

A yellow excavator is the central focus, partially obscured by a large, stylized cursive text overlay. The excavator is situated in a winter landscape with snow-covered evergreen trees and a large log in the foreground. The sky is overcast and grey.

**Buckeye  
Engineer**

*Season's  
Greetings*

Thank you for all of your hard work and dedication throughout 2016. May you have a joyous holiday season and a healthy and prosperous New Year!

*The Officers, Staff and Clerical Personnel of Local 18*

# Buckeye Engineer



Official Publication of Local Union 18 and its branches  
International Union of Operating Engineers

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216-432-3138 44115

### Cleveland District Office

3515 Prospect Ave. Cleveland, Ohio  
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Edward Markley Executive Board  
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### Toledo District Office

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3515 Prospect Ave. Cleveland, Ohio  
216-432-0300 / 1-800-462-0549 44115

### Ohio Operating Engineers Fringe Benefit Programs

1-800-282-1767

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## Local 18 Training Centers

### Richfield Training Center

4675 Newton Rd., Richfield, OH 44286  
(P) 330-659-4115  
(P) Toll Free 800-842-9419  
(F) 330-659-9785

### Cygnnet Training Center

9435 Cygnnet Rd., Cygnnet, OH 43413  
(P) 419-655-3282  
(P) Toll Free 888-634-6880  
(F) 419-655-3290

### Logan Training Center

30410 Strawn Rd., Logan, OH 43138  
(P) 740-385-2567  
(P) Toll Free 888-385-2567  
(F) 740-385-7285

### Miamisburg Training Center

4250 Soldiers Home –  
Miamisburg Rd., Miamisburg, OH 45342  
(P) 937-859-5211  
(P) Toll Free 800-635-4928  
(F) 937-859-5901

Visit the website at [www.local18training.com](http://www.local18training.com)



Simulated concrete pour at Logan.

## DUES SCHEDULE

Any member of Local 18, 18A, 18B, 18C, 18D, 18RA or 18S who does not have his/her current dues paid maybe suspended. Dues are payable on a quarterly basis on the first day of each quarter (30-day grace period), with the exception of 18D and 18S to be paid on a monthly basis.

The following quarterly and monthly dues schedule for Local 18 and its Branches and Owner/Operator members was effective October 1, 2016.

Local 18 \$63.75 per quarter  
+3% Administrative Dues\*

Local 18A \$63.75 per quarter  
+3% Administrative Dues\*

Local 18B \$63.75 per quarter  
+3% Administrative Dues\*

Local 18C \$48.75 per quarter (Shops)  
+2% Administrative Dues\*  
only when working for Dealer/Rental  
Shops. 3% Administrative Dues  
when working for other shops, i.e.,  
Highway Heavy Companies\*

Local 18C \$54.75 per quarter (Stone  
Quarries, Material Yards, etc.)

Local 18D \$23.50 per month

Local 18G Two times the employee's hourly  
rate per month to be paid quarterly

Local 18RA \$63.75 per quarter  
+3% Administrative Dues\*

Local 18S Two times the employee's  
hourly rate plus \$9.00 per month to be  
paid monthly

Owner Operator members  
\$147.75 per quarter

Reduced Dues \$42.75 per quarter

**Jefferson S. Powell**  
Financial Secretary

Contributions or gifts to I.U.O.E. Local 18 are not deductible as charitable contributions for federal income tax purposes.

\*On October 8, 2012 at all district membership meetings, the membership approved an amendment to Article VIII, Section 1, of the Bylaws, increasing the administrative dues to 3% of gross wages for all members of Local 18 except Local 18C Quarry and Sand & Gravel Pit members, Local 18D, Local 18G and Local 18S members. The membership also approved an increase of administrative dues to 2% of gross wages for 18C equipment shop members. The Executive Board, at its October 28, 2012 meeting, approved January 1, 2013 as the effective date for implementation of the dues increase.

# Buckeye Engineer



## Local 18 CALENDAR

### DECEMBER

- 5 All Districts – Advisory Board mtgs.
- 12 All Districts – Membership mtgs.
- 14 Dist. 2 Info. mtg. – Lima
- 19 Dist. 6 Info. mtg. – Guernsey County Fairgrounds
- 21 Dist. 1 Info. mtg. – Ashtabula
- 25 Christmas

### JANUARY

- 1 New Year's Day
- \*3 All Districts – Advisory Board mtgs.
- 7 Dist. 1 Labor History Class – Cleveland Headquarters, 7:30 a.m. (See page 17 for complete schedule)
- 9 All Districts – Membership mtgs.
- 11 Dist. Info mtg. – Lima (No meetings until April)
- 16 Dist. 6 Info mtg. – Guernsey County Fairgrounds
- 16 Martin Luther King Day
- 18 Dist. 1 Info. mtg. – Ashtabula
- 21 Executive Board mtg. – Columbus District Office, 1 p.m.
- 22 Semi-Annual State mtg. – Hilton Columbus, Polaris, 10 a.m.
- 28 Dist. 2 Labor History Class – Cygnet Training Site, 7:30 a.m. (See page 17 for complete schedule)

## RETIREE CALENDAR

### DECEMBER

- 7 Dist. 3 Christmas mtg. – Luncheon Buffet – Columbus Hall, Noon (Note change in date)
- 7 Dist. 4/5 Christmas Luncheon – Union Hall, 11:30 a.m.
- 14 Dist. 6 Christmas Party – Union Hall, Noon
- 15 Dist. 2 mtg.

\* Note date change

*continued on page 15*

## REPORT TO THE MEMBERS

by Richard E. Dalton, Business Manager

Merry Christmas and Season's Greetings! Enjoy the holidays, spend time with family and loved ones, and most important, be safe in your holiday travels.

Another year is almost gone . . . where does the time go? It seems as if 2016 was just starting instead of finishing up. The cold weather and snow will be upon us in almost no time.

Looking back, 2016 has been a good employment year for most of the membership. ODOT work was up from 2015 with numerous large projects across the state, pipeline work in District 2 increased, although pipeline work in District 6 was down from last year. Building work was fair in most districts. Overall our work hours were up about 6% from last year.

The George V. Voinovich Innerbelt Bridge on I-90 in Cleveland finally opened to traffic in late October, easing the traffic congestion during the morning and evening commutes. Great Lakes Construction did a great job on this project and completed it before the winter weather set in. This bridge is just one more example of what skilled UNION labor can perform.

Over in District 2, the I-75 reconstruction projects from Lima to Toledo continue, with Beaver, Kokosing and E. S. Wagner performing the work.

In Oregon, the gas fired plant construction is moving along ahead of schedule and at this time a phase two is being considered, which would double the output capacity. Pipeline work supplying the plant has been completed.



2016 was a good year; 2017 should be as good, if not better.

District 3 has the Portsmouth Bypass construction well underway with Beaver and John R. Jurgensen in a joint venture. Construction on the bypass will last through the end of 2017. Work at the DOE Piketon plant continues with numerous projects ongoing in the facility.

In District 4/5 Kokosing has completed the I-75 project through downtown Dayton easing some traffic problems. Gemma power plant construction is underway in Middletown and work will continue through 2017.

Across the state in District 6 work on the Carroll County power plant is moving along quite nicely. Pipeline work is just about ready to get underway for the Rover and Leach pipelines, and we continue to work with PTT for a new

ethane cracker plant, which if all goes well, could begin construction in the fall of 2017.

As you can see, 2016 has been a good year and we are expecting 2017 to be equally as good if not better, barring any complications from the new president of the United States.

District Representative Gary Marsh retired at the end of October. Gary has done a great job in representing the membership during his tenure on the staff. He has also contributed to the Retirees' Club, donating his time and his "cooking skills" in the past. We wish Gary and his wife Angel a long and happy retirement. Congratulations and Good Luck, Gary!

# Happy Holidays!



# Season's Greetings from



**WORKING** nights for Ebony Construction on S.R. 2 in Vermilion are (l-r) Mike Johnson (D-2) and Zach Cramer.



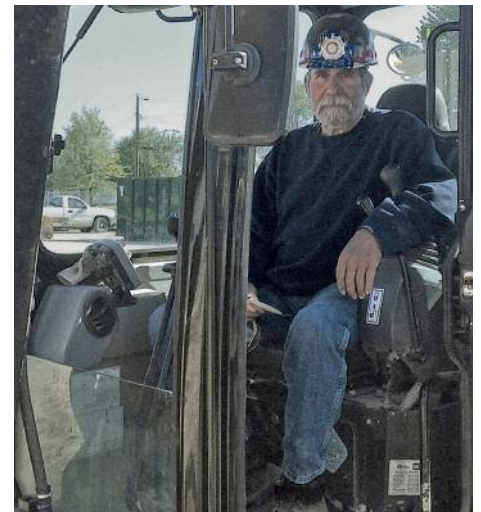
**OPERATING** mini-excavators is keeping members busy. (From top) Charles Akers working for Charles Akers Construction, Richard Andolsek at the NRG plant for Standard Contracting and Larry Justison II on Public Square for R.J. Platten.



**ON THE JOB** for Carron Asphalt Paving in Mentor are Sheryl Blair (above) and Cecil Caffey (below).



**SCHOOL WORK** has Jim Mooney (above) working for Sitetech at the North Olmsted High/Technical School, and Gene Voros (below) on the job for Diggers of Ohio at Lorain High School.





# *the Members of District 1*



*(ABOVE) Stephen Lowden and Brian Lowden working for Xtreme Elements at the Cleveland Clinic Beachwood rehab center. (Left) Working for Great Lakes Construction on the Opportunity Corridor II project are (l-r) Romoan Robinson and Zachary Carroll.*



*WORK at the Columbia Station KMI plant is keeping Mike Lowery and Matt Wallack (l-r, right) busy for B&B Wrecking, and Corwin Reynolds (above) at the KMI Medina plant for Reilly Sweeping.*



*OPERATING a loader at the Kokosing Materials Sheffield plant is Chris Gift (above) and for Sarver Paving in New London is Matt Rebman (below).*



*WORKING for Forest City Erectors at the Cleveland Clinic/CWRU Health Education campus is Scott Thomason on the crane.*



*DOING site and underground for a new gas station, Patrick Kirchner is operating an excavator for Allsite Construction.*



*ON THE JOB for Berkel & Company at CSU's Engineering building is Jen Kyzer (left) on an R/T forklift.*

*Additional D-1 photos on page 28*



# Season's Greetings from



**WORKING** for Strawser Paving on street improvements in Dublin is Deborah Moorman, who was mis-identified in the October issue of the Buckeye.



**OBSERVING** Welded Construction's tie-in crew on the Oregon lateral pipeline project is Steward Wayne Eicher.



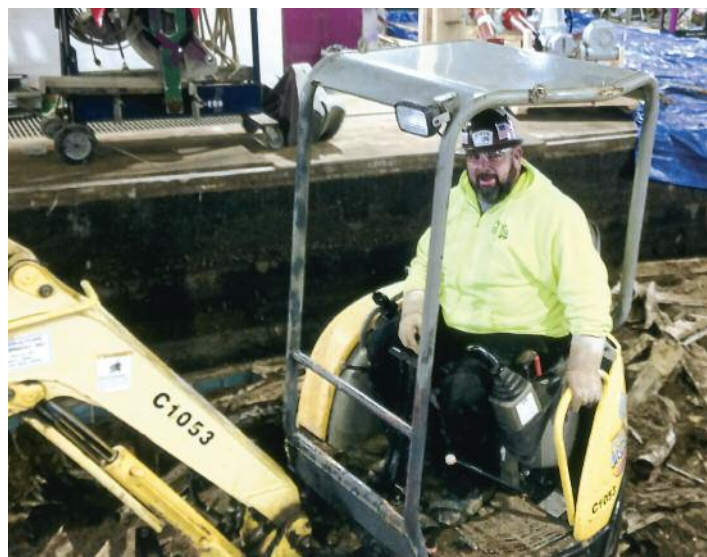
**KEEPING BUSY** for Kokosing Industrial at the Ottawa CSO project in Toledo are David Gutierrez (above) and Joe Sowers (left).



**WORKING** at the Heatherdowns pump station in Toledo is Robert Draper, owner-operator of Draper Excavating.



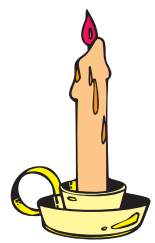
**ALSO** working for Mosser at the Oregon Clean Energy project is Phil Schoenhoeffer running a John Deere loader.



**RUNNING** a mini excavator at a demo for Mosser at the Fremont WWTP is Chris Smith.



# *the Members of District 2*



**ON THE JOB** at the Shelly/Stoneco asphalt plant in Findlay are (l-r) Josh Brenneman and Lamar "Scott" Grieser.



**WIDENING** project in Stony Ridge has Martin Niese (above) and Chad Kieffer (below) busy for Gerken Paving.



**WORKING** at the Stoneco/Maumee Quarry are David Sybert (above) and Foreman Terry Baker (below).



**RESURFACING** the Cornerstone Credit Union in Milbury is Tim Krohn, working for Bowers Asphalt.



**PERRYSBURG** Urgent Care project has Glen Berry on the job for Jeffers Crane.





**DRILLING** for Parks in Antwerp are (l-r) Richard Peters and Dave Cottrill.




**OPERATING** a Maniwoc 2250 on the Oregon Clean Energy Project is Joe Harrison, working for Black & Veatch.


## Right-to-Work does not create a right to work!




Despite the misleading title, Right-to-Work  laws do not create a right to work, nor do they protect workers from being fired for unjust reasons.

What Right-to-Work  laws actually do is allow workers in union shops to accept the benefits of unionizing without paying their share of the costs. The National Labor Relations Act (NLRA) requires unions to represent all employees in the bargaining unit.

All workers in the unit receive the increased wages and benefits negotiated by the union. All workers receive protection from unjust discharge under the collective bargaining agreement and representation in arbitration challenging unjust terminations at no charge. It is only fair that all workers who receive these benefits share the costs. That is what the NLRA provides.

State Right-to-Work  laws, which are permitted by the NLRA, change this arrangement. Under such laws, workers are permitted to receive the benefits of the collective bargaining agreements without paying their share of the costs. This forces fellow employees to pay more than their fair share to make up the loss.

Right-to-Work  laws also weaken unions by forcing them to provide services to workers without being reimbursed for their costs.

This is exactly what proponents of Right-to-Work  want. The champions of Right-to-Work  are not supporters of workers' rights. The National Right-to-Work  committee was founded in 1954 by a group of ultra-conservative businessmen, including Whitford Blakeney, one of the best know anti-labor lawyers of his time, whose career included representing the J.P. Stevens textile company, whose campaign against unionization was found by the National Labor Relations Board to include "excessive and egregious labor practices."

(The movie "Norma Rae" is based on that strike. Sally Field's role, which won her an Oscar, was based on Crystal Lee Sutton who was fired at a Stevens plant for trying to organize the employees.)

To this day, the NRTWC functions as an arm of organized business. It did not support civil rights laws protecting workers from racial and gender discrimination. It does not support increasing protection against retaliation for workers who try to organize. It does not support projecting workers' lives by improving enforced of occupational safety and health laws.

In fact, the committee's leadership works closely with those who oppose improving the rights of workers.

Advocates of Right-to-Work  laws claim

*continued on page 9*

## Have you scheduled your Life Line Screening appointment yet?

As a valued member of the Ohio Operating Engineers Health and Welfare Plan, you and your spouse should have received a screening voucher for Life Line Screening a few months ago.

These ultrasound and blood screenings can detect vascular disease and other health risks that otherwise may not have any advance symptoms. The screenings are quick, painless, and **free of charge** to eligible plan participants and their spouses.

District 6 member Matt Maglott and his wife, Angela, recently participated in a Life Line Screening event. "I liked the fact the screenings were fast and easy and only took 45 minutes from check-in until the last test was completed," Matt said.

He summed it up best when he said, "Health is important. If you're not healthy, you're not working."

Please call (800) 697-9698 to schedule an appointment with Life Line Screening at a location and time that are convenient for you. If you did not receive a voucher, or have misplaced it, please contact the Fringe Benefit Office at (800) 282-1767 for a replacement.



**D-6 MEMBER Matt Maglott and his wife, Angela, check in at a Life Line Screening event where Matt gets his blood pressure checked by a nurse.**



## Survivor, pension benefits go to 19

Survivors of three Local 18 members have qualified for death benefits and 16 members have qualified for retirement benefits. They include:

### District 1

Dale E. Simmons, Joint & Survivor (early retirements); Robert A. Matelski (normal retirement); Bradford C. Duplaga and Patrick M. Gallagher, Joint & Survivor (normal retirements) and Joseph R. Kelly (death).

### District 2

Elizabeth A. Eddy, Joint & Survivor (early retirement); Larry L. Bechstein, Dale G. Diremeyer and Michael J. Jaegly, Joint & Survivor (normal retirements) and Richard R. Weitzel (death).

### District 3

Galen D. Peck, Joint & Survivor (normal retirement).

### District 4/5

Steven P. Ackels and Robert D. May, Jr. (normal retirements); and Michael Reynolds, Jr. and David I. Standing, Joint & Survivor (normal retirements).

### District 6

David A. Trent (early retirement); John L. Ambrose and Eddie J. Robinson, Joint & Survivor (early retirement); Roger D. Mick, Joint & Survivor (normal retirement); and John M. Troiano (death).



# December and January Local 18 Training Schedule

## Logan (888) 385-2567

December 3	8-Hour CCO Refresher	January 3-20	180-Hour Pipeline Excavator (Group C)
December 6	8-Hour Safeland/Safegulf	January 9-13	40-Hour Crane 1
December 7-9	24-Hour MSHA	January 14	8-Hour Hazwoper Refresher
December 10	8-Hour CCO Refresher	January 16-19	30-Hour OSHA 30/STP
December 10	8-Hour MSHA Refresher	January 20-21	16-Hour OSHA 10/STP
December 13	8-Hour Tier IV	January 21	8-Hour Safeland/Safegulf
December 13-15	24-Hour Skid Steer	January 23-	
December 13	8-Hour Signal Person	February 10	180-Hour Pipeline Sideboom (Group D)
December 13-17	40-Hour Vac-U-Worx	January 23-	
December 14-15	16-Hour Crane Rigging	February 10	180-Hour Pipeline Excavator (Group D)
December 16	8-Hour Forklift, Industrial & Rough Terrain	January 25	8-Hour Forklift, Industrial & Rough Terrain
December 16	8-Hour Skid Steer Refresher	January 26	8-Hour Signal Person
December 16-17	16-Hour Trench Safety	January 27-28	16-Hour Crane Rigging
December 17	8-Hour CCO Exam	January 28	8-Hour Tier IV
December 20-21	16-Hour OSHA 10/STP	January 30-	
December 20-23	40-Hour Vac-U-Worx	February 3	40-Hour Cane 1
January 3-7	40-Hour Hazwoper	January 30-	
January 3-20	180-Hour Pipeline Sideboom (Group C)	February 3	40-Hour Plan Reading

## Richfield (800) 842-9419

December 1-2	16-Hour Crane Rigging	December 22	8-Hour Hazwoper Refresher
December 1-2	16-Hour Trench Safety	December 22	8-Hour Skid Steer Refresher
December 3	8-Hour Signal Person	January 7	8-Hour Labor History (D-1 Union Hall)
December 3	8-Hour Forklift, Industrial & Rough Terrain	January 7	8-Hour MSHA Refresher
December 6-10	40-Hour Directional Drill	January 7	8-Hour Safeland/Safegulf
December 7-8	16-Hour Crane Rigging	January 13-14	16-Hour OSHA 10/STP
December 9	8-Hour Signal Person	January 20	8-Hour ICRA
December 12-16	40-Hour Pipeline Distribution Maintenance	January 21	8-Hour Forklift, Industrial & Rough Terrain
December 13-17	40-Hour Plan Reading	January 27-28	16-Hour OSHA 10/STP
December 13-17	40-Hour Welding	January 31-	16-Hour Crane Rigging
December 17	8-Hour Safeland/Safegulf	February 1	
December 20-21	16-Hour Trench Safety	January 31 -	30-Hour OSHA 30/STP
		February 3	

## Miamisburg (800) 635-4928

December 2-3	16-Hour OSHA 10/STP	January 2-6	40-Hour Directional Drill
December 5-7	24-Hour MSHA	January 14	8-Hour MSHA Refresher
December 9	8-Hour Forklift, Industrial & Rough Terrain	January 21	8-Hour Hazwoper Refresher
December 10	8-Hour Tier IV	January 28	8-Hour ICRA
December 10	8-Hour Signal Person	January 28	8-Hour Skid Steer Refresher
December 13-16	30-Hour OSHA 30/STP	January 30-	40-Hour Grader 1
December 13-17	40-Hour Plan Reading	February 3	

## Cygnets (888) 634-6880


December 3	8-Hour Signal Person	December 17	8-Hour Skid Steer Refresher
December 3	8-Hour Safeland/Safegulf	December 20-21	16-Hour OSHA 10/STP
December 5-9	40-Hour Articulated Boom Crane	December 22	8-Hour First Aid/CPR/AED
December 8-9	16-Hour Trench Safety	January 7	8-Hour Forklift, Industrial & Rough Terrain
December 10	8-Hour Forklift, Industrial & Rough Terrain	January 12-13	16-Hour Crane Rigging
December 14-16	24-Hour Skid Steer	January 14	8-Hour Signal Person
December 17	8-Hour MSHA Refresher	January 21	8-Hour Hazwoper Refresher
		January 28	8-Hour Labor History

## Right-to-Work does not create continued from page 8

that such laws protect workers' right to freedom of association by preventing them from being forced to join unions against their will. This is not true.

Workers already have this right under the

National Labor Relations Act. Section 7 of the Act prohibits discrimination against any employee because he or she has chosen to join or not join a union. No new state law is needed to protect workers in this area.

Right-to-Work  laws allow workers to accept the benefits of union membership without sharing the cost. This is a right no one should have – the right to get something for nothing and make others pay the bill.



# Season's Greetings from



**WINNER** of the skid steer rodeo at the D-3 Labor Day picnic is Jonathan Callahan, from Ohio CAT's shop.



**WORKING** for Strawser Paving in Delaware County are (left, l-r) Brian Miller, Heath Williams and Richard Shaddeau. Working for the company in Fairfield County is Michael Threatt (below).



**WORKING** for Donley Concrete in Licking County is Dustin Osborne.



**ON THE JOB** for Beaver Excavating on its Portsmouth Bypass are Eric Rowh (above) and Blaine Rosenberger (below).



**S.R. 7** in Chesapeake has Mark Pennington on the job for Capitol Tunneling.



**Think safety  
this holiday  
season.**



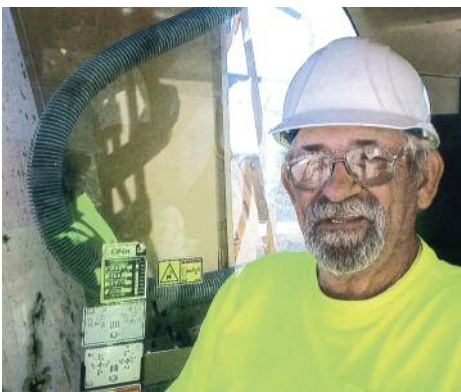
**STAYING BUSY** at Kokosing's Southerly WWTP project in Franklin County is P.J. Hinkle.



# *the Members of District 3*



**WORKING for Shelly in Muskingum County are Matthew Pierce (left) and Worley Givens (right).**



**ALLARD EXCAVATING project in New Boston has Timmy Mahan on the job.**



**STAYING BUSY on S.R. 143 in Meigs County is Charles Lantz, working for George Igel.**



**ON THE JOB for Jones-Blythe in Philo is Christina Easton.**



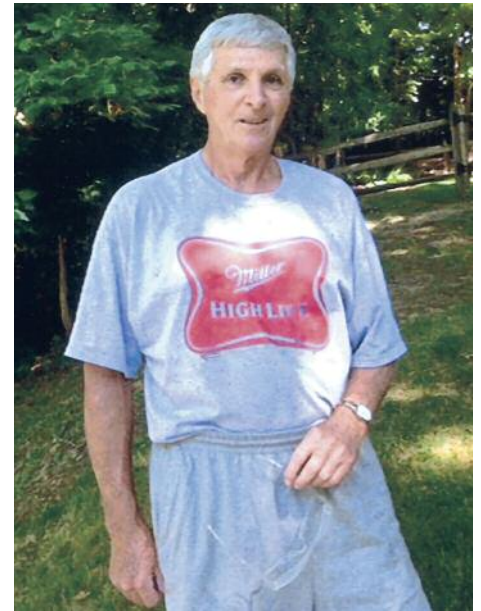
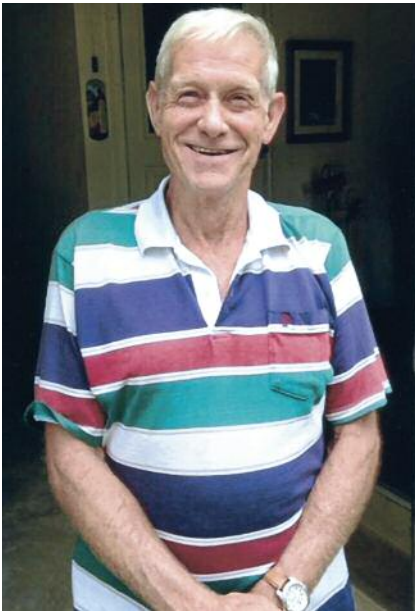
**U.S. Rt. 50 project has Jerry Spires (above) and Eugene Long (below) busy for Shelly & Sands.**



**WORKING in New Albany for Trucco Construction are (l-r) Daniel Filkins and Shane Head.**

# 50-year members receive mementoes of their achievement

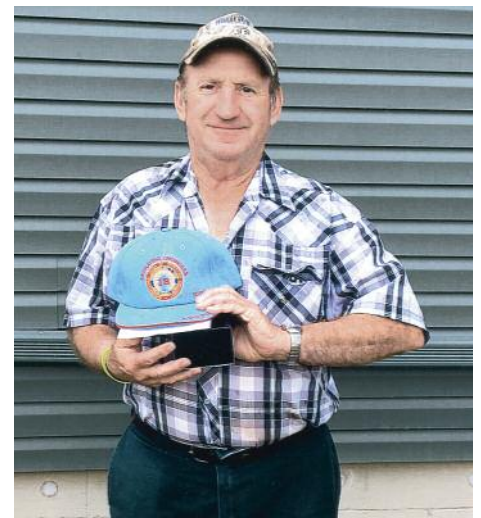
## District 3



Thomas Freeman (left), Marvin Brown (above) and Philip Vogelmeir (right).



Charles Talbott (left) and Clarence Smith (above).



William Funk

## District 6



Allen Fluharty



Floyd Wilson



Additional D-6 photo on page 13

# Manufacturers propose 'bold' effort to sharply boost transportation investment

The National Association of Manufacturers (NAM) is proposing what it calls an "ambitious" and "bold" national policy for the next president and Congress to invest about \$1 trillion more over the next decade to improve U.S. transportation infrastructure.

Calling its proposal "Building to Win," the group said its board of directors unanimously adopted the plan that "identifies many of the most serious infrastructure challenges in America, offers solutions to our problems and provides a menu of possible funding options."

The board in a formal resolution said: "Infrastructure today is woefully inadequate, slowing our economic growth, endangering our fellow citizens and giving other countries a competitive advantage."

The plan catalogs funding needs for roads and bridges, transit, maritime ports and locks, rail systems and airports. It urges creation of a bipartisan transportation commission that would help set infrastructure investment priorities and make revenue adjustments and which would operate much like the current military base commission with Congress voting on the final recommendations.

NAM called its "Building to Win" proposal "a blueprint for the next Congress and president to repair our roads, bridges, rails, airports, ports and waterways and revolutionize the infrastructure" that supports the U.S. economy. It also has a section encouraging new energy and water projects, but most of the report focuses on the transportation system.

Timmons described current infrastructure conditions bleakly. "Our failing infrastructure is an embarrassment for our nation," he said.

"Our ability to compete successfully in the global economy is being held back by roads and bridges in disrepair and ports and airports operating beyond capacity."

While it does not propose specific funding measures to close the investment gap, the blueprint lists familiar options Congress could choose from that include increases in federal motor fuels taxes and indexing them for inflation, taxing vehicle miles traveled, levying new federal vehicle registration fees, and raising such existing levies as the airline passen-

ger facility charge and the harbor maintenance tax.

It also notes that comprehensive tax reform could generate a windfall to invest in transportation needs by encouraging U.S. companies to repatriate profits from overseas operations. It lists various tax incentives for bonds that could spur private investors to direct more money into infrastructure, and says a national infrastructure bank could leverage federal funds into much larger investments through project loans and guarantees.

## USDOT Announces \$5.9 Million Grant for NW 33 Innovation

The U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) has announced a \$5.9 million grant for the NW 33 Innovation Corridor Partnership to implement a variety of intelligent systems technologies on U.S. Rt. 33 in the cities of Marysville and Dublin in Union County. The grants support the state's Smart Mobility Initiative.

"Union County has experienced tremendous growth in the past decade and is now home to Ohio's major employers," said U.S. Transportation Secretary Anthony Foxx. "These grants will make it easier for residents to commute to those jobs and access more opportunity."

The NW 33 Innovation Corridor Partnership, created by Marysville and Dublin and Union County, received the grant under FHWA's Advanced Transportation and Congestion Man-

agement Technologies Deployment (ATCMTD) program. The grant will go toward a wide range of connected vehicle applications that will serve numerous communities in rural and suburban areas and improve access to employment centers along the U.S. Rt. 33 Corridor.

The technologies will include queue warning, speed harmonization, dynamic signal timing and pedestrian warning systems on local street networks. The project also includes dynamic ridesharing and carpooling to select major employers along the corridor to expand travel options to jobs.

"The project will make it possible for people to get to jobs," Federal Highway Administrator Gregory Nadeau said. "It will bring economic benefits by reducing delay and improving the reliable movement of people, goods and services."

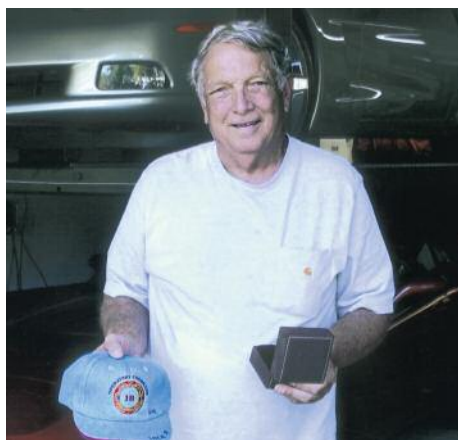
## Additional 50-year honorees

### District 6

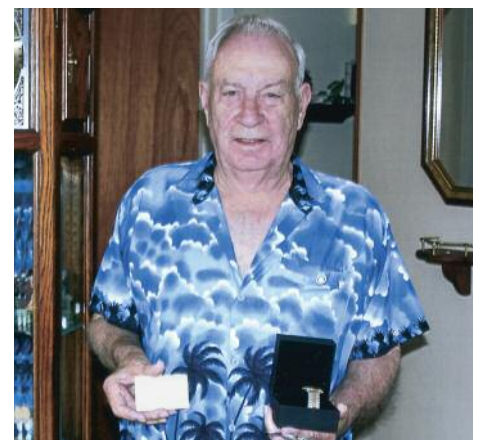


Tommy Rossiter

### District 4/5



James Helton



Clifford Bray



# Season's Greetings from



**BRIDGE WORK** for Eagle Bridge has Roy Clay, Jr. (above) working on a bridge for a new soccer field in Springboro and Chris Ferneding (left) working on a ramp from S.R. 32 to S.R. 132 in Batavia.



**OPERATING** rubber tire hoes on two Miller Pipeline projects in Dayton are Donald Sapp (above) and Clayton Fritz (below).



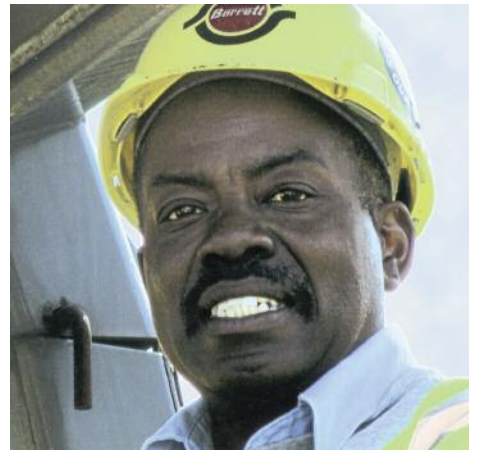
**RUNNING** a hydro excavator for Badger Daylighting is Matthew Frey.



**MEMBERS** working for Barrett Paving include (from top) Kyle Curl and Shawn McClanahan in Middletown and John Holt on I-75 in downtown Dayton.



**WORKING** on an asphalt paver for Schumacher Dugan is David Sergent.

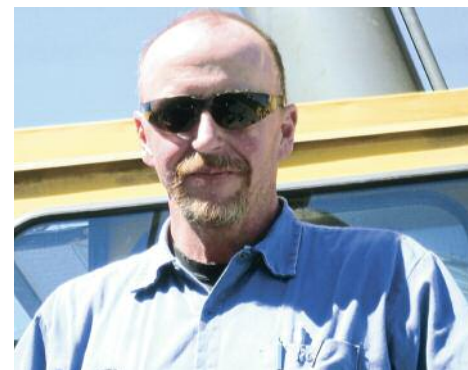




# *the Members of District 4/5*



**LONG-TERM** Jeremiah Morrow bridge project is keeping Kelli Bean (above) and Milton Dukes (right) busy for Kokosing.



**WORKING** for Schumacher Crane in Clinton County is Jeff Johnson.



**OPERATING** a roller for Shelly on U.S. Rt. 33 in Logan County is Joseph Morton.



**RUNNING** rubber tire loaders are Richard Reynolds (right) for Integrity/Kokosing and John Frantz (above) for Stoneco/Celina Asphalt.



## **Fracking wastewater is mostly natural brine, university study says**

Wastewater from fracking sites is mostly natural brine, according to a recent Duke University study.

"Naturally occurring brines, not man-made fracking fluids, account for most of the wastewater coming from hydraulically fractured unconventional oil and gas wells," the study finds.

"Much of the public fear about fracking has centered on the chemical-laden fracking fluids – which are injected into wells at the start of production – and the potential harm they could cause if they spill or are disposed of improperly into the environment," said Avner Vengosh, professor of geochemistry and water quality at Duke's Nicholas School of the Environment.

"Our new analysis, however, shows that these fluids only account for between four and eight percent of wastewater being generated over the productive lifetime of fracked wells in the major U.S. unconventional oil and

gas basins," Vengosh said. "Most of the fracking fluids injected into these wells do not return to the surface; they are retained in the shale deep underground."

## **Local 18 Calendar Retiree Calendar**

*continued from page 1*

### **JANUARY**

- 19** Dist. 2 mtg.
- 25** Dist. 4/5  
(No meetings until April)
- 26** Dist. 1 mtg.

December and January training schedule appears on page 9.

## **IN MEMORIAM**

Local 18 extends its sympathy to the families and loved ones of the following members who have passed away.

LM Earl Arthur (D-4/5)	Sep. 22
John Curry (D-4/5)	Sep. 26
LM William Hockenberry (D-6)	Sep. 27
Terry Bramley (D-1)	Sep. 29
LM Floyd Brown (D-4/5)	Sep. 30
LM Jack Blacksten (D-3)	Oct. 2
LM Glenn Wolfe (D-3)	Oct. 2
LM Cecil Brown (D-6)	Oct. 6
LM Arthur Williams (D-1)	Oct. 9
LM Warder Davisson (D-6)	Oct. 12
Mark Sustar (D-1)	Oct. 19
LM Albert Smallwood (D-4/5)	Oct. 20
LM Claude Pederson (D-1)	Oct. 21

## A deteriorating state of the nation's transportation system

Roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel more than two trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of state and federal funding available.

According to an August, 2016 report, making needed improvement to roads, bridges and public transit could provide a significant boost to the economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

In December, 2015, the president signed into law a long-term federal surface transportation program that includes modest funding increases and allows state and local governments to plan and finance projects with greater certainty through 2020. This provides approximately \$305 billion for surface transportation with highway and transit funding slated to increase by approximately 15 and 18 percent, respectively, over the five-year duration of the program.

While the modest funding increase and certainty provided by the FAST Act are a step in the right direction, the funding falls far short of the level needed to improve conditions and meet the nation's mobility needs and fails to deliver a sustainable, long-term source of revenue for the federal Highway Trust Fund. When the FAST Act expires at the end of FY 2020, the Congressional Budget Office projects the average annual shortfall to the federal Highway Trust Fund will grow to \$18 billion.

### Why it's important

- Enhancing critical transportation assets will boost the economy in the short-term by

*continued on page 21*

## Buying a new car? These are union-made

These 2017 vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union (CAW). Because of the integration of U.S. and Canadian vehicle production, all of the vehicles listed made in Canada include significant UAW-made content and support the jobs of UAW members. Vehicles marked with an asterisk (\*) are made in the U.S. and another country. Vehicles with two asterisks (\*\*) are made in the U.S. and Mexico.

### UAW CARS

Buick LaCrosse	Chevrolet Cruze*	Dodge Viper
Buick Verano	Chevrolet Cruze (Diesel)	Ford C-Max
Cadillac ATS	Chevrolet Impala	(full hybrid/electric)
Cadillac CTS	Chevrolet Malibu	Ford Focus
Cadillac CT6	Chevrolet Sonic*	Ford Focus (electric)
Chevrolet Bolt (electric)	Chevrolet Volt (electric)	Ford Mustang
Chevrolet Camaro	Chrysler 200	Ford Taurus
Chevrolet Corvette		

### UAW TRUCKS

Chevrolet Colorado	Ford F Series	GMC Sierra**
Chevrolet Silverado**	GMC Canyon	Ram 1500**

### UAW SUVs/CUVs

Buick Enclave	Chevrolet Tahoe	GMC Yukon/Hybrid
Cadillac Escalade	(special service)	GMC Yukon XL
Cadillac Escalade ESV	Chevrolet Traverse	Jeep Cherokee
Cadillac Escalade Hybrid	Dodge Durango	Jeep Compass
Cadillac XT5	Ford Escape	Jeep Grand Cherokee
Chevrolet Suburban	Ford Expedition	Jeep Patriot
Chevrolet Tahoe	Ford Explorer	Jeep Wrangler
Chevrolet Tahoe (police)	GMC Acadia	Lincoln MKC
	GMC Yukon	Lincoln Navigator

### UAW VANS

Chevrolet Express	Ford Transit	GMC Savanna
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### UNIFOR CARS

Buick Regal	Chevrolet Impala (police)	Dodge Challenger
Cadillac XTS	Chrysler 300	Dodge Charger
Chevrolet Impala		

### UNIFOR SUVs/CUVs

Chevrolet Equinox	Ford Flex	Lincoln MKT
Ford Edge	GMC Terrain	Lincoln MKX

### UNIFOR VANS

Chrysler Pacifica	Dodge Grand Caravan	
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## Social Security to increase only 0.3% in 2017

The typical retiree's monthly Social Security check will get only \$3.92 bigger next year.

That amounts to an increase of just 0.3% – the smallest ever put in place to help cover higher prices.

This year the lack of inflation kept benefits from increasing at all.

Social Security benefits go to 66 million people, including retirees, widows, orphans and people with disabilities. The annual cost of living adjustment (COLA) was put in place in 1975.

Retiree benefits can be higher than average depending upon their earning history and how old they were when they began drawing checks. The maximum benefit today for someone retiring at full retirement age is

\$2,639 a month. Even that larger benefit check will grow by just \$7.92 next year.

A drop in oil and gas prices has kept overall inflation in check in recent years. The benefits freeze in 2016 was the third time this decade that there has been no increase in benefits. The other years were 2010 and 2011.

Some have argued that the inflation reading used to calculate the adjustment is flawed because retirees typically do not drive as much as younger people who commute to work. So retirees don't benefit as much from lower gas prices.

"Over the last five years, Social Security COLAs have remained small or nonexistent," said AARP. "Every cent can matter to benefi-

ciaries and their families. After last year's zero COLA, this year's announcement doesn't offer much help to the millions of families who depend on their Social Security benefits."

Retirees also spend a bigger proportion of their money on health care, for which prices have risen faster than overall inflation.

"As prescription prices skyrocket and Medicare premiums and other health costs increase, many older Americans have understandable concerns," said AARP.

At the same time, retirees are hurt by low interest rates because many depend on savings to cover at least part of their living expenses.

*(Cost of Medicare premiums was announced too late for this issue.)*



## Exploring our shale fields and our future

The current exploration and drilling of the Marcellus and Utica shale fields promise a lot of good things for Ohio.

Lowering our dependence on foreign oil and providing our manufacturing industries with cheaper energy which will stimulate industrial growth are just a few benefits.

For Local 18 and its membership, this drilling and capturing of these resources gives us an opportunity to work. Our signatory contractors are seeking to do the drill pad and related work, and our pipeline contractors are building the gathering lines to transport the product. Our highway and paving contractors are building access to the sites and upgrading the infrastructure in the drilling areas.

Our goal is to provide the service the energy companies need to make this happen, resulting in a positive effect for the citizens of Ohio.

At the same time, our membership will be gainfully employed, paying their taxes and earning their health and welfare and pension benefits. We are here to help our communities, state and country prosper and grow.



Richard E. Dalton, Business Manager



**PIPELINE WORK is keeping members busy. (Above) Maurice Montgomery, Cory Friedman and Rick Temple (l-r, D-6) installing 16" gas line for Price Gregory. Clayton Legerreit (below left, D-2) working for Biginch on Panhandle Eastern project. Randy Johnson (below right, D-6) working for Welded Construction on Sunoco line.**



## OSU to study effect of Utopia pipeline

Ohio State University launched a study this fall in conjunction with a planned \$500 million, 215-mile petroleum pipeline from Harrison County in Eastern Ohio to the Michigan border.

The Utopia East pipeline project will transport 50,000 barrels a day of ethane and ethane-propane mixtures for use in plastics production. Ethane is a by-product of fracking used to extract oil and natural gas from Utica shale.

Kinder Morgan will construct, own and operate the Utopia pipeline. Construction is scheduled to begin shortly and be completed in 2018. The Ohio stretch of the pipeline will link to existing pipeline in Michigan, for delivery of petroleum products to NOVA Chemicals in Windsor, Ontario.

During construction, OSU's College of Food, Agricultural and Environmental Sciences will conduct a three-year study on soil disturbances caused by pipelines and its impact on farmland.

The study will be partially financed by a \$200,000 gift from Kinder Morgan, and will focus on 50 fields statewide, predominantly in rural areas. Soil samples will be obtained before and after the pipeline's installation, said Steve Cullman, soil fertility specialist at OSU's agricultural college in Wooster.

"This is an area that affects a lot of acres nationally and locally within the state of Ohio," Culman said. "A lot of landowners are being affected by this. They are genuinely interested in understanding it."

Kinder Morgan Vice President Allen Fore said the company takes pride in restoring agriculture properties to their full production yields after pipeline construction.

"This study will examine the effectiveness of our best practices to determine what restoration alternatives, if any, our company and industry should follow," Fore said.

## Labor History classes begin in January

The first Labor History class of 2017 will be held on Saturday, January 7 at the Cleveland Headquarters, 3515 Prospect Ave.

The Saturday classes will run from 7:30 a.m. until 4 p.m. Other classes will be held on the following dates at the following locations.

Jan. 28	Dist. 2	Cygnets Training Center
Feb. 11	Dist. 3	Union Hall
Feb. 18	Dist. 4/5	Union Hall
March 4	Dist. 6	Union Hall
March 11	Dist. 6	Guernsey County Fairgrounds





# Season's Greetings from



*WORKING for Integrity Kokosing in Belmont County are (l-r) Colton Nethers and Brad Poynor (both D-3) and John Hoskin.*



*ON THE JOB at Kenny/Obayashi's sewer interceptor project in Akron are (l-r) Sherry Schweitzer, Patsy Bova, Martin Popovich and Sharon Harsh.*



*WORK at Canton's Timken plant has Derek Furbee (above) and Curtis Ferguson (right) on the job for Edward C. Levy.*



*FATHER AND SON Life Member George Bihun and son, apprentice George, Jr., working for Independence Excavating at the Marathon refinery in Canton.*



*FOOTBALL Hall of Fame project is keeping Eric Johnson (above) busy for Beaver Excavating and Rick Ross and Bob Jarvis (l-r right) busy for Canton Erectors.*



*WORKING for Kenmore Construction on its U.S. Rt. 224 project is Larry Williamson, Jr.*

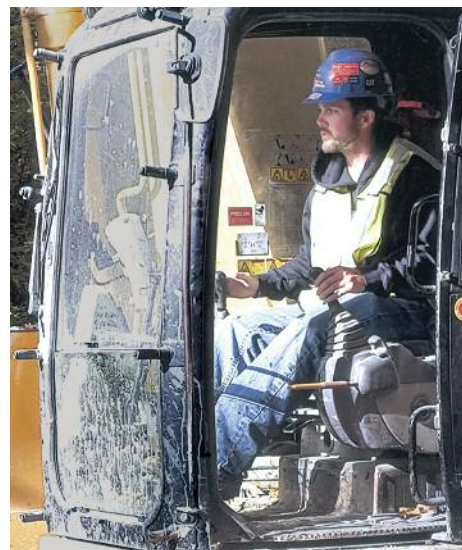


# *the Members of District 6*



**QUITE** a bit of bridge work is ongoing in the district. (Above) Ryan Rambo on Beck Rd. in Louisville for Black Horse Bridge. (Below left) Seth Houser on the Lake Rockwell bridge rehab for Ruhlin. (Below right) Mike Marley on a Belmont County bridge job for Ohio-West Virginia Excavating.

**DAN LASH**, owner of newly signed Lash Industries.



**WORKING** on Shelly's turnpike project in Portage County is Jennifer Miller.



**ON THE JOB** for Shelly & Sands are Tyler Ransom (left, D-3) on U.S. Rt. 250 in Strasburg and Cobretti Vanmeter (right) in Mansfield.



Additional D-6 photos on page 25

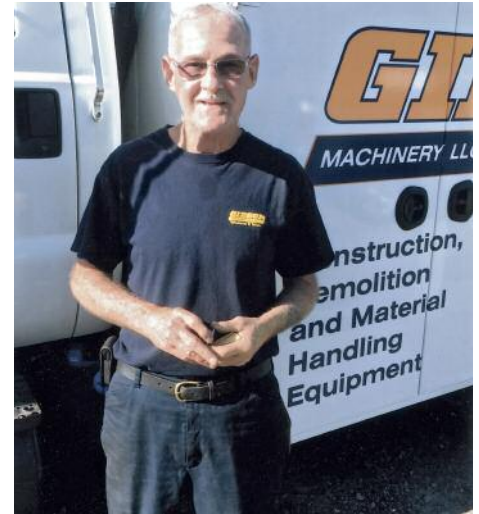


# Season's Greetings from

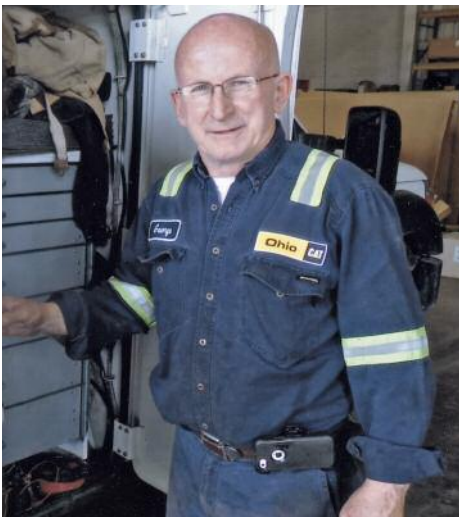
## District 1



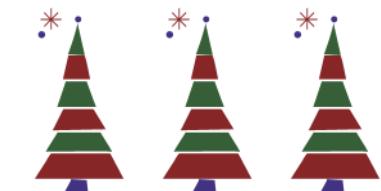
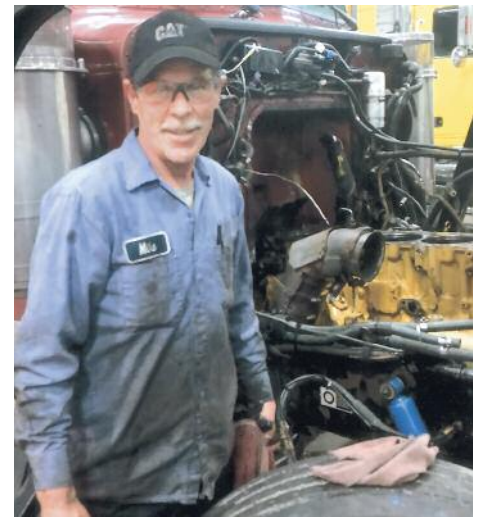
*EMPLOYED at Cummins Bridgeway's Cleveland shop is Sam Ocampo.*



*WORKING for Gibson Machinery in Oakwood Village are Rich Galloway (left) and 40-year member Gordon Schweyer (above).*



*MEMBERS at Ohio CAT's Youngstown shop include Mike McCright (right) and 42-year member Pat Radachy (above). George Hughes, (left) has been at the company's Cleveland location for 38 years.*



# Season's Greetings

*WORKING in Ohio CAT's Columbus rental shop are (l-r) Mike Starcher, Jeff Cashon, Nathan Rizer, Thomas Wing, Steve Keener, Jon Callahan and Shawn Boyle.*

## District 3



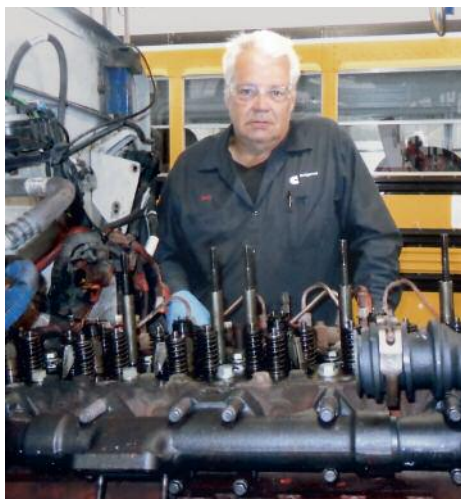


# Local 18 Shop Members

## District 3



SHOP MEMBERS working for Cummins at its Columbus location include Brian Liston (above) and Gary Spurgeon (right).



ANTONIO Elliott working at the WW Williams Hilliard shop.

## District 6



IT'S BREAK TIME for the following members at Columbus Equipment's Cadiz shop. (L-r) J. Gates, Aric Woods, Russell Bowers, Steve Pearch, Joe Thomas, Rich Cramblett, Marcus Henderson, Ken Baker, Scott Parsons and James Cunningham.



PROUD of his 40-year pin is Jeff Frase, working at Columbus Equipment's Richfield shop.

## Deteriorating continued from page 16

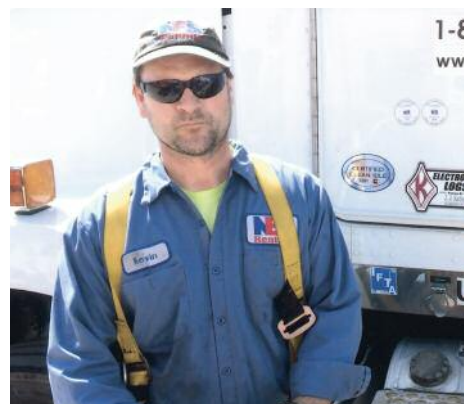
creating jobs in construction and related fields. In the long-term these improvements will enhance economic competitiveness and improve the quality of life by reducing travel delays and transportation costs, improving access and mobility, improving safety, and stimulating sustained job growth.

- They found that annual investment in the nation's roads, highways and bridges needs to increase from \$88 billion to \$120 billion and from \$17 billion to \$43 billion in the nation's public transit systems, to improve conditions and meet the nation's mobility

needs. The report also found that the current backlog in needed road, highway and bridge improvements is \$740 billion.

- The Federal Highway Administration estimates that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs, and reduced emissions as a result of improved traffic flow.

*continued next month*



WORKING for NES Rentals in Richfield is Kevin Dean.

*Additional Shop photos on page 26*

## Study says Ohio could make \$237M on pipeline

Ohio could take in \$237.3 million from the proposed Utopia Pipeline, according to a study conducted by two Kent State University professors.

Allen Fore, vice president of public affairs of Kinder Morgan, said 80% of the land required for the project inside Ashland County had been acquired as of October. There are 113 tracts of land countywide that Kinder Morgan needs to acquire before construction can begin on the pipeline.

“Our focus at this point is landowner relations and land acquisition,” Fore said.

Sixty percent of the land has been acquired statewide. Once all the land is purchased, the pipeline will run through 14 counties in Ohio including Harrison, Carroll, Tuscarawas, Stark, Wayne, Ashland, Richland, Huron, Seneca, Sandusky, Wood, Henry, Lucas and Fulton. Ethane and ethane propane blends will flow through the 215-mile long pipeline.

According to the KSU study, the pipeline will generate \$4.9 million in tax revenue for the state. The study was conducted by Shawn M. Rohlin, an associate professor of economics and director of the Center for Entrepreneurship and Business Innovation at Kent State and Nadia Greenhalgh-Stanley, an associate professor of economics.

Fore said Kinder Morgan commissioned the study to get an accurate picture of the economic impact the pipeline would have on Ohio.

“I think it’s important that we back up what we’re saying,” Fore said. “I think if you’ve read it, it speaks for itself.”

The pipeline is expected to cost \$500 million, with about \$168 million dedicated to the construction labor and \$332 million for material costs, according to the report.

About 750 workers from Ohio will be needed to complete the project, Rohlin and Greenhalgh-Stanley wrote, with a construction schedule of six days in daylight hours. The report also says Kinder Morgan’s construction workforce will be 50% local, Ohio-based union workers and 50% non-local workers.

Construction is expected to begin in January, and take 20 months to complete.

Throughout construction, 1,730 jobs are expected to be created, including pipeline operation workers.



## Deceptive Right-to-Work laws hurt everyone

By many measures, quality of life is worse in states with Right-to-Work laws. Wages are lower, people are less likely to have health insurance and the necessary resources for a quality education, and poverty levels are higher as are workplace fatality rates.

### States with Right-to-Work Laws Have Lower Wages and Incomes

- On average, workers in states with such laws make \$6,109 a year (12.1%) less annually than workers in other states (\$44,401, compared with \$50,511).
- Median household income in states with these laws is \$8,174 (13.9%) less than in other states (\$50,712 vs. \$58,886).
- 29.6% of jobs in Right-to-Work states were in low-wage occupations, compared with 22.8% of jobs in other states.

### States with Right-to-Work Laws Have Lower Rates of Health Insurance Coverage

- People under the age of 65 in states with Right-to-Work laws are more likely to be uninsured (13.0%, compared with 9.4% in free-bargaining states).
- Only 47% of private-sector employers in states with these laws offer insurance coverage to their employees, compared with 52.2% in other states. That difference is

even more pronounced among employers with fewer than 50 workers: only 30.1% offer health insurance compared with 38.1% of small employers in other states.

- Workers in Right-to-Work states also pay a larger share of their health insurance premiums, on average, than those in free-bargaining states (28.5% of the premium compared with 25.4% in free-bargaining states).

### States with these Laws Have Higher Poverty and Infant Mortality Rates

- Poverty rates are higher in states with Right-to-Work laws (15.3% overall and 21.4% for children), compared with poverty rates of 12.8% overall and 18.0% for children in states without these laws.
- The infant mortality rate is 12.4% higher in states with Right-to-Work laws.

### States with Right-to-Work Laws Invest Less in Education

- States with these laws spend 32.5% less per pupil on elementary and secondary education than other states.

### States with Right-to-Work Laws Have Higher Workplace Fatality Rates

- The rate of workplace deaths is 49% higher in states with Right-to-Work laws, according to data from the Bureau of Labor Statistics.

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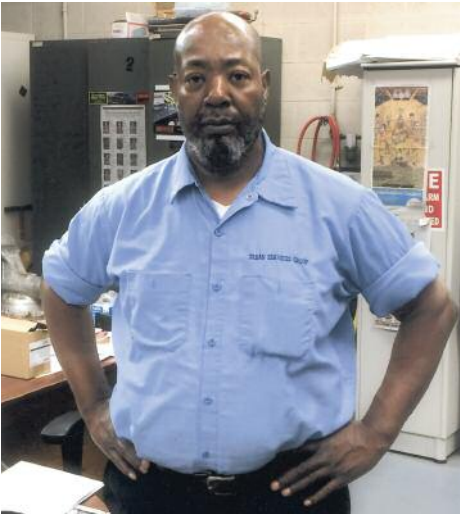
**The Credit Union is a not-for-profit organization!**

# Season's Greetings from Local 18S

## Urban Services Group



(LEFT) Kenneth Fechko, (center) Wendi Cash, (above) Robert Gency.



Ezekiel King



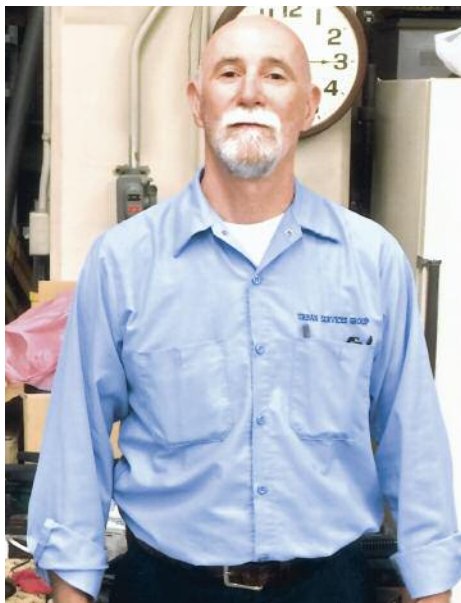
Roy Clonch



Rafael Amparo, Jr.



Nicolae Fotea



Greg Bittler

## Painesville



Alejandro Barajas

# Gasoline taxes and the infrastructure

Every state, and the federal government, levies taxes on both gasoline and diesel fuel. These “gas taxes” are the most important source of funding for transportation infrastructure projects across the country. In recent years, however, gas tax revenues have fallen short of infrastructure spending needs.

This is primarily due to the fact that fixed, per-gallon gas tax rates have often stagnated while construction costs have grown. Improvements in vehicle fuel-efficiency have also played a role in this revenue shortfall.

The federal government and many states are seeing shortfalls in their transportation budgets in part because the gasoline taxes they use to generate those funds are poorly designed. Thirty-one states and the federal government levy “fixed-rate” gas taxes where the tax rate does not change even as the cost of infrastructure materials inevitably increases over time.

The federal government’s 18.4 cent gas tax, for example, has not increased in more than 22 years. And twenty states have gone a decade or more without a gas tax increase. (Ohio’s last gas tax increase was a little more than a decade ago.)

## ‘Fixed-rate’ gas tax

Fortunately, there is a growing recognition of the problems with this “fixed-rate” gas tax design. Since 2013, five states (Maryland, Pennsylvania, Rhode Island, Utah and Virginia) as well as the District of Columbia (DC) have abandoned their old gas tax structures in favor of a more sustainable, “variable-rate” design where the tax rate gradually rises alongside gas prices, the general inflation rate in the economy, vehicle fuel-efficiency, or other relevant factors. As a result of these reforms, a majority (54%) of the U.S. population now live in a state where the gas tax rate tends to grow over time.

Many states’ transportation budgets are in disarray, in part because they are trying to cover the rising cost of asphalt, machinery, and other construction materials with a gasoline tax rate that is rarely increased. A growing number of states have recognized the problem with this approach and have switched to a “variable-rate” gas tax under which the tax rate tends to rise over time alongside either inflation or gas prices. A majority of Americans live in a state where the gas tax is automatically adjusted in this way.

Despite the growing prevalence of variable-rate gas taxes, thirty-one states still rely on a “fixed-rate” gas tax structure and many of those states have gone years or even decades without a change in their gas tax rate.

- Twenty-one states have gone a decade or more without an increase in their gas tax rate.
- Sixteen states have gone two decades or more without a gas tax increase.
- Five states have not seen an increase in their gas tax rate since the 1980s or earlier: Alaska, Oklahoma, Mississippi, South Carolina, and Tennessee.
- Among the thirty-one states levying a “fixed-rate” gas tax, the average length of time since the last gas tax increase is sixteen years.
- Most states levying a more sustainable

“variable-rate” gas tax, by contrast, have seen their gas tax rate rise some time in the last two years.

According to the experts, if the gas tax is going to provide an adequate amount of revenue to fund transportation in the medium- and long-term, the tax rate needs to be periodically adjusted to at least keep pace with the rate of growth in the cost of infrastructure maintenance and construction. State gas tax rates that have gone ten to twenty years, or more, without an increase clearly do not live up to this bare minimum test of sustainability.

# Enjoy a happy, safe holiday season

The following suggestions/recommendations are from the National Safety Council.

Holiday safety is an issue that burns brightest from late November to mid-January, the time when families gather, parties are scheduled and travel spikes. By taking some basic precautions, you can ensure your whole family remains safe and injury-free throughout the season.

## Watch out for those fire-starters

*Turkey Fryers:* While many subscribe to the theory any fried food is good – even if it’s not necessarily good for you – there is reason to be on alert if you’re thinking of celebrating the holidays by frying a turkey.

The Consumer Product Safety Commission reports there have been hundreds of turkey-fryer related fires, burns, explosions or carbon monoxide poisoning in the recent past, with hundreds of people injured and millions lost in property damage.

NSC discourages the use of turkey fryers at home and urges those who prefer fried turkey to seek out professional establishments or consider a new oil-less turkey fryer. But for those who don’t heed that advice, please follow these precautions:

- Set up the fryer more than 10 feet from the house and keep children away
- Find flat ground; the oil must be even and steady to ensure safety
- Use a thawed and dry turkey; any water will cause the oil to bubble furiously and spill over
- Fryer lid and handle can become very hot and cause burns
- Have a fire extinguisher ready at all times

*Candles and Fireplaces:* Thousands of deaths are caused annually by fires, burns and other fire-related injuries, and 12% of home candle fires occur in December, the National Fire Protection Association reports.

Increased use of candles and fireplaces, combined with an increase in the amount of combustible, seasonal decorations present in many homes means more risk for fire.

- Never leave burning candles unattended or sleep in a room with a lit candle
- Keep candles out of reach of children
- Make sure candles are on stable surfaces
- Don’t burn candles near trees, curtains or any other flammable items
- Don’t burn trees, wreaths or wrapping paper in the fireplace
- Check and clean the chimney and fireplace area at least once a year

*Even Angel Hair can hurt:* Putting up decorations is one of the best ways to get in a holiday mood. However in one season, an estimated 15,000 injuries involving holiday decorating were seen in emergency rooms.

- “Angel Hair” is made from spun glass, and it can irritate your eyes and skin; always wear gloves when handling it, or substitute non-flammable cotton
- When spraying artificial snow on windows or other surfaces, be sure to follow directions carefully; these sprays can irritate your lungs if inhaled
- Decorate the tree with your kids in mind; move ornaments that are breakable or have metal hooks toward the top
- Always use the proper step ladder. Don’t stand on chairs or other furniture
- Lights are among the best parts of holiday decorating. Make sure there are no exposed or frayed wires, loose connections or broken sockets
- Plants can spruce up your holiday decorating, but keep those that may be poisonous (including some Poinsettias) out of reach of children or pets.
- Make sure paths are clear indoors so older adults do not trip on wrapping paper, decorations, toys, etc.

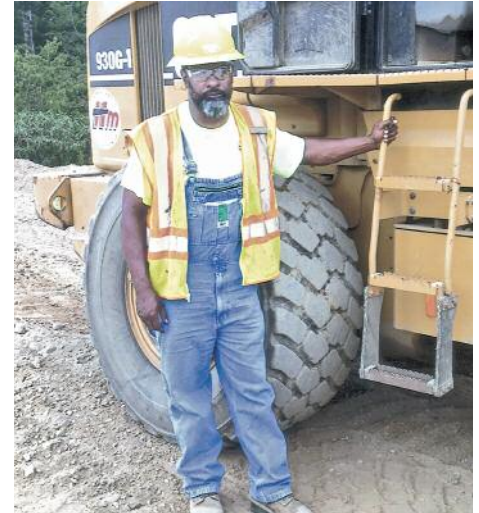
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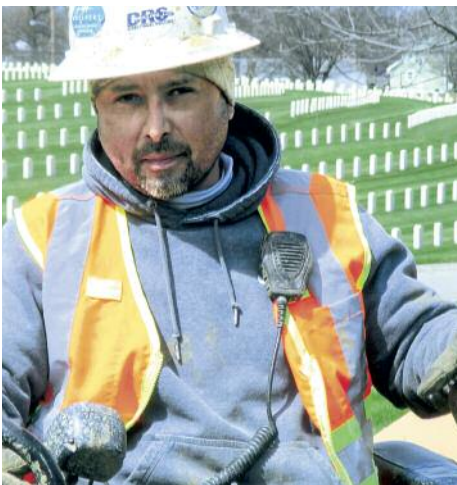
# Additional District 6 member photos



**WORKING** for Capital City Crane in its Coshocton yard are (l-r) Mike Walker and John Babuder.



**RUNNING** a wheel loader for H.M. Miller at CSO Rack 14 in Akron is Carl Hampton.



**OPERATING** a directional drill for DRS is Alfredo Gonzalez at the Dayton National Cemetery.



**HANDLING** a hydro-vac for Miller Pipeline is Dan Snyder.



**HOE OPERATOR** Darrell Jones (D-3) working for General Pipeline in Monroe County.



**RUNNING** a paver is Alex Farren, working for Central Allied in Canton.

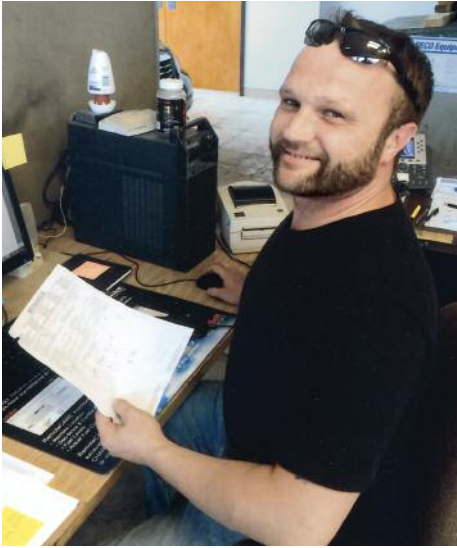


**WORKING** on Otis Eastern hot taps for Spectra Energy is James Snyder.

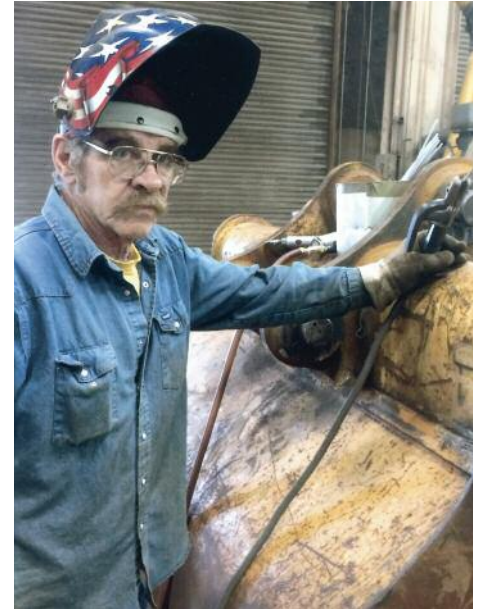


# Additional Shop member photos

## District 6



WORKING for RECO in Richfield is Ron Ballard (above) and in Morristown is Jay Thomas (right).



VERN MCCARTY from Beaver's Canton shop.



OHIO CAT shop members include Dean Rutan in Cadiz (above) and Zach Swaldo (right) in Bolivar.



ACTIVE in Ohio CAT's Perrysburg shop for 38 years is Jeff Dickmann.

## District 2

## District 4/5



IN MONROE, Sam Anders is working at the KT-Grant shop.



ON THE JOB at Columbus Equipment's Huber Heights shop is Rick Thompson, Jr.



# Season's Greetings

Additional Shop photos on page 31

Buckeye Engineer

## Research finds a way to make fracking safer

A study by Arizona State University researchers has shown that the risk of earthquakes in fracking can be mitigated, and has the potential to transform oil and gas industry practices, ASU geophysicist Manoochehr Shirzaei said, calling the findings “very groundbreaking” and “very new.”

“It’s a hot topic” because “injection and fracking is extremely important in terms of jobs, money and independence,” Shirzaei, said.

The technique to extract oil and gas from rock using a high-pressure mix of water, sand or gravel and chemicals produces lots of wastewater, he said. Shirzaei was careful to say that the injection of wastewater can come from processes associated with oil and gas extraction other than hydraulic fracturing.

He said the study, published in the journal *Science*, shows that researchers can estimate how much pressure is increasing underground, providing a chance for wastewater injections to be halted before the buildup reaches a critical stage. The pressure, he said, eventually returns to normal, allowing the injections to resume.

Shirzaei said he already has plans to present the findings to state and industry leaders in Texas and Colorado. He said that no one from the oil and gas industry has seen the work because researchers wanted to maintain their independence.

About two billion gallons of wastewater get injected underground every day into about 180,000 disposal wells in the U.S., according to the official news release.

For the study, Shirzaei and co-authors William Ellsworth of Stanford University, Kristy Tiampo of the University of Colorado Boulder, Pablo González of the University of Liverpool (UK) and Michael Manga of UC Berkeley focused on four high-volume wells used for disposing wastewater near the epicenter for the Timpson, Texas, earthquake.

The researchers used space-borne Interferometric Synthetic Aperture Radar (InSAR), a remote satellite-based sensing technique, to measure the surface uplift of the area near the wells.

“Monitoring surface deformation using these remote sensing techniques is a proactive approach to managing the hazards associated with fluid injection and can help in earthquake forecasting,” Shirzaei said, in a press release. “Our study reports on the first observations of surface uplift associated with wastewater injection.”

The researchers then calculated the strain and pore pressure underneath the wells that resulted in the uplift and, in turn, triggered the earthquakes, the release said. The research found that seismic activity increased,

even when water injection rates declined, due to pore pressure continuing to diffuse throughout the area from earlier injections, the release said.

InSAR uses a highly accurate radar to measure the change in distance between the satellite and ground surface, allowing the team to show that injecting water into the wells at high pressure caused ground uplift near the shallower wells, the release said.

By integrating seismic data, injected water histories, and geological and hydrogeological information with surface deformation observations, the researchers have provided a definitive link between wastewater injection and earthquake activity in Texas, helping explain why injection causes earthquakes in some places and not others, the release said.

“This research opens new possibilities for the operation of wastewater disposal wells in ways that could reduce earthquake hazards,” Shirzaei said.

## U.S. Drivers Consumed 71.8 Billion Gallons of Gas in First Half of 2016

American vehicles consumed 71.8 billion gallons of gasoline in the first half of the year, an increase of three percent over the same period a year earlier. It is the highest amount on record and the sixth consecutive increase in national gasoline consumption for the six-month period ending June 30, 2016.

The FHWA analyzes fuel consumption information from the states each month to better understand the changing needs of the American driver. Gasoline and diesel consumption data are of significant interest to analysts, given the role they play as contributors to the Highway Trust Fund which provides funding for highways and interstates nationwide. The data is also indicative of the level of resource consumption and pollution emissions by the transportation sector which, in recent reviews, has been the leading source of greenhouse gasses among all sectors in the United States.

The federal tax rate for gasoline sales is 18.4 cents per gallon and, for diesel, 24.4 cents per gallon. All states levy additional taxes on gasoline and diesel. The gasoline rates vary from a low of 8.0 cents per gallon to 50.3 cents, while diesel fuel rates vary from 8 cents to 64 cents per gallon.

California led the nation in gasoline consumption with 7.65 billion gallons, followed by Texas at 7.1 billion gallons and Florida at 4.57 billion gallons.

## ARTBA Foundation accepting scholarship applications

The American Road & Transportation Builders Association, Transportation Development Foundation (ARTBA-TDF) will once again be accepting applications for the Lanford Family Highway Worker Memorial Scholarship Program for the 2017-18 academic year.

The scholarship provides financial assistance to help the children of highway workers killed or permanently disabled in the line of duty pursue post-high school education. The scholarships which have a value up to \$5,000, have helped more than 120 worthy students from across the nation.

### Eligibility

- Applicants must be the sons, daughters or legally adopted children of highway workers who have died or become permanently disabled in roadway work zone accidents.
- An applicant’s parent must have been employed by a transportation construction firm or a transportation public agency at the time of his or her death or disabling injury.
- The scholarship award must be used to attend a post-secondary institution of learning that requires a high school diploma or Graduate Equivalent Degree (GED).

MBA candidates and Master’s degree students in Civil Engineering, Construction Management and other construction-related programs are qualified to apply.

Nominations must be submitted on-line. Additional information concerning how to apply, deadline for applying and where to apply will appear in an upcoming issue of the *Buckeye Engineer*.



## OFFICIAL NOTICE

In accordance with the authority vested in me as President of Local 18 and its branches, I am calling the Semi-Annual State Meeting of the members on Sunday, January 22, 2017 at 10:00 a.m. at the Hilton Columbus/Polaris, 8700 Lyra Drive.

The Executive Board will meet on Saturday, January 21, 2017 at 1:00 p.m. at the Columbus District Office, 1188 Dublin Rd., Columbus, Ohio.

We urge all members to make every effort to attend.

**Thomas Byers**  
President

# Additional District 1 member photos



*OPERATING a paver for Koski Construction in Jefferson is Tom Washut (left) and an asphalt roller on the job is Linda Burke (right).*



*BACKHOE work is being handled by Don Redmond (above) for Miller Pipeline and by Doug Manross (above left) for Perk.*



*EXCAVATOR OPERATORS are busy for many contractors. (From top) David Campbell for Trax Construction, Ken Turner for Aggravo and Dave Lang for Sitotech.*



*WORKING on the I-271 road widening is Grant Massey II working for Kokosing.*



*WORKING for Hydracrete Pumping in its Cleveland shop is Chris Schoonover.*



**Think Safety  
this holiday season.**



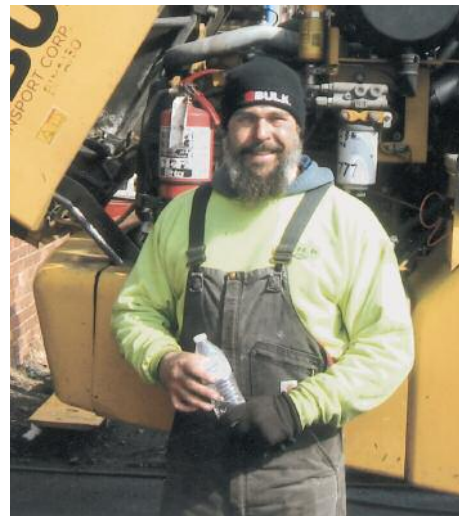
**PUMPING** concrete by Howard Concrete Pumping at the final pour on Cleveland's Innerbelt Bridge.



**WORKING** the shovel is Eugene Coy on the job for Koski Construction in Saybrook.



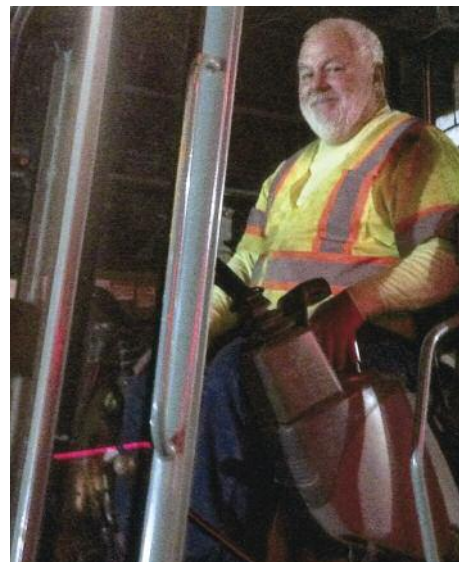
**SKID STEER** operators are Bill Novicky (above) working for Catts Construction and Steve Arnett (below) working for Chemsteel.



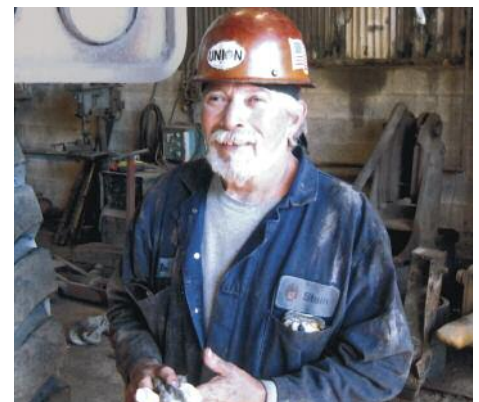
**MECHANIC** Jay Cincotta working for Bulk Transport in Cleveland.





**WORK** at ArcelorMittal is keeping members busy. (From top) Isidro Torres working for Matt Construction, Jim Kerry working for Kelley Steel Erectors and Ron Zanzano on the job for Stein.





**OPERATING** a mini-excavator at night for Miller Brothers Construction is Jeff Moehlman on its Milan Rd. project in Sandusky.






## Right-to-Work results from Election Day


Several states had Right-to-Work  issues on their ballots on November 8, and another state's gubernatorial election may have forecast the future of RTW  in that state.

Before examining the results of the state issues above, it is important to note that Donald Trump is in favor of Right-to-Work .


Trump says he favors such laws because "it is better for the people" not to have to pay union dues if they don't want to . . . I love Right to Work  . . . It is better for the people . . . I like it because it gives great flexibility to the companies."

In Missouri, the election of Eric Greitens as governor, replacing term-limited Jay Nixon, who vetoed RTW  legislation, also will affect RTW .


According to one report, "Greitens' victory, along with continued GOP control of the legislature, virtually guarantees that Missouri will soon join the ranks of so-called right-to-work  states, with laws that diminish the power of labor unions."

Alabama and Virginia long have had Right-to-Work  laws on their books. This year, both states opted to have the provision added to their states' constitutions.

Virginia voters turned down Amendment 1 to include the provision in the constitution by a 52.5% - 47.5% vote. On the other hand, Alabama voters approved its Amendment 8 by a 69.6% to 30.3% vote.

In South Dakota, which has had a Right-to-Work  law since 1946, Measure 23 which was on the ballot as a result of 15,000 signatures would have repealed that law if passed. It did not. (Numbers were not available as this issue went to press.)


Another situation where the results were not known at the time was in West Virginia.

In February, lawmakers made West Virginia the 26th Right-to-Work  state, prohibiting companies from requiring employees to pay union dues as a condition of employment. Unions are still required to represent every

worker. The law applies to new collective bargaining agreements.

But in August, Kanawha County Circuit Court Judge Jennifer Bailey put the brakes on this law for the time being, approving an injunction filed by a handful of labor unions.

"I think it was a great decision and I think...we're going to prevail on the merits of the case," International Brotherhood of Teamsters and local union representative Ken Hall said. "There's numbers of technical issues . . . I believe it's in violation of the West Virginia Constitution."

The decision to halt the Right-to-Work  law comes less than six weeks after the law went into effect on July 1.

At the August hearing, those supporting unions said a projected loss of 20% of union workers would hurt the other 80%, forcing them to either pay more or lose services.

The judge has indicated she will have a decision sometime this month.

## Local 18 once again Premier Sponsor of OOGA tech conference

For the fifth consecutive year, Local 18 was the Premier Sponsor of the 2016 Ohio Oil and Gas Association (OOGA) Technical Conference held on November 1 and 2 in Cambridge at the Pritchard Laughlin Civic Center.

A combined effort by Local 18 business representatives and Local 18 training instructors promoted Local 18 to OOGA and the rest of the oil and gas industry at the trade show booth.

This show has always been a great opportunity for Local 18 to network with many different oil and gas professionals. It provides an

excellent opportunity for Local 18 to show its continued support for the oil and gas industry as well as an opportunity to show off the local's outstanding training program.

The recent oil and gas boom in Southeastern Ohio and the Utica Shale projects have been a great bonus to Local 18's highway work. Construction of well pad sites, access roads, pipelines and plant work has provided a number of great jobs for members.

Local 18's goal is to take advantage of this work while it is here, and participating in the OOGA Technical Conference is a great way to reach this goal. This year's conference led to

many new contacts as well as building on existing relationships.

Although the industry is currently quiet due to the low price of natural gas and lack of infrastructure, next year is shaping up to be a record-setting year. Large diameter pipeline projects and the proposed PTT Global Cracker Plant in Ohio are all scheduled or proposed for 2017, and Local 18 members can look forward to the work involved in these projects.

Local 18 has benefited greatly in the oil and gas industry from our relationship with the Ohio Oil and Gas Association and looks forward to continue working together in the future.



*Inside and out, Local 18 as a Premier Sponsor, was very visible to those attending the Expo and the Conference.*

## D-4/5 Shop Members



**WORKING for Ohio CAT in Troy are Jacob Wallace (above, returned from active military duty) and Robert Hymes (below).**



## NOTICE TO MEMBERS

Due to IRS regulations, a portion of your administrative dues are not deductible on your 2016 income tax return (filing period 2017). In accordance with Local 18 Bylaws this amount is used for promoting, preserving, supporting and combating legislative initiatives affecting collective bargaining and union membership rights.

If you pay 3.0% administrative dues, then 16.7% of your total administrative dues are not deductible.

If you pay 2.0% administrative dues, then 25% of your total administrative dues are not deductible.

Your regular dues are not related to lobbying and therefore are 100% deductible.

## Enjoy the holiday continued from page 24

### It's better to give . . . safely

We've all heard it's important when choosing toys for infants or small children to avoid small parts that can be pulled or broken off and might prove to be a choking hazard. Here are some additional gift-related safety tips you might not have heard about:

- Select gifts for older adults that are not heavy or awkward to handle
- Be aware of dangers associated with coin lithium batteries; of particular concern is the ingestion of button batteries
- For answers to more of your holiday toy safety questions, check out the Consumer Product Safety Commission blog
- See which toys have been recalled

### Traveling for the holidays? Be ready!

Many people choose to travel during the holidays by automobile, which has the highest fatality rate of any major form of transportation. Use a designated driver to ensure guests make it home safely after a holiday party; alcohol, over-the-counter or illegal drugs all cause impairment

- Make sure every person in the vehicle is properly buckled up no matter how long or short the distance being traveled
- Put that cell phone away; distracted driving causes one-quarter of all crashes
- Make sure the vehicle is properly maintained, and keep an emergency kit with you
- Be prepared for heavy traffic, and possibly heavy snow

Remember, when guests are staying in your home, make sure areas have night lights or

easy-to-reach lamps in case they need to get up during the night. And, whether you are visiting someone else's home or you have guests in your home, make sure all medications are kept up and away and out of sight from young children.

### Don't give the gift of food poisoning

The U.S. Department of Health and Human Services provides some holiday food safety tips. Here are a few:

- Do not rinse raw meat and poultry before cooking
- Use a food thermometer to make sure meat is cooked to a safe temperature
- Refrigerate food within two hours
- Thanksgiving leftovers are safe for four days in the refrigerator
- Bring sauces, soups and gravies to a rolling boil when reheating
- When storing turkey, be sure to cut the leftovers in small pieces so it will chill quicker
- Wash your hands frequently when handling food

Enjoy the holiday, so you can enjoy 2017 even more.

**IN ALL DISTRICTS:  
ADVISORY BOARDS WILL MEET  
1st MONDAY OF EACH MONTH.  
MEMBERSHIP WILL MEET  
2nd MONDAY OF EACH MONTH.**

## PEP'S Club 18

Yes, I would like to do my part to support candidates and issues that help promote work for Local 18.

"To comply with federal law, we must use best efforts to obtain, maintain and submit the name, mailing address, occupation and name of employer of individuals whose contributions exceed \$200 per calendar year."

Name: \_\_\_\_\_ Reg. No: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ District: \_\_\_\_\_

\$18.00     \$50.00     \$100.00     other \$ \_\_\_\_\_

\$ \_\_\_\_\_

**Money Clip** (\$100.00 minimum contribution)

Contributions or gifts to PEP's Club 18 are not deductible as charitable contributions for federal income tax purposes. Forms and contributions should be sent to P.E.P. Local 18  
3515 Prospect Avenue, Cleveland, OH 44115.

# Buckeye Engineer



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International Union of Operating Engineers

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