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QUARTERLY NEWS

August 2015

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Message from the President

Adam Tegelman

As summer comes to a close and everyone starts to think about football and the impending snowfalls, the APW's event calendar continues to fill. APW just held its 9th annual Rock Crusher golf outing on August 14. Thank you to everyone who attend and to those who helped support the event by sponsoring. It was another successful event for the APW.

Another very important APW event is less than a month away. The APW's legislative day will be held on Wednesday, September 16 at the Madison Club in Madison, WI. It is imperative we have a good turnout so our elected officials can hear directly from us on how these local regulations are impeding our ability to operate and in some instances threaten our very livelihood. I know everyone is busy, but having one or more representatives from each company at our legislative day will leave a lasting impression with our legislators. Please see the registration form included with this newsletter and register today. The cost to attend is free and open to all APW membership. I look forward to a large turnout for this event.

Finally, the APW convention is fast approaching. The convention will be held on Thursday, December 3, at the Holiday Inn in Stevens Point, WI. An e-mail was sent to all APW membership asking for their input on conference topics for our agenda. If you haven't done so already and have topic ideas for the convention, please e-mail them to our trade association manager, Erin Krueger at: erinkruegerconsulting@gmail.com. Those interested in exhibiting or sponsoring at the convention can register now either through the APW website (www.aggregateproducers.org) or by sending in the included exhibitor registration form included in this newsletter. It's never too early to register for your exhibit at the conference. Do so now to ensure you are set for your table at the convention. A full agenda and registration materials for attendees is forthcoming.

As you can see, the APW is hard at work organizing and finalizing events for the remainder of 2015. I encourage all to attend our upcoming events and I look forward to seeing you there!

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LEGISLATIVE REGULATORY REPORT

2015-2017 Biennial Budget Passed and Signed

Governor Scott Walker signed the \$73 billion-plus state budget on Sunday, July 12, just days after the legislature passed the budget bill and hours before his presidential election announcement. Before signing the budget, the governor issued 104 vetoes – double the number of vetoes he issued in previous budgets.

Throughout the budget process, which began in early 2015, legislators wrestled with numerous controversial and headline-grabbing issues ranging from prevailing wage reform, teacher licensing, the University of Wisconsin system cut and a proposed new Bucks arena. Moreover, the budget process stalled at the end, while members faced tough fiscal decisions pertaining to funding for transportation, prevailing wage reform and financing for the Bucks arena, which was ultimately removed from the budget, taken up as separate legislation and signed into law.

The budget floor sessions in both the Senate and the Assembly did not go as late as previous years, due to predetermined time limit for the debate. The budget vote in the Assembly was closer than expected, with 11 Republicans voting with the Democrats against the budget. Many of those Republicans who voted against the budget come from purple districts heading into 2016 elections, signaling desire to appeal to independent voters. The Senate passed the spending plan almost on party lines, 18 – 15, with Republican Senator Robert Cowles voting against it.

One of the most covered items vetoed by the governor was a provision that would have allowed payday lenders to offer additional financial services, including selling insurance, annuities and providing financial advice. The governor also changed the new measure that would have required food stamp applicants to take and pass drug tests by removing the requirement that would limit the tests to those who fall under reasonable suspicion. Additionally, the governor used the veto pen to make changes to Family Care and IRIS provisions.

Transportation

The governor's recommended transportation budget did not include tax or fee increases to help balance the Department of Transportation (DOT) budget. Overall, the governor's transportation budget recommended providing \$6.4 billion to build and maintain transportation projects and relied on \$1.3 billion in new bonding to fund transportation projects. His proposal also included \$836.1 million over the biennium for major highway projects, such as the Zoo Interchange, Stillwater Bridge and Hoan Bridge.

More specifically, the governor recommended total funding for the Major Highway Program of \$836.1 million, an increase of \$108.4 million over the 2013-2015 funding levels.

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The governor stated that this would keep the widening of I-39/90 between Madison and the Illinois border on schedule.

For the State Highway Rehabilitation Program, the governor recommended total funding for rehabilitation projects of over \$1.6 billion – largely maintaining current program funding levels. The governor recommended providing \$623.2 million for the Zoo Interchange to ensure the project remains on schedule for the 2018 completion date. In addition, the governor proposed to delay the I-94 North/South project between Milwaukee and the Illinois border for one year and enumerate the I-94 East/West Project to allow DOT to begin substantive work.

The governor recommended \$36.8 million for bridge projects over the biennium for the completion of the Stillwater and Hoan bridge projects. Of this funding, \$20 million was to be provided to the Stillwater Bridge project and \$16.8 million to the Hoan Bridge project. Joint Committee on Finance (JFC) modified the DOT budget to reduce the level of bonding from the governor's recommended \$1.3 billion in new bonding to \$500 million and allow an additional \$350 million in general obligation bonds to be issued upon approval by JFC. This \$350 million in contingent bonding could be used for either major highway development or state highway rehabilitation projects. JFC can approve no more than \$200 million in additional bonding in 2015-16.

Overall, the net effect of the committee changes, compared to the governor's recommendations, include a \$200 million reduction to the Zoo Interchange project, which would delay the north leg, a \$350 million reduction to the Major Highway Program and a \$100 million reduction to State Highway Rehabilitation Program.

According to the Legislative Fiscal Bureau, under the committee's action, 20.6 percent of transportation fund revenues will be dedicated to debt service in 2016-17. Under the governor's recommendation, 22.3 percent of transportation fund revenues would have been dedicated to debt service. By comparison, debt service was seven percent of transportation fund revenues in 2001-02.

In addition, JFC made the following changes to the DOT budget:

- Freight Rail Preservation Program: Provide \$35 million in bonding, compared to the governor's recommendation of \$43 million in bonding.
- Harbor Assistance Program: Provide \$14 million in total funding over the biennium.
- State Highway Program Audit: Request a performance evaluation audit of the state highway program. Included in this audit will be an evaluation of the state's traffic forecasting methodologies, an evaluation of the state's

factors to select the timing and scope of state highway improvements and an audit of the state's bidding practices related to the state highway program, among other issues.

Prevailing Wage

After much debate over whether prevailing wage reform would be passed as separate legislation, the changes were ultimately placed into the state budget and passed. Sen. Frank Lasee (R-De Pere) and Rep. Hutton (R-Brookfield) led the effort to include prevailing wage reform in the budget. Otherwise known as the "Lasee/Hutton Plan," the changes reformed the state's prevailing wage laws. The reform language included two main provisions: exempting all local governments, technical colleges, schools, municipal utilities and off-site trucking from Wisconsin's prevailing wage laws; and applying federal rates on state projects.

In February, Sen. Leah Vukmir (R-Wauwatosa) and Rep. Hutton introduced AB 32/SB 49, which would repeal Wisconsin's prevailing wage laws entirely. The companion bills each had daylong public hearings in committee in the Senate and the Assembly, respectively. The original legislation failed to pass the Senate labor committee on a 2-3 vote and passed the Assembly labor committee 5-4. In April, the first murmurings of including prevailing wage reform in the state budget bill began and three GOP state senators stated publicly that they would vote no on the budget bill unless prevailing wage reform was included.

Last week, GOP leadership announced that prevailing wage reform would be considered outside of the budget. However, during the final Joint Finance Committee meeting on the budget, the committee stood informal at 10:20 p.m. after all three final agenda items were passed. Though no official announcement was made, the press and those inside the capitol speculated Republican leaders were considering advancing changes to the prevailing wage law. After a lengthy delay, at 11:30 p.m., the committee reconvened without any consensus on prevailing wage. When legislators came back from the Fourth of July weekend to debate and pass the budget, the Senate announced prevailing wage changes *would* be included in the budget bill.

The prevailing wage reforms were adopted into the budget bill in the Senate with a vote of 17-16, along party lines with GOP Sen. Howard Marklein (R-Spring Green) and Sen. Rick Gudex (R-Fond du Lac) joining the Dems.

Currently in Wisconsin, Wisconsin's prevailing wage laws require state and local units of government to pay "prevailing wages" – not market wages – to workers who work on certain public works projects. To determine prevailing wages in Wisconsin, the Wisconsin Department of Workforce Development (DWD) collects wage data via employer

LEGISLATIVE REGULATORY REPORT

surveys and uses a statutorily-set process to set wages to be paid on public works projects.

The prevailing wage reforms included in the budget would take effect on January 1, 2017.

Natural Resources

With a few exceptions, the debate over the Department of Natural Resources (DNR) budget was mostly pedestrian. The one exception was the proposal by the governor to remove rulemaking and policymaking authority of the Natural Resources Board, which in effect would have made them merely an advisory council. A firestorm of opposition by conservation and environmental groups resulted in the Joint Finance Committee (JFC) removing the governor's provision, much to the disappointment of the business community.

Other noteworthy initiatives included the substantial relaxation of shoreland zoning programs for nonconforming structures, limits to the stewardship program, the phase-out of the petroleum environmental cleanup program (PECFA) and changes to environmental improvement fund.

There were also significant debates relating to the elimination of 29 DNR educator and scientist positions. Overall, the budget reduced DNR positions from 2,642 to 2,549, a reduction of 93, many of which were vacancies. Funding for the department also was reduced from \$1.15 billion to \$1.12 billion over the biennium, amounting to a 2.8% funding reduction.

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Governor Makes Appointments to DNR Board

Governor Scott Walker has announced two appointments to the Wisconsin Natural Resources Board (NRB), Julie Anderson and Dr. Frederick Prehn.

Julie Anderson has served for over 24 years in the Racine County government in several positions including Planning Director, Land Information Officer, Highway Commissioner and Board Member of the Racine County Economic Development Corporation. Anderson currently serves as Racine County Public Works and Development Services Director. Anderson received a B.A. in Urban Economic Geography from UW-Eau Claire, and an M.A. in Geography from UW-Milwaukee.

The governor also appointed Dr. Frederick Prehn. He is a practicing dentist, small business owner and farm owner. Prehn is a dentist at Prehn dental, a practice established by his grandfather in 1921. He also is the owner of Central Wisconsin Firearms, a firearms dealership in Wausau, WI. Prehn and his wife Linda own Prehn Cranberry, a 115 acre cranberry marsh in Tomah, WI. Dr. Prehn received a B.A.

from UW-Madison and a D.D.S. from Marquette University. Anderson and Prehn will replace Christine Thomas and Jane Wiley, both Governor Jim Doyle appointments, whose terms expired May 1. Both Wiley and Thomas were appointed in 2004 and reappointed in 2009, serving 11 years. Following likely approval by the Senate, both new appointees will begin their terms Wednesday, May 27. NRB members serve staggered 6-year terms.

The NRB votes on rule changes and sets policy for the Department of Natural Resources, and exercises authority and responsibility in accordance with governing state laws. Under a Walker budgetary proposal, the NRB would have only become an advisory board and allow the DNR secretary and staff to have all policy making authority. However, in April, JFC removed this change, stating the provision was a non-fiscal item.

Michigan v. EPA – SCOTUS Rules EPA Must Consider Costs in Initial Decision to Regulate

Scalia, writing for the Court, stated that “[EPA] gave cost no thought at all, because it considered cost irrelevant to its initial decision to regulate,” he continued, writing, “It is unreasonable to read an instruction to an administrative agency to determine whether ‘regulation is appropriate and necessary’ as an invitation to ignore cost.” With that, the Court found the Obama Administration’s most monumental environmental regulation to date unreasonable and remained in the D.C. Circuit Court of Appeals.

The regulation in question was the EPA’s Mercury and Air Toxics Standards (MATS). MATS required coal-burning power plants to reduce emissions of mercury, arsenic and lead by installing control technologies or retiring plants. The rule was finalized in December 2012.

While reducing the amount of hazardous emissions may seem admirable, the direct benefits of the regulation were valued at \$4 million to \$6 million, while the annual cost to industry would be approximately \$9.6 billion. EPA contested the direct benefit of the program saying that, fully implemented, the MATS would yield between \$37 billion and \$90 billion in health benefits. EPA did not contest the cost of the program.

Opponents of the rule argued the costs imposed on business and society versus the limited benefits were unreasonable

and that the practical implication of the MATS standard would be to put many coal-burning plants out of business. Environmentalists, and the EPA, have pointed out the health benefits to the program which they argue would protect vulnerable populations, such as pregnant women.

The practical effects of this ruling may be limited. Because the rule has been implemented for two years just under 70 percent of coal burning power plants are already in compliance with the regulation. Furthermore, SCOTUS did not vacate the rule, only remanded it, therefore MATS will stay in effect while the D.C. Circuit reconsiders the case.

Furthermore, initial discussions make it seem unlikely that this case will have a broader effect on other EPA regulations. Some legal commentators contend that Justice Scalia seemed to cabin his analysis within the confines of the MATS program. As evidence of this, Justice Scalia took several pages drawing distinctions between the National Ambient Air Quality Standard, EPA’s largest Clean Air regulatory regime, and MATS making it unlikely that the rationale from this ruling can easily be applied more broadly throughout the Clean Air Act. Time will tell if these preliminary analyses are correct.

APW Statewide Legislative Day

The APW is hosting a statewide legislative day, which will be free for all APW members to come to Madison and meet with your area legislators. The goal of this event is to introduce the aggregate industry to the policy makers of Wisconsin, thereby creating a connection between industry and legislative leaders.

The event will begin with a general membership meeting, a working luncheon and legislative update as a preparation for the afternoon of "Hiking the Hill" where those in attendance will go to the Capitol and meet with their area legislators.

Date: Wednesday, September 16, 2015

Location: The Madison Club
5 E. Wilson St.
Madison, WI 53701

Time: Registration at 9:30 am
Program at 10:00 am
Luncheon at 12:00 pm
Hike the Hill to begin at 1:30 pm

It is IMPERATIVE that we have a good turn out for this event! While everyone is busy, it is essential to come to this event to show that as an industry we are working towards positive reform. A large part of advocacy is working with and educating legislators about legislation that affects their constituents, your customers and your profession!

Please complete this form and mail it to APW, PO Box 2157, Madison, WI 53701. Or complete form and fax to 608-237-2299. Also, please make sure that your home address is included on the form, as that is how we will be matching you to your legislators. For more information, please contact the APW Office at 608-283-2595 or erinkruegerconsulting@gmail.com.

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Madison and meet with your area legislators. The goal of this event is to introduce the aggregate industry to the policy makers of Wisconsin, thereby creating a connection between industry and legislative leaders.

The event will begin with a legislative update, lobbying 101 session and a working luncheon with invited legislative guests as a preparation for the afternoon of "Hiking the Hill" where those in attendance will go to the Capitol and meet with their area legislators.

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APW Statewide Legislative Day - September 16, 2015 Registration

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Total # of Registrations: _____

This event is free of charge. We welcome all members of APW to come and participate on behalf of the aggregate industry at no cost to you!

LEGISLATIVE REGULATORY REPORT

Election Update

Representative Joins State Senate in Special Election

State Representative Chris Kapenga (R-Delafield) is now a state senator after winning a special election for the 33rd Senate District seat with 72% of the vote. The seat opened up after former Senator Paul Farrow (R-Pewaukee) was elected to be Waukesha County Executive.

A special election to fill Sen. Kapenga's old Assembly seat will be held September 29. The 99th Assembly District covers a portion of Waukesha County. Current declared candidates include: Cindi Duchow, a small business owner and Town of Delafield Supervisor; Dave Westlake, a small business owner and West Point graduate who ran for the U.S. Senate in 2010; Spencer Zimmerman, a U.S. Air Force Veteran and driver for a limousine service; and Scott Owens of Dousman. All currently declared candidates are running on the Republican ticket.

Walker Formally Joins the Presidential Race

Wisconsin's Governor Scott Walker officially threw his name in the hat for the 2016 presidential election. On Monday, July 13, just a day after the governor signed the state budget into law, the governor held a rally at Waukesha's Expo Center. The governor impressed journalists and political insiders alike, giving a 30-minute speech without a teleprompter or podium.

No matter how exceptional his memorization skills are, coming off as extraordinary in a field of 16 serious Republican candidates and scores of other less serious options will be difficult. Walker's first chance to make himself known nationally was on August 6 when the first Republican national debate was held on Fox News. With a crowded field, the rules were set so that only those candidates polling in the top 10 would be on the primetime debate stage. Governor Walker made the top 10, and held serve throughout the debate. He scored points by attacking Hillary Clinton on her e-mail server scandal, and had no gaffs that would hurt his chances. The next Republican debate will be on September 16 and CNN will host.

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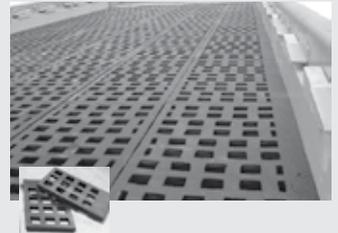
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Regulatory Reform Efforts Continue in Congress

Although confronted with an array of other issues, members of Congress continue to push regulatory reform legislation – an effort supported by NSSGA, whose members are subject to ever more aggressive federal rulemaking. Most recently, the U.S. House of Representatives passed the Regulations from the Executive in Need of Scrutiny Act of 2015 (REINS Act), that would by requiring Congress to approve all new major regulations in an effort to increase accountability and transparency in the federal regulatory process. The House passed the bill on July 28 by a vote of 243-165, but passage in the Senate appears to be an uphill battle.

The Senate, however, has not been idle on regulatory reform and recently passed a bipartisan Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, which waits action by the House. The law provides additional authority to streamline the delivery of infrastructure projects specifically advanced by Sens. Rob Portman, R-Ohio, and Clair McCaskill, D-Mo. The DRIVE

Act also establishes a range of new measures to streamline projects costing \$200 million or more, including a new presidential appointee to chair the Federal Permitting Improvement Steering Council.

Continuing this effort, members of the Senate Homeland Security and Governmental Affairs Committee discussed several regulatory reform bills on July 29. The Regulatory Improvement Act of 2015, S. 708, introduced by Sen. Angus King, I-Me., would establish a commission to review outdated regulations and submit regulatory changes for congressional approval. Also, the Independent Agency Regulatory Analysis Act of 2015, S. 1607, introduced by Sen. Rob Portman, R-Ohio, would require agencies to conduct cost-benefit analyses and third-party reviews of major regulation changes.

Senator Carper Offers Method to Pay for Highway Bill

Sen. Tom Carper, D-Del., introduced legislation August 6 to fix the Highway Trust Fund and increase the investment in America's infrastructure for a decade.

The Tax Relief And #FixTheTrustFund For Infrastructure Certainty Act, TRAFFIC Relief Act, would increase federal user fees on motor fuels by 16 cents over four years and offer tax credits to mitigate the increased cost of fuel. If enacted, the bill would generate at least \$110 billion in new infrastructure investment over 10 years. The tax on fuel was last increased in 1993, and if it kept up with inflation, drivers would currently pay about 30 cents per gallon.

“In order to help build a 21st century transportation system that this country needs and deserves, I am offering a commonsense solution that solves our funding problems once and for all by restoring the purchasing power of the gas tax,” Carper said. “We can finally start the important

work of rebuilding and expanding America's roads, highways, bridges and transit systems.”

Elected officials have other methods of paying for a highway bill. Majority Leader Mitch McConnell, R-Ky., again voiced opposition on August 5 to using money from reforming the international tax code to pay for a multi-year surface transportation bill. He maintains that the DRIVE Act is a good bill that uses “credible pay-fors” views a tax overhaul “as a totally separate track, unrelated to the highway issue.” This, however, puts him at odds with House Ways and Means Committee Chairman Paul Ryan, R-Wisc.

More than Half the States Sue EPA Over the Waters of the U.S. Rule

With the official federal register release of the Waters of the U.S. Rule on June 29, the rush to file early legal challenges has begun. So far, 27 states have filed lawsuits alleging federal expansion over state waters. The challenges say the rule violates the Clean Water Act, the Administrative Procedure Act, the National Environmental Policy Act and the commerce clause of the U.S. Constitution. More lawsuits are expected in the next week. The rule becomes effective August 28, barring Congressional efforts and court challenges succeeding before that time. Ultimately, this issue is expected to be resolved by the U.S. Supreme Court. NSSGA strongly opposes the rule because it will make permitting new facilities more costly and difficult, which in turn will drive up the cost of crucial infrastructure projects.

Texas, Mississippi and Louisiana filed a joint complaint in the U.S. District Court for the Southern District of Texas, charging that the rule is unconstitutional. Ohio and Michigan filed a complaint in the U.S. District Court for the Southern

District of Ohio, alleging that the expansion of jurisdiction includes dry land. Montana along with twelve other states (Alaska, Arizona, Arkansas, Colorado, Idaho, Missouri, Nebraska, New Mexico, Nevada, North Dakota, South Dakota, and Wyoming) filed a lawsuit in the U.S. District Court for the District of North Dakota, claiming the final rule would harm states as regulators of the waters and lands. Georgia and eight other states (Alabama, Florida, Kansas, Kentucky, South Carolina, Utah, West Virginia and Wisconsin) filed suit in the U.S. District Court for the Southern District of Georgia, asking the court to vacate the rule and block its enforcement by injunction.

Critical Minerals Bill Includes Aggregates

A bill to ease permitting for domestic mines providing strategic and critical minerals, which includes aggregates used in infrastructure projects, advanced last week in Congress despite partisan objections.

The National Strategic and Critical Minerals Production Act of 2015, H.R. 1937, introduced by Rep. Mark Amodei, R-Nev., was approved by a vote of 23-14 on July 9 by the House Natural Resources Committee. In the past, members of the U.S. House of Representatives have criticized similar bills for going beyond what they consider to be critical minerals such as rare earth minerals used in electronics.

The legislation would recognize that aggregates are strategic and critical minerals in the eyes of the government and essential to construction, whether pavement (horizontal construction) or buildings and dams (vertical construction).

NSSGA News

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NSSGA Applauds Senate, Challenges Congress to Stand Up for America's Infrastructure

The National Stone, Sand & Gravel Association (NSSGA) welcomed the Senate's approval of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, the first six-year authorization of surface transportation funding to be produced in a decade. NSSGA hopes that Congress will use this surface transportation bill as a blueprint for a long-term investment in America's aging infrastructure that can be adopted by both houses of Congress.

Today, the Senate also adopted a three-month extension of existing transportation funding until the House can act on a long-term bill. The House overwhelmingly passed this extension on July 29, avoiding a shutdown of the highway program.

"We were glad to see progress made towards a long-term investment in our country's infrastructure. Sens. McConnell, Inhofe and Boxer demonstrated that a multi-year, well-funded and bipartisan bill is possible and we are grateful for their effort," said Michael W. Johnson, NSSGA president and CEO. "While it is disappointing to see another short-term extension, we challenge the House to finish the job started by the Senate and create a long-term bill when they return from recess."

Johnson said the aggregates industry appreciated a statement from House Transportation & Infrastructure Committee Chairman Bill Shuster, R-Pa., wherein he committed to producing a multi-year bill soon.

"We have fallen to 28th in the world in investment as a percentage of GDP and 16th in the quality of our roads and bridges. Congress must act to prevent our transportation network, once the envy of the world, from deteriorating further," said Johnson. "Short-term extensions are not only bad fiscal policy, they are insufficient to rebuild our country's roads, bridges and highways, which are essential to economic growth and prosperity."

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Since 1941, Edward H. Wolf & Sons, Inc. has been a fiscally responsible lubricant and fuel provider with a strong sense of family and community. In the 3rd generation of ownership, our focus is not on the next fiscal quarterly profits and earnings, but rather how we ensure sustainability through future generations.

For generations, Edward H. Wolf & Sons, Inc. has been providing value added solutions to our clients in lubricants, fuel, dispensing equipment, and ancillary products.

At Edward H. Wolf & Sons, Inc. we can provide the following valued added product lines:

- **Lubricant solutions**
- **Fuel solutions**
- **Ancillary products & programs**
- **Equipment**
- **Transportation options**
- **Sustainability programs**

Manufacturing partners



At Edward H. Wolf & Sons, Inc. we are very selective with whom we partner. Our goal is to provide our clients with value added product lines and solutions... not just an "us too" product line. We chose to work with innovative partners that not only have proven technology, but that are also industry leaders with innovations that will provide solutions to our customers.

Industries we serve

**Industrial · Manufacturing · Fleet · Agriculture
· Construction · Automotive · Mining · Marine**

We have products for your entire facility, from fuel to lubricants to ancillary products and services. Call us today to schedule an appointment to review your needs. Call or email us at sales@ehwolf.com.

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DATES TO REMEMBER

APW LEGISLATIVE DAY

Wednesday, September 16, 2015

The Madison Club, Madison

To register online for this event, please go to:
www.aggregateproducers.org. Sponsorships are also available
for those interested in supporting APW.

APW ANNUAL CONVENTION

Thursday, December 3, 2015

Holiday Inn, Stevens Point

The agenda for the conference is now in the planning stages. If you have any
topics, ideas, or suggestions for speakers, please contact the APW office at:
erinkruegerconsulting@gmail.com.

**Don't forget to check the APW website,
www.aggregateproducers.org for industry related news.**

If your company would like to advertise in our Quarterly Newsletters, please contact
the APW office at (608) 283-2595 or email basllc@chorus.net for details.

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2015 APW ANNUAL CONVENTION EXHIBIT REGISTRATION

Exhibit Booth Space: \$315 - One 8x10 skirted table and two chairs

Double Booth Space*: \$525 - Two 8x10 skirted table and two chairs

Note: The cost of exhibit booth space includes convention registration fee of \$105 for one attendee.

* Includes registration fee for two attendees
Additional exhibit attendees are \$50

Name: _____

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