



# MONDAY MORNING NEWS



**GOOD MORNING  
JANUARY 4, 2021**

**MEETINGS  
No Meetings Scheduled**

## **FEBRUARY 1<sup>ST</sup> INSIDE CONSTRUCTION WAGE/FRINGE INCREASE**

February 1, 2021 is the next scheduled wage/fringe increase for the Inside Construction Agreement. The exact distribution of the \$3.25/hr negotiated increase is as follows: \$2.04 to Wages; \$.50 to Pension; \$.40 to Healthcare, \$.25 to 401(k), and \$.06 to NEBF. New wage charts will be distributed to contractors within the next week. This is the final increase under the current CBA. Negotiations for a successor agreement will begin this Spring, with the Anniversary Date of the current agreement being 5/31/21.

## **FAMILY FIRST CORONAVIRUS RESPONSE ACT (FFCRA) CHANGES**

FFCRA, a Federal COVID-19 relief package, was set to expire on 12/31/20. Employers can now **voluntarily** extend and take advantage of payroll tax credits until March 31, 2021. In April 2020, the FFCRA began providing paid leave to employees that were affected by COVID-19 for specific reasons. In short, employees could receive up to 80 hours of paid sick leave and another 12 weeks of family leave (with 10 weeks paid). Employers could then receive payroll tax credits/refunds for the paid leave. Beginning 1/1/21, this program is now voluntary for interested employers, through 3/31/21. For more specific guidance, please refer to [www.necawa.org](http://www.necawa.org) for all topics related to FFCRA and other COVID-19 resources. Always check with your firm's attorney and financial advisor for specific guidance.

## **PAYMENT PROTECTION PROGRAM (PPP) LOANS – CHANGES APPROVED**

Changes were also approved for PPP Loans administered by the Small Business Administration (SBA). In addition to changes to eligibility and “Second Draw” options, the main feature of the new legislation that will affect contractors with a current PPP Loan is the business expense allowance - for expenses that were paid for with “forgiven” PPP Loan proceeds. The IRS had originally ruled that business expenses paid for with a PPP Loan that is forgiven would not qualify for tax deductions. The new legislation affirms that “no deduction shall be denied, no tax attribute shall be reduced, and no basis increase shall be denied, by reason of the exclusion from gross income (for forgiven PPP loans).” Similar language protects Partnerships and S Corporations. There are additional changes to PPP Loans of \$150K or less. As always, check with your attorney and financial advisor for more specific guidance as it relates to your firm’s individual circumstances.

## **BOEING REVIEWS ITS REAL ESTATE HOLDINGS**

Cassie Franklin, Mayor of Everett, Washington, and Snohomish County Executive Dave Somers pulled into the vast parking lot at Boeing Commercial Airplanes headquarters in Renton, Washington, one day in early October for a private meeting with Stan Deal, the CEO of the company’s most important business. “There were about six cars in the parking lot,” Somers recalled to the Puget Sound Business Journal. The civic leaders stared at each other in amazement. In normal times, hundreds of cars dot Boeing Co.’s parking lots outside the sprawling 855,000-square-foot office complex. Inside, minutes later, the pair learned the business landscape was about to start changing, too.

Deal announced that the \$100 million complex would be put up for sale. He told Somers and Franklin that Boeing didn’t need that much space anymore. Boeing Chief Financial Officer Greg Smith revealed a few days later that all the jet maker’s properties were being examined. “We’re reviewing every piece of real estate. Every building, every lease, every warehouse, every site, to see how we can be more efficient.”, Smith said during a call with investment analysts, revealing that the Chicago-based jet maker aims to slash its global real estate footprint by 30%. As those moves play out, they’re expected to send ripple effects throughout the Seattle region as well as the overall aerospace industry.

The assessment is happening as Boeing prepares to move all production of its 787 widebody jets from Everett, Washington, to its facility in North Charleston, South Carolina, this spring, months sooner than had been anticipated.

## **OPTIMIZE YOUR HVAC SYSTEM TO HELP REDUCE COVID-19**

Your workplace heating, ventilation, and air conditioning (HVAC) system plays an important role in reducing the risk of exposure to COVID-19. The Department of Labor and Industries (L&I) just published “**COVID-19 Guidance on Ventilation in the Workplace**” – a one-page tip sheet on ventilation in the workplace to help reduce the spread of COVID-19. The guidance document will address important topics such as air filtration, filters, and exhaust fans. The guidance document can be viewed by clicking [HERE](#).

## ON THIS DAY IN HISTORY – 1996 – GM ANNOUNCES ITS ELECTRIC CAR

On January 4, 1996, General Motors announces at the Greater Los Angeles Auto Show it will build an electric car, dubbed the EV1, to be launched in the fall of that year.

The EV1 wasn't an entirely new concept, as electric vehicles had been around since the auto industry's nascent days. In the early 20th century, the Columbia Runabout, which could travel 40 miles on a single electric charge at speeds of 15 mph, was a best-seller. As Time.com noted: "Before her husband Henry's mass production of gas-powered cars crushed the electric industry, Clara Ford drove a 1914 Detroit Electric, which could last 80 miles without a charge." The oil crisis of the 1970s, coupled with a burgeoning environmental movement, led to renewed interest in electric vehicles, although no automaker was able to develop one that garnered mass appeal.

When it debuted in 1996, the EV1 was made available to consumers in just two states, Arizona and California, and for lease-only, as GM considered the development of electric vehicle technology to be ongoing. During its years in production, from 1996 to 1999, around 2,500 EV1s were produced in total. In late 2003, the company announced it was pulling the plug on the EV1 program and wouldn't renew any leases. GM cited the high cost of producing and maintaining the vehicles as a reason for the EV1's demise. However, as The Los Angeles Times noted in 2009: "The EV1 began in the 1990s as a response to a zero-emission vehicle mandate by California's Air Resources Board....When, finally, GM and other automakers managed to get California to soften its zero-emission mandate in 2002, [GM CEO Rick] Wagoner promptly canceled the program." (During this time, other automakers introduced then discontinued their own electric vehicles, including Toyota, whose RAV4 EV was available from 1997 to 2003.)

Environmental activists protested the end of the EV1, staging a mock funeral and later holding a vigil at a Los Angeles-area GM facility that had impounded a number of EV1s that would later be destroyed.

By 2008, GM had been hit hard by a global economic crisis and slumping auto sales and needed a multi-billion-dollar bailout loan from the federal government in order to stay in business. In March 2009, company CEO Wagoner was ousted by the Obama administration and in April of that year, GM filed for bankruptcy. The company was criticized for continuing to focus on its sport-utility vehicles and small trucks, despite a growing consumer demand for smaller, more fuel-efficient vehicles. Wagoner was quoted as saying that pulling the plug on the EV1 and not putting more development resources toward hybrid gas-electric vehicles was a major mistake of his career.

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*All progress takes place outside the comfort zone.*

*Michael John Bobak*

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**As of Thursday, December 31st, there are 358 JW on Book 1 and 188 JW on Book 2. There are currently 63 Commercial Apprentices, 3 S&C Apprentices, and 0 Residential Apprentices available for dispatch. There are 15 First Period Commercial Bootcamp graduates available for dispatch. There are also 4 Limited Energy Bootcamp graduates and 4 Residential Bootcamp graduates available for dispatch.**