices exceeded the engineer's estimate on key #18873 - Southwick Road and Coyote Grade, District 2, Mobilization exceeded the engineer's estimate by 743%. LHTAC believes the high bid was partly due to the construction industry being very busy now. LHTAC and the project sponsor, Nez Perce and Idaho Counties, recommend rejecting the bid, revising the project, and re-bidding it. Low bidder: Knife River Corporation - Northwest - \$596,900.

The two pay items with the largest variance compared to the engineer's estimate on key #18777 - SH-128, Lewiston and Moscow Concrete Grinding, District 2, were in the slab

replacement and crack and joint sealing items. Staff believes the requirement to finish work during the University of Moscow's summer break resulted in fewer bidders and higher bids. The work is not urgent, so the District recommends rejecting the bid and re-advertising the project later. Low bidder: Penhall Company - \$1,339,573.

Informational Items. 1) State FY17 Financial Statements. Revenues to the State Highway Account from all state sources were 4.1% ahead of projections as of March 31. Of that total, receipts from the Highway Distribution Account were 3.3% or \$4.9 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 4.9% or \$99,000. Operational expenditures were ahead of planned budgets by \$700,000. Usage and orders of winter material were ahead of planned amounts by about \$7.6 million. Personnel costs had a savings of \$12.8 million or 13.4% due to vacancies and timing between a position becoming vacant and being filled. Contract construction payments of \$190 million to date were the lowest of the past three years. The trend is contributing to the increased cash and investment balance. It is also contributing to a lower recovery from the Federal Indirect Cost Allocation Plan with the Federal Highway Administration (FHWA). ITD is \$8.6 million short on this recovery.

The balance of the long term investments was \$161.4 million at the end of March. These funds are obligated against construction projects and encumbrances. The combined total of cash and investments is \$241 million. FY17 expenditures in the Strategic Initiatives Program Fund were \$38.1 million to date.

2) Monthly Reporting of Federal Formula Program Funding through April. Idaho received obligation authority through April 28 via a continuing resolution. Obligation authority is \$155.1 million. This corresponds to \$154.1 million with match after a reduction for prorated indirect costs. Congress passed a one-week continuing resolution through April 28 with an expectation that a continuing resolution for the remainder of the year would be passed within the week. Apportionments through April 30 are \$294.8 million, which includes Redistribution of Certain Authorized Funds. This is \$1.8 million less than in the FY17 Fixing America's Surface Transportation Act apportionment tables. Allotments have not been reduced yet, providing congress time to act on a final continuing resolution. Currently, obligation authority is 52.6% of apportionments. Of the \$154.1 million allotted, \$6.6 million remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed one professional service agreement for \$23,710 in the previous month.

4) Contract Awards and Advertisements. Key #13849 – I-90, FY18, District 1 Bridge Repair. Low bidder: C L Heilman - \$2,741,230.

Key #19002 – I-90, Northwest Boulevard to Sherman Avenue, Coeur d'Alene, District 1. Low bidder: Interstate Concrete & Asphalt Company - \$19,853,892.

Key #19813 – SH-33, Henry's Fork Snake River Bridge, District 6. Low bidder: Depatoc, Inc. – \$663,183.

Key #19694 – Intersection Holmes Avenue and Elva Street, Idaho Falls, District 6. Low bidder: TMC Contractors Inc. - \$383,804.

Key #13054 – SH-44, Farmway Road/SH-44 Notus-Parma Highway District #2, District 3. Low bidder: Central Paving Company Inc. - \$1,290,253.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From March 30 through April 27, 62 new professional services agreements and work tasks were processed, totaling \$8,884,480. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$120,300.

6) Draft FY18-21 Strategic Plan for the Division of Financial Management. Idaho Code requires state agencies to submit a Strategic Plan covering a minimum of four years to the Division of Financial Management by July 1. The document is to include the Department's vision and/or mission statement, goals, objectives, external factors, and performance measures and benchmarks. Additionally, as a result of the Governor's Executive Order 2017-02, a progress report for implementing the Center for Internal Security controls and National Institute of Standards and Technology's framework must be included in the Plan.

Director's Report. Director Ness thanked District 5 for its hospitality during his annual visit with employees earlier in the week and for the Board meeting. He provided an update on the various landslides and road issues throughout the state. Efforts are continuing on the recently authorized GARVEE Program and a Program Manager is being solicited. At the Congressional level, a pilot project to transform the federal aid highway program to one that is out-come based is being discussed. ITD is one of the states being considered for the pilot project because of the performance management system in place.

Director Ness provided an update on some of the results from last year's Rapid Innovate Event and said another Rapid Innovate Event will be held this year. He mentioned Department accomplishments and recognized employees. Chief Human Resources Officer Brenda Williams was recently selected as vice chair of the American Association of State Highway and Transportation Officials' Subcommittee on Personnel and Human Resources. Division of Motor Vehicles Modernization Manager Ed Pemble has been nominated for a life-time achievement award from the American Association of Motor Vehicle Administrators.

Chief Deputy Stokes thanked the FHWA Idaho Division Office for its assistance with the SH-5 slide. Congress passed an appropriation bill for the rest of FY17. He introduced Jason Brown, the recently-hired Public Transportation Manager.

Chief Operations Officer Travis McGrath reviewed some of the initiatives he is focusing on, including a risk management program in conjunction with Chief Administrative Officer Char McArthur and Internal Review Manager Michelle Yankovich. The Highway Leadership Team identified and prioritized a number of items to address, such as improving project delivery and enhancing the safety culture. Subject matter experts and emerging leaders will work on these issues.

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The entire Director's Board Report can be viewed at <http://itd.idaho.gov/Board>.

Chairman Whitehead thanked the team for the informative report.

129,000 Pound Truck Route Requests, District 1. Freight Program Manager (FPM) Jeff Marker said the applicants on all seven of the District 1 route requests expect a 15-25% reduction in truck trips if they can haul up to 129,000 pounds. The Division of Motor Vehicles (DMV) confirmed that US-95, Milepost (MP) 430.56 to 538.56 falls under the red route category, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the 33 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. There are no major safety concerns on the route.

Three public hearings on the seven routes were held in District 1 in Bonners Ferry, Sandpoint, and Coeur d'Alene. A total of 29 comments were received. Generally, the comments were not specific to a route. Several comments opposed all of the route requests and some supported 129,000 pound routes, according to FPM Marker. Some of the specific comments on the US-95 route concerned pavement conditions and sight distance in Bonners Ferry.

FPM Marker said the Subcommittee on 129,000 Pound Truck Routes met on April 19. It approved motions concurring with the Chief Engineer's analyses and recommendations to approve all seven of the routes requested in District 1, and recommending Board approval of the routes.

Member Kempton added that there were also comments about the use of compression brakes; however, that is an enforcement issue. He said that Member Coleman participated at the April 19 Subcommittee meeting and supported designating all of the District 1 routes for vehicle combinations up to 129,000 pounds.

Member Kempton made a motion, seconded by Member Vassar, and passed unanimously, to approve the following resolution:

RES. NO.        WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-13        Transportation Board to designate state highways for permitted vehicle  
                         combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: US-95, Milepost (MP) 430.56 to 538.56; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony,

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and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, 1 supporting the specific route and 5 opposed on the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the US-95, MP 430.56 to MP 538.56 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

FPM Marker said DMV confirmed that US-95, MP 371.69 to 430.56 falls under the red route category. The bridge analysis determined that the 30 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. Although the highway is generally in good condition, there are some deficient pavement sections. The District has several rehabilitation projects scheduled to address the deficient pavements. There are no major safety concerns.

Member Kempton made a motion, seconded by Member Vassar, and passed unanimously, to approve the following resolution:

RES. NO.        WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-14        Transportation Board to designate state highways for permitted vehicle  
                         combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: US-95, Milepost (MP) 371.69 to 430.56; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, and 1 supporting the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the US-95, MP 371.69 to 430.56 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

FPM Marker presented the request to designate SH-1, MP 0.0 to 11.175 and MP 521.76 to 522.86 for vehicle combinations up to 129,000 pounds. DMV confirmed that SH-1 falls under the red route category. There are no bridges on this section of highway, nor any safety concerns. The pavement is in good condition.

Member Kempton made a motion, seconded by Member Horsch, and passed unanimously, to approve the following resolution:

RES. NO.        WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-15        Transportation Board to designate state highways for permitted vehicle  
                         combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: SH-1, Milepost (MP) 0.0 to 11.175 and MP 521.76 to 522.86; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and



WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, and 1 opposed on the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the SH-1, MP 0.0 to 11.175 and MP 521.76 to 522.86 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

DMV confirmed that US-2, MP 64.35 to 80.18 falls under the red route category, according to FPM Marker. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. Overall, the pavement is in fair condition. There are no safety concerns on the route. He added that some public comments expressed concern with sight distance in Moyie Springs.

Member Kempton made a motion and seconded by Member Vassar to approve the following resolution:

RES. NO.      WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-16      Transportation Board to designate state highways for permitted vehicle  
combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: US-2, Milepost (MP) 64.35 to 80.18; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, 2 supporting on the specific route, and 1 opposed on the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the US-2, MP 64.35 to 80.18 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

Regarding the sight distance concerns, Member Horsch said vehicle combinations up to 105,500 pounds operate on the highway in Moyie Springs. Because 129,000 pound vehicle combinations have more axles and more brakes, the Subcommittee did not believe the heavier vehicles would be more of a safety concern. Member Kempton concurred. He added that the Subcommittee asked about 105,500 pound vehicles operating on some of the other highways. If pavement condition was a concern, the Subcommittee noted that the vehicle combinations up to 129,000 pounds have a lighter foot print and would do less damage to the pavement. The Subcommittee also reviewed the pavement projects scheduled on the routes.

The motion to approve the above resolution passed unopposed.

FPM Marker said US-2, MP 0.0 to 28.73 and US-95 Interchange falls under the red route category. The bridge analysis determined that the six bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. There are no safety concerns on the route. Some sections have poor pavement condition, but there are projects scheduled to address that.

Member Kempton made a motion, seconded by Member Vassar, and passed unanimously, to approve the following resolution:

RES. NO.        WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-17        Transportation Board to designate state highways for permitted vehicle  
                         combinations up to 129,000 pounds upon request; and

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WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: US-2, Milepost (MP) 0.0 to 28.73, MP 10.0 to 10.05, MP 29.74 to 29.81, and MP 475.0 to 475.73; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, and 1 opposed on the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the US-2, MP 0.0 to 28.73, MP 10.0 to 10.05, MP 29.74 to 29.81, and MP 475.0 to 475.73 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

FPM Marker said SH-41, MP 18.98 to 39.06, falls under the red route category. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. There are no safety concerns on the route. There were some public comments related to the pavement condition. District 1 is planning a project in 2022 to address the pavement concerns.

Member Kempton made a motion, seconded by Member Horsch, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-18 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: SH-41 Milepost (MP) 18.98 to 39.06; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, and 2 opposed on the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the SH-41, MP 18.98 to 39.06 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

FPM Marker presented the request to designate SH-54, MP 0.0 to 8.08 as a 129,000 pound truck route. DMV confirmed that SH-54 falls under the red route category. There are no bridges on this section of highway and no safety concerns.

Member Kempton made a motion and seconded by Member Horsch to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB17-19 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 1: SH-54, Milepost (MP) 0.0 to 8.08; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 29 comments were received with 3 supporting 129,000 pound trucking in general, 10 opposing in general, and 3 opposed on the specific route; and

WHEREAS, the Chief Engineer presented his analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 19, 2017, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of May 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analysis and recommendation on the SH-54, MP 0.0 to 8.08 route and the recommendation of approval from the Board Subcommittee; and

*BE IT FURTHER RESOLVED*, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 1.

Vice Chairman Gagner noted that the pavement is in poor condition on some segments, and asked if the poor pavements were considered. Member Kempton replied that yes, the Subcommittee discussed the pavement conditions on all of the routes. Additionally, District 1 Engineer (DE) Damon Allen provided information on the projects that are planned to address the pavement conditions. Member Horsch added that the footprint of vehicle combinations up to 129,000 pounds is lighter because of the additional axles.

The motion to approve the above resolution passed unopposed.

The Board thanked FPM Marker for the presentation.

Adopt-A-Highway Presentation (AAH). District 5 AAH Coordinator Sharon Short thanked the University 10<sup>th</sup> Ward for participating in the AAH Program. She also recognized the

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Idaho Department of Fish and Game for its partnership with a new “adopt a wildlife fence” program. Volunteers will walk along wildlife fences to inspect the fence. The group is expected to perform minor fence repairs and to notify ITD if major repairs are needed.

Division of Motor Vehicles’ Organizational Update. Motor Vehicles Administrator Alan Frew and the Program Managers summarized the Division’s re-organization. They elaborated on how various roles are being redefined and why, the progress to date, and how the effort is driving innovations that are improving efficiency and customer service. The re-organization is intended to facilitate team work and cross training. The Operations Section oversees programs such as overlegal permitting, drivers’ licenses, and registration. The Compliance Section oversees the ports of entry. Its focus is on enforcement, customer service, and uniformity in carrying out its responsibilities. The Policy and Program Management Section provides support to the business operations, streamlines processes, and provides quality control. The Supporting, Transforming and Reporting Section helps standardize processes and training and provides data.

The Board thanked staff for the informative overview.

Public Transportation Intercity Funding Project Recommendations. Grants/Contracts Officer (G/CO) Rachel Pallister said the 5311(f) Intercity Bus Program provides funding assistance for feeder services and intercity bus providers. The objective of the program is to support the connection between rural areas and the larger regional or national system of intercity bus service. The services must make meaningful connections wherever possible. Two providers applied for funds. She recommended funding Salt Lake Express’s three routes for \$702,705 and to dedicate the remaining \$468,727 to the renewal of Northwestern Stage Lines’ current contract.

Vice Chairman Gagner made a motion, seconded by Member Vassar, and passed unopposed, to approve the following resolution:

RES. NO.        WHEREAS, the Public Transportation Office is required to spend 15% of its  
ITB17-20        annual apportionment for intercity bus transportation projects in Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, funding source is derived from the overarching 5311 Rural Formula Funding program as a subset source known as the 5311(f) Intercity Bus Services Program; and

WHEREAS, the objective of the intercity program is to support the connection between rural areas and the larger regional or national system of intercity bus service and the services must make meaningful connections wherever possible; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed project.

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the project proposed and approves the project for Salt Lake Express in the amount of \$702,705 for submittal to FTA for final approval; and

*BE IT FURTHER RESOLVED*, that the intercity project is submitted for inclusion in the FY17-20 Statewide Transportation Investment Program and programmed in FY17.

Public Transportation Advisory Council (PTAC) Appointments, Districts 1, 3, and 5.  
G/CO Pallister said members were solicited to fill PTAC appointments in Districts 1, 3, and 5. The incumbent from District 1, George Eskridge, declined to seek re-appointment. David Sims was the lone applicant for that appointment. The incumbents from Districts 3 and 5, Maureen Gresham and Kathleen Lewis, respectively, were the only applicants for those two seats.

Vice Chairman Gagner made a motion, seconded by Member Vassar, and passed unanimously, to approve the following resolution:

RES. NO.       WHEREAS, Idaho Statute 40-514 states that public entities that use public funds  
ITB17-21       to provide public transportation services within the state shall report not less than  
                  semiannually to the department the amount of funding expended, audits  
                  conducted, the number of passengers carried, the agency vehicles used and the  
                  vehicle miles driven to provide transportation for Idaho Citizens. This group was  
                  created as the Public Transportation Advisory Council (PTAC) to advise the  
                  Idaho Transportation Department on issues and policies regarding public  
                  transportation in Idaho. The PTAC shall participate in planning activities, identify  
                  transportation needs, and promote coordinated transportation systems. Before  
                  setting programs and priorities, the PTAC shall seek pertinent information, facts  
                  and data from local government agencies and providers regarding the rural public  
                  transportation issues; and

WHEREAS, the PTAC shall be comprised of six (6) members appointed by the Idaho Transportation Board. These members shall be representatives for local governments and agencies, private organizations, citizens groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation; and

WHEREAS, the Board shall appoint said members from recommendations submitted by said organizations, groups' providers, users and state agencies in each district. One (1) member shall be appointed from each of the six (6) transportation department director districts as provided in section 40-303, Idaho Code; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the vacated position in District 1, District 3, and District 5; and the Department received one

application in each District. The applications from David Sims, Maureen Gresham, and Kathleen Lewis were brought forward to PTAC members in April 2017 for review; and

WHEREAS, the ITD – Public Transportation Office hereby brings forth three nominations that have been reviewed by the seated members of the PTAC and all found by unanimous consensus to be fit candidates for the open seat in Districts 1, 3, and 5.

*NOW THEREFORE BE IT RESOLVED*, that the Board has determined to appoint David Sims as the District 1 PTAC member for a term from July 1, 2017 through June 30, 2020; and

*BE IT FURTHER RESOLVED*, that the Board has determined to appoint Maureen Gresham as the District 3 PTAC member for a term from July 1, 2017 through June 30, 2020; and

*BE IT FURTHER RESOLVED*, that the Board has determined to appoint Kathleen Lewis as the District 5 PTAC member for a term from July 1, 2017 through June 30, 2020.

Toward Zero Deaths Award. Highway Safety Manager (HSM) John Tomlinson commended Oneida County and Idaho State Police for their efforts on highway safety. For the second year in a row, Oneida County reported zero highway fatalities in 2016.

District 5 Highway Safety Presentation. Bingham County Sheriff Craig Rowland said he is working on establishing a Driving Under Impairment (DUI) Task Force in eastern Idaho. The task force will aim to conduct 12 campaigns annually, especially during major events. He requested the Board's support for this task force.

Sheriff Rowland expressed concerns with the attraction the solar eclipse is drawing to eastern Idaho. The region expects a large number of visitors for this event in August. Although no one knows how many visitors will be in eastern Idaho, which is directly in the path of the eclipse, some projections are up to 2 million people. Officials are working together to prepare for the eclipse and to collaborate on efforts on the general safety of the visitors. ITD has been involved in the discussions and planning efforts.

Chairman Whitehead thanked Sheriff Rowland for the report and for his service.

Idaho Traffic Safety Commission (ITSC) Annual Report. HSM Tomlinson summarized the ITSC and its members. It meets twice a year. The Commission is concerned with the increasing fatalities. Distracted driving has been a focus area. A pilot project is underway to develop toolkits for employers to use to encourage its employees to drive attentively. It also has a research project on school bus stops in rural areas. The ITSC plans on focusing on seatbelts next and expanding partnerships.



Highway Safety Plan. HSM Tomlinson presented the draft FY18 Highway Safety Plan. The document, required by the National Highway Traffic Safety Administration, was developed to reduce traffic crashes, deaths, and injuries. The ITSC approved it earlier this month. He highlighted three new projects: establishing traffic safety teams for the Idaho Falls and Nampa Police Departments and funding for outreach and education for the Idaho Walk Bike Alliance.

Chairman Whitehead thanked HSM Tomlinson for the highway safety reports.

District 5 Report. DE5 Ed Bala reported on the winter maintenance efforts. The District's roads were not significantly impeded 73% of the time, which met the goal. All of the FY17 projects were delivered by January 25, 2017. To date, 50% of the FY18 projects have been delivered, with 100% due by October 1. He recognized a number of employee achievements and some of the District's partnerships.

The Board thanked DE Bala for the report and for his efforts.

Executive Session on Personnel and Legal Issues. Vice Chairman Gagner made a motion to meet in executive session at 12:10 PM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b) and (f). Member Vassar seconded the motion and it passed 4-0 by individual roll call vote.

The personnel matter related to the evaluation of an employee. The legal matters discussed related to operations.

The Board came out of executive session at 1:10 PM.

Siphon Road Interchange Agreement. DE Bala said the draft agreement for the public private partnership to construct an I-15 interchange at Siphon Road is not ready yet. It is expected to be ready for the Board's consideration next month. He believes the various concerns about the project that the Board expressed earlier are being addressed. ITD would not contribute financially until the connecting infrastructure is essentially in place. The developer, Millennial, will provide letters of credit to ensure its financial commitment. ITD will retain 10% of its funding until the project is complete. The details, such as who will complete the design of the project and what standards will be used, are included in the agreement. He confirmed that the Department can legally participate in this partnership. DE Bala emphasized that the Department wants to do this project right because he believes it will be used as a model for future partnerships in the state.

Vice Chairman Gagner thought an earlier discussion included that the Department would wait until 50% of the interchange is constructed before contributing financially. Overall, he believes the Board's concerns are being addressed.

Chairman Whitehead thanked DE Bala for the update on this partnership.

Add Siphon Road Interchange, Chubbuck to FY17. DESA Rindlisbacher requested the addition of the Siphon Road Interchange, Chubbuck project to FY17 of the 2017-2021 Idaho Transportation Investment Program. Funding is limited to preliminary engineering and

preliminary consultant engineering to complete the environmental re-evaluation. A Finding of No Significant Impact was approved in 2013. In order to comply with FHWA regulations, a re-evaluation needs to be completed under a new project name and key number. The re-evaluation is needed for design work currently underway on the nearby Wye Interchange project in Pocatello. DESA Rindlisbacher emphasized that this action is independent of the partnership agreement the Board just discussed. This re-evaluation is needed for the Wye project.

Member Horsch made a motion, seconded by Vice Chairman Gagner, and passed unopposed, to approve the following resolution:

RES. NO.       WHEREAS, an environmental decision (EA/Finding of No Significant Impact)  
ITB17-22       and an Interstate Justification Report were completed under a planning project,  
                  key #9000, Siphon Road Interchange; and

WHEREAS, work on the Siphon Road Interchange planning project is complete and the project (key #9000) has been closed; and

WHEREAS, the Idaho Transportation Board has approved a project to study the I-15 Wye Overpass, key #19183, in FY17 of the FY17 - FY21 Idaho Transportation Investment Program; and

WHEREAS, Siphon Road Interchange environmental document and interstate justification report need to be re-evaluated as part of the I-15 Wye Overpass study; and

WHEREAS, Federal Highway Administration procedures require that the re-evaluation occur under a new project identification and key number.

*NOW THEREFORE BE IT RESOLVED*, that the Board directs staff to add a project to FY17 of the current approved FY17 – FY21 Statewide Transportation Improvement Program; and

*BE IT FURTHER RESOLVED*, that funding for the environmental re-evaluation will be scheduled in FY17 for \$15,000 Preliminary Engineering and \$75,000 Preliminary Consultant Engineering in State funds.

Big Creek 4 Airstrips. Chairman Whitehead provided some background on four airstrips in the Frank Church Wilderness. The airstrips, Dewey Moore, Simonds, Mile Hi, and Vines, are known as the Big Creek 4. The United States Forest Service has jurisdiction on the airstrips, but it prefers to not maintain them and designate them for emergency use only. Other entities, including the Idaho Department of Fish and Game and the Idaho Aviation Association would like the airstrips maintained and open for public use. Chairman Whitehead invited the three parties to provide information and share their perspectives on the issue.

District Ranger Anthony Botello, U.S. Forest Service, provided a summary of the referenced airstrips. According to the Central Idaho Wilderness Act of 1980, the Forest Service cannot close the airstrips that are in regular use without concurrence from the state. When the Forest Service developed its initial management plan, it sought public comments. In March 1982,

ITD submitted comments stating that it supports letting the airstrips revert back to a natural state and along with that action, prohibit use except by prior permission or in an extreme emergency. Although regular public use is discouraged, Mr. Botello said the airstrips have not been closed. Prior to 2012, the Division of Aeronautics did not show these four airstrips on its chart. It added the airstrips in 2012 with no differentiation from other airstrips, indicating the Big Creek 4 airstrips were open to the public.

Mr. Botello said there are several other open airstrips in the Frank Church Wilderness area. He believes some solutions to address the use of these airstrips are to consider opening other airstrips in the area to the public or developing a new management plan after seeking public comment. He understands the importance of providing access to the wilderness, but also expressed concerns with the safety of inexperienced pilots landing at those airstrips.

Member Kempton does not believe the number of other airstrips available in the area is relevant, but rather the issue relates to the Central Idaho Wilderness Act. Mr. Botello replied that the Act indicates that any landing strips that are in regular use shall not be closed or made un-serviceable without the state's concurrence. It was noted that there is no definition of regular use.

Vice Chairman Gagner asked if the Forest Service believes the regular use provision is being exceeded. Mr. Botello said that when the management plan was developed in 1982, it was determined that the airstrips were not in regular use. He reiterated that the definition of regular use is not described in the Act.

Department of Fish and Game Deputy Director Ed Schriever thanked the Board for the opportunity to discuss this important issue. He summarized Fish and Game's responsibilities, focusing on wildlife management. Access to the wilderness is essential to conduct its operations.

Fish and Game Deputy Attorney General Kathy Trevor distributed historical information. She believes some essential information has been missing from the record. She provided a letter from General Darrell Manning from 1977. General Manning was the director of ITD at the time, and in his comments to the U.S. Department of Agriculture regarding the management plan for the wilderness area, he states that the airstrips inside the wilderness area should remain open for public access. This position coincides with then-Governor Cecil Andrus's position. She emphasized that the Department of Fish and Game supports keeping the Big Creek 4 airstrips open for public use

Andrew George, Idaho Aviation Association President, thanked the Board for the invitation to present information. The Association desires to be a good partner and a good steward of the land. Regarding the 1982 letter from ITD referenced above, he noted that it was signed by a staff member. He does not believe the comments in support of letting the airstrips revert back to a natural state came from the Board. He also pointed out discrepancies and errors in a February 1982 letter that the Forest Service sent to the transportation department. For example, the letter says that none of the airstrips are in regular use, but Mr. George said that a flight log from the McCall Airport indicated aircraft land at the airstrips up to 20 times a day. That letter also states that the airfields are not public facilities, but Mr. George said there is documented history that they were available to the public. He emphasized that the Association wants to work with ITD, the Forest Service, and Fish and Game on all of the airstrips. Both

aviation and access to the wilderness are so important. He added that he would appreciate knowing the Board's and Department's position on the Big Creek 4 airstrips.

Chairman Whitehead thanked the parties for the additional information. He appreciated the new material that was provided and would like time for the Board to consider it. He hopes a compromise can be found.

Expansion and Congestion Mitigation Program. DESA Rindlisbacher summarized Senate Bill 1206 that specifies ITD is to receive 1% of Sales Tax revenue after revenue sharing with local governments and receive distribution of Cigarette Tax revenue after all of the fixed distributions have been satisfied. Revenue from these sources is estimated at \$18 million. Projects that mitigate traffic times and congestion, and improve traffic flow are eligible. He believes roads that have a level of service of E would be appropriate candidates. He provided a comparison of traffic today with projected travel in 30 years. New areas of projected daily congestion were identified.

Chairman Whitehead thanked DESA Rindlisbacher for the presentation.

GARVEE Corridor Considerations. Transportation System Manager (TSM) Caleb Lakey presented information on the GARVEE corridors eligible for funding. Some of the information included safety, traffic, and congestion.

Member Kempton compared the average daily traffic to the serious injuries and fatalities. He believes this comparison provides a better picture of the safety concerns than if the safety data is considered separately.

Member Kempton said he discussed the US-93, Twin Falls Alternate Route and Snake River Crossing corridor with DE4 Devin Rigby. The Environmental Impact Statement has not been completed, and DE Rigby discouraged pursuing the US-93 corridor at this time.

Vice Chairman Gagner said that DE6 Jason Minzghor does not believe the US-20, St. Anthony to Ashton corridor is a high priority for GARVEE funding.

Vice Chairman Gagner asked if the TREDIS model could be run on the corridors. TSM Lakey replied in the affirmative. He said he will provide more information on these corridors at a future meeting, including traffic counts and additional safety information.

The Board thanked TSM Lakey for the additional information.

FY18 Idaho Airport Aid Program. Senior Airport Planner Bill Statham presented the FY18 Idaho Airport Aid Program with a funding base of \$1 million. The base amount may increase with the addition of Uncommitted funds recovered from prior years' grants currently in the Trustee and Benefits budget. The Program provides funding for Commercial Service airports, General Aviation – NPIAS airports, General Aviation - community airports, and small emergency projects. The projects were available for public review and comment through the STIP update process. The Aeronautics Advisory Board approved the FY18 Program last month.

Member Vassar made a motion, seconded by Member Kempton, and passed unopposed, to approve the following resolution:

RES. NO. ITB17-23 WHEREAS, the Idaho Transportation Board has the authority to locate, design, construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Board has the authority to expend funds for the construction, maintenance, and improvement of publicly owned aeronautical facilities.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho airport aid program for state fiscal year 2018, as shown as Exhibit #480, which is made a part hereof with like effect, be approved; and

*BE IT FURTHER RESOLVED*, that the Board directs the Division of Aeronautics to issue grant offers for state fiscal year 2018; and

*BE IT FURTHER RESOLVED*, that the Board adopts the proposed airport funding formulas.

Contract Award for SH-3, St. Maries Railroad and St. Joe River Bridge. DE1 Allen said the bids were opened for the SH-3, St. Maries Railroad and St. Joe River Bridge project, keys #13383 and #13384, on May 9. The low bid was more than ten percent over the engineer's estimate, requiring justification. The Department does not have a lot of history with design-build projects. Staff presumably estimated the geotechnical drilling, design and foundation construction cost too low. The low bidder proposes maintaining two lanes open to traffic during construction and finishing 200 days sooner than its competitors, which would be of great value to the travelling public. To offset the additional costs, staff will consider partial advance construct of the FY18, I-90 Interchange #68 to East of Mullan project for \$10.7 million to FY19 with conversion from statewide balancing and/or a combination of statewide balancing with other projects.

Vice Chairman Gagner made a motion, seconded by Member Horsch, and passed unopposed, to approve the following resolution:

RES. NO. ITB17-24 WHEREAS, the Idaho Transportation Department solicited Design Build Teams to develop and construct the SH-3, St. Maries Railroad Bridge and the St. Joe River Bridge, keys #13383 and #13384; and

WHEREAS, ITD applied the Design Build procurement process, which yielded a winning proposal of RSCI Inc.; and

WHEREAS, ITD is interested in getting these bridges constructed quickly and with minimal disruption to the City of St. Maries and the travelling public.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board awards a contract to RSCI Inc. at \$17.3 million; and

*BE IT FURTHER RESOLVED*, that the offset for additional funding costs will come from partial delay of FY18, I-90 Interchange #68 to East of Mullan (\$10.7 million) to FY19 with conversion from statewide balancing and/or a combination of statewide balancing with other District projects.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 4:10 PM.

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
June 22, 2017  
Boise, Idaho

May 18, 2017