

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 26, 2018

The Idaho Transportation Board convened at 8:30 AM on Friday, October 26, 2018 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Vice Chairman – District 1
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Lee Gagner, Member – District 6
Brian Ness, Director
Larry Allen, Lead Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Safety Share. Executive Assistant Higgins said about a year ago, some employees began the practice of starting meetings with a safety or security share. This was part of an effort to change the safety culture. She said staff intends to provide safety or security shares at Board meetings, especially if there is no other safety item on the agenda. She emphasized the importance of taking steps, such as training, education, proper equipment, and awareness, instead of relying on luck when it comes to safety.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on September 12-13, 2018 as submitted. Member Horsch seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
November 14, 2018 – Boise
December 13, 2018 – Boise
January 17, 2019 – Boise

Consent Items. Vice Chairman Coleman made a motion, seconded by Member DeLorenzo, and passed unopposed, to approve the following resolution:
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and
ITB18-34

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 modifications to the Public Transit Program; the addition of State, Dynamic Message Sign and Lighting Upgrade to FY19; the Federal Lands Program update; consultant agreements; a contract for award; and a contract for rejection.

October 26, 2018

1) Modifications to the Public Transit Program. Staff requests an increase of \$1,500,000 to key #19735 in FY19. The Department received a \$1,500,000 federal grant, Low or No Emissions Bus Program. Mountain Rides Transit will provide the 15% match to purchase battery electric buses and charging infrastructure.

2) Add State, Dynamic Message Sign and Lighting Upgrade. Staff requests the addition of a State, Dynamic Message Sign and Lighting Upgrade project for \$350,000 and authority to adjust the Idaho Transportation Improvement Program (ITIP). Funding for this FY19 project will be transferred from District 4's Operating budget. The \$250,000 Dynamic Message Sign will be erected on US-93 at milepost 41.05. The lighting improvements, estimated at \$100,000, will be made at five locations on I-84.

3) Federal Lands Program Update. The Federal Lands Transportation Program and Federal Lands Access Program were established to improve the transportation infrastructure owned and maintained by a number of federal agencies with land and natural resource management responsibilities. Funding is provided for projects that provide access to, are adjacent to, or are located within federal lands with priority given to projects accessing high-use recreation sites or economic generators. Staff requests modifications to the Federal Lands Program, as shown as Exhibit #503, which is made a part hereof with like effect.

4) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for the following projects: Intersection State Street and Collister Drive, Boise, key #13481 for design and engineer of record services with HDR Engineering for \$1.2 million; and I-15, Northgate Interchange, Chubbuck, Bannock County, key #20314 for construction engineering and inspection services with Civil Science for \$1.4 million.

5) Contracts for Award. The low bid on key #19970, SH-38, 50 South Street Malad, District 5, was more than ten percent over the engineer's estimate, requiring justification. The ¾" Aggregate Type B for Base, Cold Milling, Curb Ramp, and Mobilization items showed the largest difference between the low bid and engineer's estimate. The large variance in the first item is likely due to the quantity of the item that will be separated into multiple small areas and there is no close source. The variance on Cold Milling is likely due to the fact that the contractor will have to transport all mill tailings by truck a significant distance. The concrete work and how the item will be paid by square yard presumably led to the higher bid on the Curb Ramp item. Staff does not believe benefits would be realized if the project is rebid, and recommends awarding the project. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$1,302,798.

6) Contract for Rejection. The low bid on key #20343, SH-97, Emergency Repair, Milepost 76.9, District 1, was more than ten percent over the engineer's estimate, requiring justification. The following items were the primary difference between the engineer's estimate and low bid: Removal of Guardrail/Barrier, Excavation, ¾" Aggregate Type A for Base, Superpave Hot Mix Asphalt Paving, Gabion Structure, Survey, and Mobilization. The contractor's bid may be attributed to the project being a very short duration calendar day project,

the late season work, and limited availability of specialty subcontractors. The Disadvantaged Business Enterprise requirement of 15% may have been excessive for a project of this size and may have contributed to the higher price. Staff believes there is potential for savings if the project is rejected and re-advertised. The maintenance crew has adequately secured the roadway temporarily and completion of the project could be delayed until 2019 without major complications. The District recommends rejecting the bid, modifying the design, and rebidding for 2019 construction. Low bidder: M A DeAtley Construction - \$260,865.

Informational Items. 1) Contract Awards and Advertisements. Key #13481 – State Street and Collister Drive Intersection, District 3. Low bidder: Concrete Placing Company, Inc. - \$9,528,304.

Key #19949 – US-30, Noble Canal Culvert, Near New Plymouth, District 3. Low bidder: TCG, A Corporation of Idaho, Inc. - \$250,347.

Key #20314 – I-15, Northgate Interchange, District 5. Low bidder: Cannon Builders Inc. - \$13,132,785.

Key #19382 – US-30, Georgetown Summit to Nounan Road, District 5. Low bidder: Knife River Corporation – Mountain West - \$7,389,542.

Key #20064 – I-15, Wye Overpass to Fort Hall, District 5. Low bidder: Western Construction Inc. - \$6,884,000.

Key #13411 – I-90, Washington State Line to Bike/Pedestrian Bridge, Post Falls, District 1. Low bidder: Poe Asphalt Paving Inc. - \$4,439,612.

Key #13397 - US-30, (I-84B) and Union Pacific Railroad Bridge, District 4. Low bidder: Western Construction Inc. - \$6,670,000.

Key #20339 – US-95, Emergency Slope Repair Milepost 498, District 1. Low bidder: N A Degerstrom Inc. - \$1,560,582.

Key #19448 – US-26, Ohlinger Road to Junction US-93, District 4. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$3,494,692.

Key #9894 – Old Highway 37, The Narrows, District 5. Low bidder: Western Construction Inc. - \$5,195,195.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From August 24 through October 4, 30 new professional services agreements and work tasks were processed, totaling \$3,479,876. Eight supplemental agreements to existing professional services agreements were processed during this period in the amount of \$286,610.

3) Update on 80 Mile Per Hour (MPH) Speed Zones: I-15, I-84, and I-86. The 80 MPH speed limit was approved on portions of Idaho's southern interstates in 2014. The 85th percentile speeds have increased slightly since the speed limit was raised and average 83.5 mph for all routes. The differential speed between light and heavy vehicles has remained relatively constant and currently averages 10.4 mph. Crashes have increased, but so have vehicle volumes. Because crashes have increased statewide, not just on the interstate system, it is not indicative of an issue with the 80 mph speed limit. The observed vehicle speeds and crash experience since raising the speed limit on these interstate routes indicate that operations have remained relatively unchanged from prior conditions and that the higher 80 mph speed limit is appropriate.

4) Sponsorship of Department Programs. There are no sponsorship agreements at this time.

5) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 5.4%. Total receipts from the Highway Distribution Account were 4.2% or \$1.5 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 20%, or \$91,000. Expenditures were within planned budgets. Personnel costs had savings of \$1.7 million or 8.4% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$106.2 million.

The balance of the long term investments was \$166 million at the end of August. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$57 million were \$24 million less than at the end of June. Expenditures in the Strategic Initiatives Program Fund through August were \$2.2 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$3 million, or 5.8% ahead of forecast.

6) Monthly Reporting of Federal Formula Program Funding through September. Idaho received obligation authority of \$276.4 million through September via the FY18 Omnibus Appropriations Act. In May the Board resolved to distribute \$14.4 million of Highway Infrastructure general funds to ITD and its partners. In August, Idaho received \$33.9 million in Redistribution of Obligation Authority Not Used by Other States. The total of \$324.8 million corresponds to \$326.7 million with match after a reduction for indirect costs. Idaho has received apportionments and general funds via notices through April 17 of \$316.6 million, which includes Redistribution of Certain Authorized Funds and Highway Infrastructure general funds. Obligation authority for the year was 102.6% of apportionments. Of the \$326.7 million allotted, \$11.7 million remains. Idaho chose not to use its allotment of \$11.7 million with match of state highway system Highway Infrastructure general funds this year. These funds have a three-year life.

7) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not execute any professional service agreements during the previous month.

Child Passenger Safety Signs. Highway Safety Grants Officer Lisa Losness said the Department makes a concerted effort to encourage motorists to buckle up. This year, Child Passenger Safety signs were distributed to elementary schools. She recognized Kyle Hardy, a senior from Mountain View High School in the West Ada School District, for delivering more than 100 signs to schools. She also commended Audra Urie from the State Department of Education for coordinating the distribution of seat belt signs to schools throughout the state.

Chairman Whitehead thanked Mr. Hardy and Ms. Urie for their efforts to promote highway safety.

Board Subcommittee on Audits' Report. Member DeLorenzo presented the FY19 Internal Review Work Plan, which the Subcommittee on Audits reviewed last month. The Plan is informed by the Enterprise Risk Management initiative. The Subcommittee also received an update on the progress being made on the three findings identified in the Comprehensive Annual Financial report and single audit.

Director's Monthly Report on Activities. Director Ness said the autonomous vehicle and connected vehicle committee is finalizing its report and will submit it to the Governor next week. District 4's SH-75, Big Wood River Bridge project and Districts 4, 5, and 6's initiative to combine 17 bridge projects received the American Association of State Highway and Transportation Officials' environmental award and planning award, respectively. He mentioned the Division of Motor Vehicles' Leadership Conference to improve collaboration and share best practices last week, and this week's Leaders' Workshop to address ITD's culture and the Leadership Summit for teams established to solve problems. He summarized the Department's internal Best of the Best winners and customer service highlights.

Chief Operations Officer (COO) Travis McGrath provided an update on project delivery efforts. Due to staff's commendable efforts, a years' worth of projects are on the shelf ready to be advertised.

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

Chairman Whitehead thanked Director Ness for the report and congratulated COO McGrath for the project delivery successes.

Highway Infrastructure End of Year Statement. ITIP Program Management Office Project Manager Brad Wolfinger said 123 projects were funded in FY18 totaling \$314 million. He summarized the funding sources and types of projects, including 46 pavement preservation and restoration and 25 bridge preservation and restoration projects.

Chairman Whitehead thanked Project Manager Wolfinger for the report.

Blackfoot Sewer Improvements. COO McGrath said the City of Blackfoot received a grant to replace several sanitary sewer lines, including one located under I-15 near Riverton Road. The sewer line pre-dates the interstate. Neither ITD nor the Federal Highway Administration will allow open-trench construction on I-15. Because open-trench is less

expensive, the City of Blackfoot requested ITD participation in the cost to bore a replacement line under I-15.

COO McGrath recommends contributing \$1.1 million of federal and state funds to assist Blackfoot with the sewer improvements, partly because the interstate removed some of the city's flexibility to address the sewer line. Other advantages are that boring will eliminate potential disruption to I-15 traffic during the sewer's replacement and ITD can be involved in the project to protect I-15. Additionally, the City of Blackfoot does not have the economic resources to conduct a deep bore across the width of the I-15 right-of-way. He added that a draft agreement has been negotiated and will be finalized if the Board concurs with funding the project.

Vice Chairman Coleman asked if the project will be bid with a unit price versus a lump sum amount so the actual costs will be known, as he believes \$1.1 million is high for this work. COO McGrath did not know, but will look into that.

Vice Chairman Coleman made a motion to approve the resolution to fund the \$1.1 million project. He added that he would prefer knowing the actual cost difference for the boring. Member Gagner seconded the motion.

Member DeLorenzo asked if the motion was to accept the resolution as presented or if it included an amendment regarding the actual costs.

Vice Chairman Coleman made a motion to amend the resolution to include a clause that the agreement be modified to state that the actual costs are to be identified and reimbursed accordingly. Member Gagner seconded the motion to amend the resolution.

Member Horsch expressed concern that this action will set a precedent, and he believes there are other similar situations throughout the state. Member DeLorenzo concurred and asked if staff could identify other locations where this issue may arise.

The motion to approve the amendment to the resolution passed unopposed.

The motion to approve the following resolution as amended passed 4-0 as Vice Chairman Coleman temporarily left the meeting at this time:

RES. NO. ITB18-35 WHEREAS, the Idaho Transportation Board supports the Idaho Transportation Department mission of safety, mobility, and economic opportunity. In that context the Department has been invited to become part of a partnership to reconstruct the sanitary sewer under Interstate 15 at Riverton Road; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because the sanitary sewer predates the interstate; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because financial participation guarantees the right for ITD to direct and control the project in ways that best protect I-15; and

WHEREAS, the cost of participation can be covered by ITD via key #21810, Blackfoot Sewer Improvements.

NOW THEREFORE BE IT RESOLVED, that the Board finds it in the public interest for ITD to participate in the not-to-exceed cost of \$1.1 million to replace the sanitary sewer under Interstate 15 at Riverton Road in Blackfoot; and

BE IT FURTHER RESOLVED, that the agreement with the City of Blackfoot will be modified to state that the actual costs of the sewer project will be identified and reimbursed accordingly.

FY18 Annual Report. Communication Manager Vince Trimboli said Idaho Code requires an annual report to the Governor on the financial condition and management of the Department. Some of the information included in the draft report is innovations, accomplishments, customer-focused performance measures, revenue, expenditures, and future focus areas.

The Board questioned some of the data on the draft report. CM Trimboli said he will look into those issues. The report will be presented to the Board for approval next month.

Employee Service Awards. The Board participated in the Employee Service Awards. Vice Chairman Coleman provided remarks on behalf of the Board. Dave Bohrn from District 1 was recognized as the Safety Person of the Year and the District 2 Moscow Maintenance employees received the Maintenance Crew of the Year Award.

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 11:00 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b), (c), and (f). Member Kempton seconded the motion and it passed 5-0 by individual roll call vote.

The discussions on legal matters related to operations. The personnel item related to the performance of employees.

The Board came out of executive session at 1:00 PM.

District 4 Office Reconstruction. District 4 Engineer (DE) Devin Rigby said costs to collocate facilities with the Department of Correction and the Military Division near the I-84 and US-93 interchange have been reviewed. Collocating would save each agency about \$1.5 million. Another advantage to constructing the new District 4 office at this site is the opportunity to relocate the Jerome maintenance facility to this location. The Jerome maintenance shed is in an area that is becoming more residential. Because maintenance facilities are generally not compatible with residential neighborhoods, it is anticipated that the Jerome maintenance facility will need to be relocated in the future. Also, additional state agencies may look for new facilities in the future and may consider this site. Based on this information and previous reports, he said the I-84/US-93 location is the preferred site for the District 4 administrative building.

Member DeLorenzo asked about the other two agencies' process. DE Rigby replied that they are at different stages. The Department of Correction has funding in FY19. The Military Division is not planning funding before FY21. The next step will be to prepare memorandums of understanding.

In response to Member Kempton's question on the disposal of the current administrative building in Shoshone, DE Rigby replied that if the new building is constructed in Shoshone, the existing facility would be razed to accommodate the new building and parking. He added that the property was appraised at \$1 million. Member Kempton noted that the property would be an asset if the new office is constructed elsewhere. He asked what the value is of the I-84 and US-93 property and what may happen with that land if the new office is not constructed at that site. DE Rigby said the Department purchased that property for about \$700,000. If it is not used for the District 4 Office, its status will be reviewed, but disposing of it may be challenging.

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

RES. NO. WHEREAS, in September 2016 the Idaho Transportation Board approved the
ITB18-36 construction of a new District Four Headquarters Office building; and

WHEREAS, the District Four employee population center is at the Junction of I-84 and US-93; and

WHEREAS, the commute times of current Idaho Transportation Department employees is 963 minutes for the Junction of I-84 and US-93 location versus 1,221 for the Shoshone location; and

WHEREAS, the District Four population center, which also represents the customer center, is in Twin Falls, Idaho; and

WHEREAS, Dr. Richard Gardner with Bootstrap Solutions completed a report for ITD in 2016 that concluded "By moving the D4 Headquarters south from Shoshone to the outskirts of Jerome or into Twin Falls, the number of potential applicants for replacement jobs in the targeted occupations used by D4 HQ rises by five to six times. The number of total workers within a thirty minute commute rises over three times."; and

WHEREAS, the 2017 report from Bengal Solutions summarized that "The evidence presented in this report suggests that a move from Shoshone would best serve the new needs of the administration building and its employees, however, the move would have a negative economic impact on Shoshone and the surrounding communities in Lincoln County."; and

WHEREAS, the District Four Administrative Building Feasibility Study identified comparative costs between the Shoshone site and the ITD property located in the South West corner of the I-84/US-93 interchange; and

WHEREAS, through collocating with the Department of Correction and the Idaho Military Division, ITD will realize a savings of \$1.5 million; and

WHEREAS, the Department of Correction and the Military Division will each realize a savings of approximately \$1.5 million; and

WHEREAS, the State of Idaho may realize savings due to the potential for other State facilities collocating on this site including the ITD Jerome Maintenance facility; and

WHEREAS, it is in the best interest of the Idaho Transportation Department to locate the District Four Administrative office at the South West corner of the I-84/US-93 interchange.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes District Four staff to work through the Division of Public Works to develop plans to collocate the District Four office building with the Department of Correction and the Military Division on the ITD property located in the South West corner of the I-84/US-93 Interchange.

Chairman Whitehead thanked DE Rigby for the presentation. Member Horsch commended Member Kempton for his efforts, as it has been a difficult process and decision. Member Kempton concurred on the challenges with this item, noting that he is from a small town and understands the City of Shoshone's concerns with re-locating the office.

Project Funding and Programming. Program Management Office Manager (PMOM) Randy Gill proposed four programming revisions. He identified projects for the \$37.7 million FY19 State Strategic Initiative Program. The funds that have become available because of the receipt of the \$90.24 million Infrastructure for Rebuilding America grant would be repurposed to acquire right-of-way for the SH-16 corridor from I-84 to US-20/26. Projects to be funded with Transportation Expansion and Congestion Mitigation funds through FY25 were proposed, including new projects on US-20/26 from I-84 to Middleton. ITD and its partners have applied for a grant to help fund that corridor, so staff recommends including it in the Program. The last changes are proposed to the Freight Program: removing \$8.6 million of construction funds for the West Bridge Street Bridge in Blackfoot in FY23 and re-directing those funds plus some Safety/Capacity funds to the US-95, Granite North and Frontage Roads project. The preliminary engineering funds for the West Bridge Street Bridge project would be retained.

Vice Chairman Coleman asked how much right-of-way could be purchased on the SH-16 corridor with \$90 million and when construction is anticipated to commence. PMOM Gill did not know, but said that is being worked on. There is a meeting scheduled for the following week. He added that there is no construction programmed in the ITIP.

Member Gagner made a motion to approve the resolution outlining the proposed project funding and programming changes. Vice Chairman Coleman seconded the motion.

PMOM Gill requested an amendment to the resolution. Instead of eliminating the construction funds for the West Bridge Street Bridge in Blackfoot, he requested delaying the project to FY25.

Member Horsch made a motion to amend the resolution to move the construction funds for the West Bridge Street Bridge project in Blackfoot to FY25. Vice Chairman Coleman seconded the motion and it passed unanimously.

The motion to approve the following resolution passed unanimously:

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department
ITB18-37 to publish and accomplish a current, realistic, and fiscally constrained Idaho
 Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the 2016 Fixing America's Surface Transportation (FAST) transportation act requires that a fiscally constrained list of projects covering a four-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, the Board has authority to select projects for the State Strategic Initiative Program Funds (STSI/Surplus Eliminator) and staff has delivered a list of projects eligible for the use of these funds; and

WHEREAS, ITD recently received a federal Infrastructure for Rebuilding America (INFRA) Grant from the Federal Highway Administration for \$90.24 million for the I-84 Corridor, and this frees up \$90.24 million in funding previously designated to the I-84 Corridor for repurposing and distribution across other corridors and routes; and

WHEREAS, the legislature has established a Transportation Expansion and Congestion Mitigation Fund (TECM) and the Board has previously committed Fiscal Year 2018 and 2019 TECM to the I-84 Corridor and projects need to be selected for Fiscal Years 2020 through 2025; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the list of projects presented for the STSI Program for FY19, as shown as Exhibit #504, which is made a part hereof with like effect; and

BE IT FURTHER RESOLVED, the Board authorizes staff to include the \$90.24 Million INFRA Grant designated to the I-84 Corridor to the STIP submittal; and

BE IT FURTHER RESOLVED, the Board authorizes the \$90.24 million freed up from the INFRA Grant be repurposed for the SH-16 Corridor right-of-way acquisition; and

BE IT FURTHER RESOLVED, the Board approves the addition of the US-20/26, I-84 to Middleton project to the ITIP; and

BE IT FURTHER RESOLVED, the Board approves the list of projects for the TECM Program for Fiscal Years 2020 through 2025, as shown as Exhibit #504, which is made a part hereof with like effect; and

BE IT FURTHER RESOLVED, the Board approves the funding increase to the 2023 Freight Program and the Safety and Capacity Program for US-95, Granite North and Frontage Roads, Bonner County, and moving the construction funding for FY23 in the Freight Program for the West Bridge Street Bridge, Blackfoot to FY25; and

BE IT FURTHER RESOLVED, that staff is authorized to work with the Community Planning Association of Southwest Idaho on the appropriate projects for Transportation Improvement Program modifications and to submit an update to Fiscal Year 2019-2025 in the federal version of ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of FAST.

Delegation: Boise Airport Director Rebecca Hupp. Director Hupp reported on the growth the City of Boise and the Boise Airport has been experiencing. The growth is anticipated to continue for some time. She provided statistics on the facility and reported on expansion plans, which include relocating the Division of Aeronautics to provide additional space for the airport. Some discussion was held on the lack of intra-state commercial air service and the practice of subsidizing flights.

Chairman Whitehead thanked Director Hupp for the informative presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:30 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
November 14, 2018
Boise, Idaho

October 26, 2018