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¹⁴⁸State Senate passes roads bill

Lucas: Plan not a workable solution

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COLUMBIA — The roads bill passed by S.C. senators on March 9 isn't passing muster with most of the Lancaster County legislative delegation.

A Senate bill that would spend \$400 million on road repairs for one year, but not raise the state's gasoline tax to fund repairs longer term, passed 30-15 after 18 Democratic amendments were rejected by the chamber's 27 Republicans.

The \$400 million would come from the state's general fund in a year when the state has collected an additional

\$1 billion in revenue.

Lancaster's two state senators split on the vote, with Greg Gregory (R-16) voting in favor and Sen. Vincent Sheheen (D-27) against.

"Half is better than nothing at all," Gregory said, noting that a bill that could be passed by a majority in the Senate has been debated for more than a year.

Rural roads in Lancaster County, he said, are in desperate need of resurfacing.

Under the plan, Gregory said, the state road funds coming here, when combined with revenue from the Capital Project Sales Tax and an infusion of federal transportation money,

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Roads...

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will allow about 50 miles of roads to be resurfaced. The bad news, he said, is it leaves an additional 450 miles of county roads that need repaving.

"The best thing is the reform the bill will bring to SCDOT, which is something we have been striving to do for many years," Gregory said. "That will lead to less regionalism and will improve the selection of major road projects."

The bill would take decision-making on road repairs away from the Legislature and give it to the governor.

Sheheen posted a statement on Facebook, venting his frustration with the Senate's failure to pass a comprehensive roads bill.

"Make no mistake, taking monies meant for teacher pay, police officers, college scholarships and lowering

property taxes is not an answer to fixing our roads – it's a fraud," he wrote. "One day, we will have good leadership in this state, and unfortunately, it won't be until then that we will see good roads."

A workable roads bill has been stuck in an ever-growing pothole for some time as the state General Assembly tried to craft a plan everyone could get behind. It's doubtful that this one is it.

While Gov. Nikki Haley supports the state Senate proposal, S.C. House Speaker Jay Lucas does not.

"The Senate's deceptive plan to fix our crumbling roads system is irresponsible. It prioritizes politics over a sound solution," said Lucas, who represents Lancaster County in the House, along with Deborah Long, Mandy Powers Norrell and Richie Yow.

Lucas called the Senate plan "reckless budgeting" that misleads South Carolinians into believing that a "large pot of general fund

money" will be available each year for roads.

"While I acknowledge the Senate's governance reform efforts, kicking the can further down the road and into a giant pothole defies the test of real leadership," he said.

Norrell said it makes little sense to address a continuing issue with one-time money.

While the Senate plan is a start, Long would like to see a more set-in-concrete solution that addresses continuing road concerns.

"I'd like to see something a little more long term," Long said. "If you don't have a permanent plan, it will never work."

Long said she has little doubt the Senate plan will head to a conference committee where the two chambers will hammer out a compromise.

"We'll see what they can come up with," she said.

"We'll then see if we have to hold our noses when we push our buttons to vote on it."

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ON THE MOVE

Movement Mortgage opens new headquarters

Movement Mortgage

Movement Mortgage opened its new \$22 million headquarters Friday, March 11, announcing that it is two years ahead of schedule on its job creation goal at the Indian Land facility.

S.C. Gov. Nikki Haley and other officials joined company executives and employees for the ribbon-cutting ceremony.

"We couldn't be happier to welcome this fantastic company to the South Carolina family, and to see the impact that the 672 jobs created by this new facility will have in Lancaster and across the entire state," Haley said.

In 2015, Movement said it would bring 672 jobs to Lancaster County with the construction of a 104,000-square-foot corporate headquarters and National Sales Support Center.

At the time, Movement planned to move about 150 existing employees from Ballantyne Corporate Park to the new campus and fill the remaining jobs in the years ahead.

But strong growth accelerated hiring plans, and

GRAND OPENING



photos courtesy of
MOVEMENT MORTGAGE

ABOVE: Movement Mortgage co-founder and CEO Casey Crawford cuts the ribbon at Movement's grand opening ceremony Friday, March 11. Movement Mortgage employs more than 600 people at the new Indian Land headquarters. **LEFT:** Crawford receives a proclamation making March 11, 2016, "Movement Mortgage Day" from Lancaster County Councilman Larry McCullough, right.

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Move...

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Movement is opening the new building with 615 jobs already filled.

The company had projected reaching its current staffing levels at the new office in February 2018.

"Our team's outstanding growth has blown away our projections," said Casey Crawford, Movement's co-founder and CEO. "We built this beautiful headquarters expecting to be only half-full on our move-in day. Instead, we're already near full capacity and discussing a second phase in the future. There are no signs our growth is slowing down."

Crawford said Movement is still hiring for sales, underwriting, processing, closing, accounting, human resources, marketing, legal, compliance and other corporate and support jobs.

To meet hiring demands, Movement has also launched Movement University, a recruiting and training program designed to help military veterans, college graduates and career-changers begin a career in the mortgage industry. Job-seekers can learn more and apply at movement.com/careers.

Founded in 2008 by former Carolina Panthers player Crawford and Toby Harris with four employees, Movement Mortgage now employs more than 3,000 nationwide, with more than 500 branch offices and major operations centers in Charlotte, Phoenix and Virginia Beach, Va.

The company nearly doubled in volume and employment in the past year, fund-



courtesy of MOVEMENT MORTGAGE

Movement Mortgage CEO Casey Crawford hoists a gift from Gov. Nikki Haley – the state seal of South Carolina – for the crowd to see at the ribbon-cutting ceremony.

ing \$7.8 billion in mortgage loans in 2015, compared to \$4.3 billion in 2014.

The new headquarters at 8024 Calvin Hall Road in Bailes Ridge Business Park off S.C. 160 is Movement's flagship location for loan processing, underwriting, capital markets, marketing, legal, compliance and corporate functions.

The facility includes a cafe, fitness center and prayer room. The modern, open-concept design promotes collaboration, innovation and continued growth.

Movement attributes its growth to its innovative process and culture, which includes a focus on serving real estate agents with local service and a seven-day loan processing goal.

Movement also invests millions of dollars in profit back into communities through its nonprofit Movement Foundation. The foundation has invested more than \$16 million into community centers, charter

schools and matched giving programs.

"Our mission as a company is to love and value people by leading a 'Movement of Change' in our industry, corporate cultures and communities. This new home is designed 100 percent with that in mind," Crawford said.

"We are honored and excited to be the newest corporate citizen in northern Lancaster County," he said. "We've already seen members of our team begin purchasing homes here, make an economic impact as consumers and embrace opportunities to serve our neighbors."

The new headquarters was developed by The Keith Corp. The lead contractor was Choate Construction Co., with LS3P Associates responsible for architecture.

The project was also assisted by the S.C. Department of Commerce and the Lancaster County Economic Development Corp.

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The looming teacher shortage

Parents talk with me about a variety of concerns during the course of a normal school year. A lot of these conversations (and for that matter, a lot of social media patter) relate in one way or another to perceived teacher quality. Every parent wants his or her child to have an excellent teacher, and rightfully so. The research is very clear: teacher quality is the most significant factor in student achievement.

During the next 10 years, it is expected more than 40 percent of the 45,000-plus public school teachers in South Carolina will retire. This is particularly concerning because our state is not producing nearly enough new teachers to fill this void (only 2,180 during the past five years). To find teachers, our district recruits pretty extensively out of state, as do many districts in South Carolina. We also try to attract teachers from other districts, although we do lose more than a few teachers each year to neighboring districts, especially in the Columbia area, which pay more and offer better facilities and other professional amenities.

Unfortunately, the looming teacher shortage is not a problem which will simply solve itself or be solved by a "silver bullet" approach. It will require a coordinated and sustained set of strategies, which will require funding and other structural changes.

To avert this problem before it becomes an honest-to-goodness crisis, there are some very basic problems which must be addressed.

Get serious about compensation

People who enter the teaching profession are generally altruistic and don't teach to get rich. However, the longstanding mindset of teaching being a "second income" must change. This means statewide improvement to salary scales. It means providing teachers the opportunity to be compensated fairly and given time for taking on additional

responsibilities such as mentoring less experienced teachers. It means providing teachers reasonable compensation for time spent on professional development, planning and curriculum development work.

I keep hearing our leaders talk about how we need to attract "the best and the brightest" to teaching, but then I mostly hear excuses from them about why we can't compensate and treat them in a way which will actually do so. (To make matters



worse, the "tax swap" scheme being considered in Columbia to address roads will also reduce revenues supporting teacher salaries and other critical state needs.)

Expand teacher education programs

The fact South Carolina is not producing enough teachers presents particular challenges in hard-to-fill areas such as English, math, science, vocational and special education. In addition, during the past two years, it has even become challenging to find teachers for the elementary grades.

Gov. Nikki Haley has offered some interesting proposals to attract teachers to poor rural districts, including tuition-free college attendance and payoff of student loans in exchange for teachers committing to working up to eight years in these districts. Her ideas might be viable, but only if our postsecondary institutions are turning out enough candidates. Until this happens, the more affluent districts will continue to swallow up the most promising candidates.

A big part of the problem in South Carolina is there is no unifying vision for postsecondary education and no reasonable oversight of state colleges and universities to ensure the state's employment needs are being met. South Carolina's public

postsecondary institutions by and large operate as they see fit without much coordination or statewide "big picture" thinking. This is a major reason why teacher preparation programs are getting the short end of the stick.

Improve preparation for career switchers

Career switching is a reasonable approach, especially for vocational areas, math and science. The problem is the Program of Alternative Certification for Educators (PACE), South Carolina's avenue for career-switchers, basically throws these folks into classrooms and expects them to learn the ropes on the job. The first semester for these people is essentially their student teaching, except it's not done with the same intense level of supervision as a normal student teaching experience. This does not lend itself to either good instruction or long-term retention.

A more effective approach would be a career switcher program which requires a student teaching experience first. Content expertise is obviously a very important aspect of good teaching, but classroom management, planning effective lessons and assessments, using technology effectively and working with parents and colleagues are the areas where career-switchers often struggle. A solid practicum experience with a strong teacher followed by mentoring support would make career switching a much more effective option. Right now, we're just throwing these people into the deep end of the pool and hoping they learn to swim. I think this reflects a perception on the part of decision-makers that "anyone can teach." Not so.

Other issues

The three areas I have identified are ones which must be tackled if a very serious teacher shortage is to be averted in South Carolina and nationwide. That said, there are other issues which detract from teacher re-

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cruitment and retention. These include good facilities, access to up-to-date technology and strong school-based administrative leadership. I can tell you from experience these areas very seriously factor in to the thinking of the best teacher candidates when considering a job offer.

The teacher shortage is real and will worsen quickly without attention. Duct tape solutions, for which our state is notorious, will not be adequate. It's imper-

ative to get serious and develop comprehensive solutions before we hit crisis mode. Unfortunately, our state often has a disturbing tendency to react to crises versus trying to prevent them.

I'm always pleased to talk with community members about our schools. My direct dial phone number is 425-8916 and my email is frank.morgan@kcsdschools.net. Citizens can also contact me through the "Ask the Super" link on the homepage of the district website. I invite

folks to read my "blog" and listen to the podcast I record after each school board meeting with meeting highlights. Both of these, and a whole lot more, can be accessed at on our award-winning website, www.kcsdschools.net. I'm also on Facebook and welcome Friend requests.

(Kershaw County School District Superintendent Dr. Frank Morgan is a contributing columnist for the Chronicle-Independent, Camden, S.C.)



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House leaders make U-turn on roads GOP leaders will back Senate plan

BY JIM HILLEY

jim@theitem.com

Republican leaders in the South Carolina House promised in a letter to Gov. Nikki Haley they won't insist on their version of a roads bill passed last year to fund road repairs with a gasoline tax increase, but Democrats and some Republicans said the state needs to find a stable source of funding for infrastructure.

The promise from House Speaker Jay Lucas, R-Darlington, means any increase in the state's gas tax won't happen this year.

Lucas had originally been critical of the Senate bill, calling the plan "deceptive."

"Not only does their plan mislead the people of South Carolina into thinking that a large pot of general fund

money will be available every year for roads, it also practices reckless budgeting that jeopardizes the prosperity of our economy," Lucas said shortly after the Senate ended a filibuster and passed the plan. "Kicking the can further down the road and into a giant pot-hole defies the test of real leadership."

The letter Lucas sent to the governor was also signed by Majority Leader Bruce Banister, R-Greenville, and Rep. Gary Simrill, R-Rock Hill, who spent months putting together the roads plan that passed the House during the 2015 session. That plan included a gas tax increase as well as an income tax reduction.

However, many Republican legislators balked at voting to raise the gas tax during an election year after population

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# ROADS

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growth and a strong economy made more than \$1 billion available in the state's coffers.

Echoing Lucas' earlier criticism, opponents of the Senate plan said it is not a long-term solution to the Palmetto State's deteriorating highways, roads and bridges.

"You can use one-time money in the budget money for roads, but the first time the state has any type of recession or revenue is down from what is projected that means that money won't be available," said Rep. Grady Brown, D-Bishopville.

"Nobody is a proponent of raising taxes, but we haven't had a gasoline tax increase in 29 years," he said.

Brown said the cost of road maintenance is going up, and it's unreasonable to think that the state can fix roads for the same costs as 29 years ago.

Brown said a gas tax also shifts some of the burden from paying for roads off the shoulders of South Carolinians.

"A good portion of (the gasoline tax) is paid by out-of-state people coming through and using our roads," he said.

Brown said another advantage of a gasoline tax is the projected revenue can be bonded out.

"We can pave these roads and fix these bridges and get our roads system up to the second decade of the 21st century which is where it should be," he said.

In his letter, Lucas said the House will either agree to the

Senate bill or just pass an amendment to change the way the Department of Transportation is run and send that back to the Senate. The Senate bill allows the governor to name all eight members of the DOT board and the board then to pick a secretary to run the agency.

The House will take up roads after dealing with the budget next week and taking a two-week break after Easter.

Haley urged the House to take up the Senate plan immediately, wondering if the 124 House members, whose seats are all up for re-election this year, were waiting until primary filing ends March 30 before making a commitment on roads.

*The Associated Press contributed to this article.*

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## State House Corruption Probe Continues, But With Many Unknowns

By Jeremy Borden

The fall of 2014 capped one of the most tumultuous years in the history of South Carolina's State House. The powerful speaker of the house, Bobby Harrell, resigned after pleading guilty to ethics corruption charges. Gov. Nikki Haley renewed her push to clean up Columbia through more stringent ethics laws, and federal and state authorities were reportedly looking into long-tolerated malfeasance in the capitol.

Advocates for cleaner government thought a new era could quickly be ushered in on the heels of Harrell's downfall. They're still waiting, and some are becoming increasingly skeptical about authorities' seriousness about looking into potential corruption at the State House.

"Where are we on the supposed deeper investigations into other elected officials?" asks Ashley Landess, president of the conservative S.C. Policy Council, which had pushed the investigation into Harrell.

As a part of his plea deal, Harrell was required to become a witness for the prosecution and help push corruption out of the State House. It's unclear whether that effort is moving forward, Landess says.

Landess declined to specify which lawmakers should be looked into. And the public face of the State House investigation has been confusing. Some of that confusion reared its

head last week at an S.C. Ethics Commission meeting, when a commissioner criticized Attorney General Alan Wilson for issuing a legal opinion that could affect the corruption probe.

Adding to the mystery, Wilson, whose office had prosecuted Harrell, recused himself last July from the yet-to-be-identified case or cases involving other lawmakers, citing unspecified conflicts of interest. He turned over the investigation to First Circuit Solicitor David Pascoe, who then turned in December to ask specific legal questions about the state Ethics Act to Wilson's office — which said it was obligated to answer them.

Pascoe asked Wilson's office two questions: 1) whether lawmakers are allowed to pay for campaign services using businesses associated with them or their family, and 2) whether a House majority leader can essentially direct political funds toward a firm where the leader has a business interest.

The attorney general's answer, in essence, was that both were fine.

Rep. Jim Merrill, R-Charleston, is a former majority leader who was reportedly named in a redacted SLED report that is now part of Pascoe's investigation, according to *The State* — though it's unclear what the report says about him.

And several lawmakers over the years have paid personal or family businesses for



campaign-related activities. Rep. Rick Quinn, R-Cayce, has used his campaign business, Richard Quinn & Associates, to provide campaign services, *The Post and Courier* has reported.

"I find myself to be the cheapest mail marketing company I can find," he told the newspaper.

Merrill, Quinn and Pascoe did not return phone calls seeking comment.

Rep. James Smith, D-Columbia, says chatter has quieted around the State House, a marked contrast from around the time of Harrell's plea, when many wondered or worried what a broad investigation from state and federal authorities might entail.

"I don't hear anything about it," Smith says. "Sometimes these things just take a long time. It's hard to appreciate that at times, but sometimes it just takes awhile."

John Crangle, president of the good-government group Common Cause, says that he disagrees with the opinion about the state's ethics law issued by Wilson's office.

But those non-binding opinions, Crangle says, should not hurt the investigations going forward. And he believes that authorities continue to investigate, noting Harrell was indicted about a full year after Crangle and others held a news conference to push the issue.

"I personally believe that there is an investigation going on at the present time and I believe it's an investigation of the House," Crangle says. "[The attorney general's opinion] did not tell Pascoe, 'This is what you should do, this is what you should think,

this is how you should handle the case.' It was a law school hypothetical question ... I would regard the opinion as being almost irrelevant."

Landess says the tit-for-tat between the Ethics Commission and attorney general's office buries another big issue aside from the investigation: the need to overhaul the state's porous Ethics Act. The act sets up a different set of laws for politicians versus everyone else, she says. Landess believes criminal conduct should be dealt with by the state's criminal code — minor infractions, like filing a late campaign finance report, could be handled by a separate body.

"There shouldn't be a bunch of different sets of laws [enforced] based on someone's personal opinion," she says. "That isn't the way the criminal justice system is supposed to work. Lawmakers and elected officials have no more rights than the rest of us and in some ways they sacrifice. That's the whole idea. We have to be able to expect all politicians are subject to state law."

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# 148 Got road damage? Collect from state

BY JAMIE SELF  
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COLUMBIA — Angela Sindab was driving along Senator Gasque Road in Mullins when her car went off the road and flipped over in a deep drainage canal.

No guardrails or signs warned of the 12-foot drop off at the edge of the road. Suffering life-threatening injuries, Sindab remained trapped in her car, hidden in overgrown vegetation, for three hours before a cyclist, who had stopped to tie his shoe, saw the car and alerted authorities.

Sindab remembers not being able to move much in the dark. "I just remember hearing the cars and just crying and praying."

After more than \$294,000 in medical bills and a year out of work from the 2011 acci-

dent, Sindab won a \$250,000 settlement last year against the S.C. Department of Transportation.

Sindab is not alone. The state has shelled out nearly \$40 million since 2010 to settle road claims and lawsuits against the Transportation Department.

And those costs are rising.

In the 2005-06 budget year, the state paid \$4.3 million to settle claims against the Transportation Department. Costs reached \$8.2 million in 2014.

Driven by pothole damages, the number of claims has climbed — averaging 2,600 over the past two years, up from 1,600 a year on average during the four preceding years.

S.C. Transportation Secretary Christy Hall said the poor condition of the state's roads is contributing to a rise in costs and claims against the state. "The declining condition of our road network — of the poor pavement conditions that we have going on — and our huge backlog of deferred maintenance is certainly contributing to the growth in that number."

S.C. Chamber of Commerce president Ted Pitts is not surprised by how much the state has paid to settle road claims against DOT.

But it is a poor use of state money, he said. "Ask any taxpayer ... they're going to tell you that's a waste of taxpayer dollars."

## Claims large and small

More than half of the claims against DOT since 2010 have been for damage caused by potholes.

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# DOT

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Pothole-related claims also are on the rise, accounting for roughly 70 percent of claims against DOT — growing to 1,761 in 2015 from 960 in 2010.

Drivers and pedestrians also have sought money from the state for damage caused by a host of other issues, including objects thrown by mowers, painting and resurfacing issues, and drainage and shoulder drop-offs.

State law allows drivers or pedestrians who have accidents or are injured on the state's roads and bridges to file claims at the DOT maintenance office in their county.

The Transportation Department has spent \$2.3 million since 2010 settling

some of those claims. Larger claims are sent to the S.C. Insurance Reserve Fund, which has spent more than \$37 million since 2010 settling cases against DOT.

Some have been costly.

A man sued the state after his car hit a pothole in Jasper County, causing a tire to burst and his car to swerve off the road, hitting a tree, said his attorney, Woody Gooding of Allendale. The state paid nearly \$117,400 in losses to the man and legal expenses, state records show.

A motorcyclist sued the state after his bike slid in gravel that had washed over a road from its shoulder, where the small rocks were being used to fill a hole, said his attorney, Jason Turnblad of Florence. The driver won an \$80,000 settlement.

Sindab's attorney, George Jebaily, was shocked to learn three people died in a fiery crash at the same spot of her Mullins accident, but on the other side of the road. In that 2007 accident, a Jeep flipped off the road and caught fire.

Sindab said she knew

about that accident. The victims were from her town. But she had no idea they, too, had flipped into the deep drainage canal.

After the 2007 incident, no guardrails or warning signs were put in place, Jebaily and Sindab said.

"You had three guys that lost their lives and still nothing was done about it," Sindab said. "Here I am, with my accident, and, luckily, I'm here to tell it. ... If something would have been done about it in 2007, I could have hit the guardrail and got myself back on the road."

After Sindab's wreck, warning signs were put up. However, there still are no guardrails blocking the 12-foot drop into the drainage canal. Jebaily blames their absence on DOT's financial situation.

"Their answer is money," he said. "That's really the answer to everything."

A DOT official said the site of Sindab's crash is under contract for guardrails, which should be installed by May.

But, Jebaily said, "had the

money been made available to fix our roads, there's every reason to believe" guardrails already would have been installed.

"This is just an example of the carnage that's out there when the the state fails to do what it's supposed to do."

## Lawmakers weighing roads fix

Lawmakers are debating how best to fix South Carolina's crumbling roads and bridges.

S.C. Gov. Nikki Haley backs a Senate plan to spend \$400 million on roads — an amount Transportation Secretary Hall has said would be a welcome start to fixing the state's roads and bridges.

"Any investment in the road network ... would reduce those numbers," said Hall, referring to damages paid by her agency.

The state's roads need work.

Eighty percent of South Carolina's secondary roads and one-third of its interstates are in fair or poor condition. Nearly 1 in 5 S.C. bridges either is defi-

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cient structurally or functionally obsolete, according to DOT.

But critics say an added \$400 million is not nearly enough.

To bring the state's roads and bridges to excellent condition will cost the state an additional \$1.2 billion a year for nearly three decades, DOT says.

The S.C. Chamber of Commerce wants the state to spend at least \$600 million more a year on roads and bridges. That additional amount — spent yearly over a decade — would eliminate structurally deficient and load-restricted bridges while also improving interstate, primary and secondary road surfaces, accord-

ing to DOT estimates.

According to DOT's estimates, with a one-year injection of \$400 million, "you don't address one single secondary road bridge," said Pitts, the chamber president.

"You don't change that at all."

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