

# SAFETY AND HEALTH INVESTMENT PROJECTS FINAL REPORT

"The Hazard Orientation & Labor Education (H.O.L.E.) Video Project  
for Underground Construction"

Taking safety to a HOLE new level!

2011XG00186

3/15/12- 4/15/13

Project Manager:

Mandi Kime

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Partners:

AGC of Washington, NW Laborers-Employers Training Trust, Integrity Safety Services

Date of Report:

7/30/2013

Report Submitted by:

Mandi Kime



Washington State Department of

**Labor & Industries**

*Division of Occupational Safety and Health*

*Funding and support for this project has been provided by the State of Washington, Department of Labor & Industries, Safety & Health Investment Projects.*

AGC is solely responsible for the content of and views expressed in this report and related materials unless they have been formally endorsed by the Washington State Department of Labor and Industries.

## PART I

### *Narrative Report*

**Organization Profile:**

For awarded organizations, to include partners and collaborators, provide a brief description of each organization. Mission, vision, and purpose for each of the organizations who applied (this includes partners and collaborators) for the grant.

**Organization(s) Profile for applicants: AGC of Washington (1 of 3)****Brief history of organization(s)**

Established in 1922, Associated General Contractors (AGC) of Washington is the oldest and largest commercial construction trade association in the state. With nearly 600 company members, AGC's services involve safety, workers' compensation, labor relations, continuing education, advocacy and more. Headquartered in Seattle, AGC has offices in Fife, Yakima, Bellingham and Olympia.

**Brief Statement of organization's vision/mission:**

**Mission:** AGC of Washington is a professional association of contractors who join together to enhance the performance and representation of our members, promote the respect and integrity of our industry, and improve the quality of life in our communities.

**Values:** AGC of Washington, its members and staff will strive to represent the following core values in all their interactions: Skill, demonstrated by quality, competence and education; integrity, demonstrated by ethical, honest and credible behavior; and responsibility, demonstrated by commitment to deliver value to our members and customers.

**Brief description of track record of achievement**

AGC of Washington is a national leader with regard to construction safety. Its Safety Team® program is the only one of its kind among the 96 AGC chapters throughout the country. Created in 1990, AGC Safety Team is the longest-standing third-party contractor audit program in the state. This year 240 companies qualified for AGC Safety Team membership. On average these Safety Team member companies have earned Experience Modification Rates (EMRs) 30 percent below the industry average. In addition, AGC's Safety Department maintains a staff of four safety professionals who provide safety consultation, training, site audits and accident prevention program assistance. AGC's Safety Department has a long and collaborative working relationship with federal and state agencies.

**How does this project fit into the work of your organization?**

This project expands AGC's safety training efforts. With this product, employers will be able to provide their workers with hazard orientation regarding a relatively uncommon but growing type of work for this region, tunneling. At this time there is no product on the market that offers a flexible, comprehensive approach to tunnel safety. Because this product can be used by contractors, vendors, inspectors, visitors and project owners, it enhances safety for all workers and employers involved in tunneling.

## **Organization(s) Profile for applicants: The Northwest Laborers-Employers Training Trust Fund (NWLETT) (2 of 3)**

### **Brief history of organization(s)**

The Northwest Laborers-Employers Training Trust Fund (NWLETT) is a non-profit labor & management 501(c)(3) organization providing comprehensive skill and safety training to journeyman Construction Craft Laborers and apprentices throughout Washington, Northern Idaho and the state of Utah. Our flagship residential style training center is located in Kingston, Washington with additional training centers located in Spokane, Pasco and Elma, Washington as well as West Jordan, Utah.

### **Brief Statement of organization's vision/mission:**

**Mission Statement:** To provide continuous workforce education and training which meets industry needs, builds careers, and increases our employers' competitive advantage.

### **Brief description of track record of achievement**

The NWLETT has a staff of 14 full time instructors specializing in training for the building, heavy highway, utility, underground and environmental construction industry. We also have a full support staff of 8 office assistants, 6 hospitality and security staff and 5 apprenticeship coordinators that process data, maintain the centers, recruit for and advocate for the apprenticeship program. Training opportunities range from 4 hour awareness to 80 hours (two weeks) skill emersion style classes. Currently we have 550 apprentices statewide and provided training to 5,727 individuals or 116,712 contact hours throughout the Trust's geographical area during the 2010-11 fiscal year.

## **Organization(s) Profile for applicants: Integrity Safety Services (3 of 3)**

### **Brief history of organization(s)**

Integrity Safety Services has been serving the construction industry nationally for over five years. Over these years, Integrity Safety has helped many companies develop and improve their safety and health programs by:

- Producing Accident Prevention Programs
- Providing training in OSHA related topics
- Assisting companies in satisfying State and Federal requirements

### **Brief Statement of organization's vision/mission**

Integrity Safety Services exists to provide excellent value and service to the construction and general industry community in a practical and effective manner.

### **Brief description of track record of achievement**

Integrity Safety Services has received positive feedback from companies and trade associations as well as from L&I in our recently finished Stretch and Flex video.

Other safety projects by Integrity Safety Services:

- SHIP Grant - "Stretch and Flex: A Program to Reduce WMSD's"
- AGC Hearing Conservation Video
- Training for Roofing Contractors Association Safety Training Day
- Various training for AGC of Washington and AGC of Oregon Education Foundations

**Abstract:**

Present a short overview of the nature and scope of the project and major findings (less than half a page).

Private-sector mining fatalities were up 74 percent in 2010, with an increase from 99 cases in 2009 to 172 cases in 2010\*. According to the US Bureau of Labor Statistics (BLS), NAICS Code 23799 (which specifically includes underground construction) experiences an average of 17 fatalities per year. Also according to BLS, the OSHA Recordable Incident rate for this NAICS code is trending upward, from 2.5 in 2009 to 3.2 in 2010.

This industry has been lacking in regulatory reform as well as consistent training resources that reflect current technology. The most current safety orientation videos that are commonly used were created in the early 1980's. Many practices and technologies have changed since then, and using this dated material can have a detrimental impact on the orientation of workers because it is far from realistic and in some cases shows unsafe practices.

This project was designed to bring an hour long video orientation training program for underground construction workers. In order to accomplish this we sought access and permission from multiple large tunneling projects to collect footage and interviews to be used in conveying the message of safe work practices in underground construction. The project resulted in the creation of an hour long video broken up into segments based on the related hazards. There is also a general overview (less detailed) that can be used to orient chaperoned visitors, inspectors, and project owners to the hazards. The worker section is divided into 15 sections by topic and each can be played alone or all at once. This allows each moderator/instructor to pause and discuss site specific considerations, rules, and protections. On the main screen you may select which section you wish to view (for refresher training) or play all.

Also created in conjunction with this video are several additional resources that will help document and educate trainees:

- A review PowerPoint- discusses the main points of the program
- A poster that reminds trainees of the 4 major hazards
- An orientation checklist/ acknowledgement
- A pocket card that covers the topics of the video
- A hard hat sticker that can be printed by the contractor to indicate which workers have been trained.

As we embarked on this project, the overwhelming feedback from industry experts was that this training was needed and there was a large interest in helping to create it. We had little difficulty gaining access to worksites, due to the enthusiasm for this project.

**Purpose of Project:**

Describe what the project was intended to accomplish.

The purpose of this project was to reduce injury and death in tunneling/ underground construction by providing a cutting edge video-based training program for orienting workers and visitors to the hazards of underground construction. The project brings a new level of consistency between actual practices and advancements in this industry for the purpose of orientation that previously did not exist. By giving a consistent tool kit to employers that makes it easier for them to offer training, workers exposed to this type of work are more likely to have the same basic orientation training in the key hazards, and it helps level the awareness playing field for all who work in this industry.

**Statement and Evidence of the Results:**

Provide a clear statement of the results of the project include major findings and outcomes and provide evidence of how well the results met or fulfilled the intended objectives of the project.

Our objectives were:

- Create a video based Tunnel Safety Training & Hazard Awareness Program to reach all workers in all trades involved in underground construction.
- Utilizing the team approach, we will use industry safety experts, training experts and videography team to identify key areas of risk (key topical segments for video),
- Develop safety message for each topical segment.
- We will then use storyboarding and scripting to organize the content of each topical segment and determine necessary scenes and filming schedule.

These objectives have been met as follows:

- The video has been developed and meets all the proposed objectives. Once we invited industry professionals to share their knowledge and desired outcomes, the response was overwhelming.
- Many people contributed their knowledge to this effort, very willingly and with great detail. Our kick off meeting was attended by over 90% of the industry professionals we had invited to the table.
- This group helped us determine what topical segments should be featured and what the safety take-away message should be.
- From all this great feedback, the storyboarding became a smooth part of the project, as we mostly only needed to organize all the comments and input shared at the kick off meeting along with best practices identified by our partner, Anita Johnson.

Also, we have commitments from several organizations listed on pages 9 & 10 that will use this training program. We have provided copies of this training program to the Assistant Director of the Department of Labor and Industries for the purpose of sharing at the OSHA meeting, to the University of Washington Tunneling Conference, and have been invited to present our product to at the North American Tunneling Conference in Los Angeles in June 2014. The contractors that have utilized this training product have provided feedback that this program definitely helps streamline their orientation training program and has shown real-life current technology rather than the decade's old videos of the past.

**Measures to Judge Success:**

If relevant, state what measures or procedures were taken to judge whether/ how well the objectives were met and whether the project or some other qualified outside specialist conducted an evaluation.

One measure of success is the overwhelming response to our video and requests for the materials which have exceeded our expectations. The feedback we have received from stakeholders, industry, and academia has been 100% positive.

**Relevant Processes and Lessons Learned:**

Specify all relevant processes, impact or other evaluation information which would be useful to others seeking to replicate, implement, or build on previous work

AND

Provide information on lessons learned through the implementation of your project. Include both positive and negative lessons. This may be helpful to other organizations interested in implementing a similar project.

An unofficial goal of this program was to have a clear, current and impactful training program available for the use on the Seattle Viaduct Tunnel Project. We have achieved this as well as a commitment for our program to be used for all who access the tunnel. This will impact hundreds of workers.

Another notable impact of this project is the international interest it is drawing. We have requests from many of our States as well as Canada who are eager to utilize this program. Interest has come from employees, employers, regulatory agencies, labor organizations, and associations/ conferences. This proves the broad appeal for a cutting edge training program on a growing industry.

Some of the best information we collected was the interview snippets from our filming days. While many of these snippets did not make it into the final DVD, the content or message of them had impacts on the content and layout of our final product.

Many individuals/ organizations contributed valuable expertise to this project including:

Seattle Fire Department

NW Laborer's Employees Training Trust

Sound Transit

HeathForce

Seattle Tunnel Partners

Frank Coluccio Construction

Frontier-Kemper Constructors

JayDee Construction

Seattle Tunnel Partners

Traylor Brothers

Barnard Construction Company

James W Fowler

Washington State Department of Transportation

We found it best to coordinate meetings via phone/ email as many of our subject matter experts were far too busy onsite to attend offsite meetings. As a future consideration, we would like to move to a conference call or email-based communication method.

#### LESSONS LEARNED

This project was quite a learning process for the whole team. Our team had to overcome staffing changes, site clearance and access issues and schedule impacts. Some lessons learned include:

- **Administration:**-While the SHIP office works hard to streamline the reporting process, it is still a very large and time consuming part of the project and in the future, we will likely assign more hours to clerical assignments. It takes effort and organizational ability to manage the contractors working on the project, and to keep track of all the activities for reporting purposes, especially when you have so many moving parts to a project.
- **Schedule:** We experienced several types of unavoidable delays on our project. Our project manager had to take leave during a portion of the grant, and we had to transition to a temporary project manager causing our grant project to start later than we anticipated. This impacted our ability to get footage on local projects. Also, our final products were held up in production at the replication facility. We learned you have to be able to adapt when the schedule is impacted. To overcome the project manager situation, we had to do more phone conferencing/ email communicating. To overcome the late project start, we ended up needing to travel to out-of-state projects to procure our remaining shot list and interviews. It wasn't an original part of our proposal. While it was a lesson in procedure, and ultimately not included in our grant budget, our grant team felt passionately that this travel was crucial to the ultimate success of the project, our schedule and our goal to have the products ready before the Viaduct Tunnel-Seattle project was too far underway to use our products. As such the grant partners agreed to donate these expenses to the project. This was difficult because we needed to obtain site access from companies and project owners who were not originally on our project committee and then had to educate them on our project, how it would benefit them, and what we needed to film. We then had to travel and access the sites without disturbing the work going on or creating hazards/ distractions with our film crew. The end result is a more well-rounded product because it features multiples sites and practices. During this time we did learn how excited the tunneling/ underground construction community is for our product. To overcome the production issues, we posted all materials online and gave interested parties a way to access our products until we could get the nicer, more professional looking final products.
- **Teamwork:** We had many people coming together to make this a success. We found the process went best when we were all communicating in person, but that was a challenge with the complex schedules everyone on our team had. A future consideration would be to have monthly meetings in person, and all other meetings on the phone or email in order to maintain cohesiveness of the team.

**Product Dissemination:**

Outline of how the products of the project have been shared or made transferrable.

The products will all be made available on the L&I SHIP Program website and have been copied onto DVD (300) and Flash drives (200). These products have also been distributed via mail, featured in the DJC Nuts & Bolts Blog (attached) at AGC Safety Forums, at the Tunneling & Hyperbaric Stakeholder meeting and will be made available to those who request additional copies, on demand, by contacting the AGC of Washington Safety Office (Mandi or Penny) at 800-562-2868.

At the time of this report, the following companies/ users have received copies of the products:

Seattle Tunnel Partners  
Sound Transit  
University of Washington  
North American Tunneling Conference  
Washington Department of Transportation  
Central Washington University  
OSHA  
DOSH- Steve Heist (technical reviewer), Anne Soiza (Assistant Director DOSH)  
OSHPA attendees (through Anne Soiza)  
AGC of America  
Jacobs Engineering  
Traylor Brothers Inc.  
HealthForce  
Metro Vancouver  
Strabag Inc  
McNally Construction Inc  
McNally/ Kiewit  
Operating Engineers Regional Training Prog  
Staheli Trenchless Consultants  
Frontier Kemper Constructors  
LIUNA- Laborers International  
Laborers Local 17- Upstate NY  
Laborers Local 147- NY tunneling local  
Southern Nevada Laborer's Training- Lake Mead Tunnel  
Laborer's national- Tucson AZ  
O'Sullivan Laborers Training Ctr- Northern CA  
Laborer's Training- Southern CA  
Laborer's Southeast Training Fund- Florida tunnel project  
Hawaii Laborers & Training fund- upcoming HI tunnel  
NWLETT- Kingston



NWLETT- Satsop  
Oregon/ S. Idaho Laborers Training trust  
NW Laborer's Regional Office  
Laborer's Local #440  
Laborer's Local 183- Toronto, Ontario, Canada tunnel project  
Teknon Corporation  
City of SeaTac Fire Department  
Approach Management Services  
American Society of Safety Engineers- Puget Sound  
American Society of Safety Engineers- National  
ASSE: Women in Safety Engineering  
Granite Construction  
PCL Construction Services

**Feedback:**

Provide feedback from relevant professionals, stakeholder groups, participants, and/ or independent evaluator on the project.

**100% of the feedback that we have received on this project has been extremely positive. 81% of the respondents gave an Excellent rating. 12.5% rated it Good and 6.5% rated it Neutral. 80% responded they would recommend the material and 88% said they are committed to using this as a training tool (represents 1100 employees and 1500 trainers/visitors. Some quotes from our online survey:**

- **Great Program- industry member**
- **At last, we have a tool that is relevant and current for initial worker and visitor orientation.- industry member**
- **The video is built with the end user in mind. Its perfect for using in conjunction with project specific information while providing an excellent education on tunnel operations as a whole.- Sound Transit Stakeholder**
- **Directly related to current working conditions.- WSDOT Stakeholder**
- **The training materials use current tunneling projects which helps keep the attention of the audience. – industry member**
- **The materials are easy to use and up to date with todays industry. The video is very clear and detailed, todays HD quality makes all the difference for the video.- Stakeholder**
- **I liked the high quality of the presentation. The whole product looked professional.- stakeholder**
- **Very user friendly, comprehensive, and convenient- industry member**
- **At some point we could use additional videos on specific tunnel related topics. stand alones.- industry member**
- **The interviews and the content about tunnel safety and the way it flows. The audio at the beginning gets people's attention right off and I think sets the stage for the serious need for safe work practices in tunnel work.- Stakeholder**
- **Video Engages people better & material is targeted to all the issues around tunneling safety.- Sound Transit Stakeholder**
- **Well-made & current- Jacobs Engineering Stakeholder**
- **Easy to understand- Sound Transit Stakeholder**

**Project's Promotion of Prevention:**

Explain how the results or outcomes of this project promote the prevention of workplace injuries, illnesses, and fatalities?

The entire message of the video and related materials is that of prevention. It is best explained by our poster which shows the four main areas of concern in a tunnel and what to watch out for. Situational awareness is a very strong message in our video and materials and is a very large part of protecting oneself underground or on any jobsite for that matter.

While we cannot say that this project has prevented any injuries or fatalities to date, we can say that it has helped streamline the process and make it more consistent from employer to employer or jobsite to jobsite. Consistency is key in safety.

**Uses:**

How might the products of your project be used within the target industry at the end of your project?

Is there potential for the product of the project to be used in other industries or with different target audiences?

The project products can be used to train workers as seen by the use of previous tunneling videos for decades. We anticipate that this program will be used for many years by many different entities involved with tunnel safety. The potential workers and visitors touched by this training will easily exceed 2000 in the first year of availability and will continue to be useful for much longer than other training options that currently exist. It is flexible to meet the user's needs, and can be used for initial training as well as refresher training. We have already seen great success in our target industry's interest in our product. We foresee that the product could also be used by the mining, underground utility, transportation, technical services, management and public administration industries as each of these industries either directly has underground construction projects or has oversight of such projects.

## Additional Information

<b>Project Type</b> <input type="checkbox"/> Best Practice <input type="checkbox"/> Technical Innovation <input checked="" type="checkbox"/> Training and Education Development <input type="checkbox"/> Event <input type="checkbox"/> Intervention <input type="checkbox"/> Research <input type="checkbox"/> Other (Explain):	<b>Industry Classification</b> (check industry(s) this project reached directly ) <input type="checkbox"/> 11 Agriculture, Forestry, Fishing and Hunting <input type="checkbox"/> 21 Mining <input type="checkbox"/> 22 Utilities <input checked="" type="checkbox"/> 23 Construction <input type="checkbox"/> 31-33 Manufacturing <input type="checkbox"/> 42 Wholesale Trade <input type="checkbox"/> 44-45 Retail Trade <input type="checkbox"/> 48-49 Transportation and Warehousing <input type="checkbox"/> 51 Information <input type="checkbox"/> 52 Finance and Insurance <input type="checkbox"/> 53 Real Estate and Rental and Leasing <input type="checkbox"/> 54 Professional, Scientific, and Technical Services <input type="checkbox"/> 55 Management of Companies and Enterprises <input type="checkbox"/> 56 Administrative and Support and Waste Management and Remediation Services <input type="checkbox"/> 61 Educational Services <input type="checkbox"/> 62 Health Care and Social Assistance <input type="checkbox"/> 71 Arts, Entertainment, and Recreation <input type="checkbox"/> 72 Accommodation and Food Services <input type="checkbox"/> 81 Other Services (except Public Administration) <input type="checkbox"/> 92 Public Administration	
<b>Target Audience:</b> Underground construction workers, project owners' representatives, enforcement agency representatives, and other underground construction project visitors.	<b>List, by number above, industries that project products could potentially be applied to.</b> 21,22,23,48-49, 54,55, 92	
<b>Languages:</b> English		
<b>Please provide the following information - -</b> <i>(information may not apply to all projects)</i>		
# classes/events:		2
# hours trained		3
# companies participating in project		16
# students under 18		
# workers		1000+
# companies represented	40+	
# reached (if awareness activities)		
<b>Total reached</b>	1000+	
<b>Potential impact (in number of persons or companies) after life of project?</b> 2000+		
<b>Have there been requests for project products from external sources? YES</b> <i>If Yes, please indicate sources of requests:</i> Sound Transit, North American Tunneling Conference, Las Vegas Tunnel, Ohio Tunnel, Seattle Tunnel Partners, Governor's Industrial Safety & Health Conference, Laborer's International, University of Washington, Central Washington University, Washington State Department of Transportation		

## PART II

### *Financial Information Budget Summary*

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<b>Project Title:</b>	Hazard Orientation & Labor Education (H.O.L.E.) Video Project for Underground Construction		
<b>Project #:</b>	2011XG00186	<b>Report Date:</b>	7/30/2013
<b>Contact Person:</b>	Mandi Kime	<b>Contact #:</b>	206-786-6517
<b>Start Date:</b>	3/15/2012	<b>Completion Date:</b>	4/15/2013

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<b>1. Total budget for the project</b>	<b>\$ <u>214,779</u></b>
<b>2. Total SHIP Grant Award</b>	<b>\$ <u>155,919</u></b>
<b>3. Total of SHIP Funds Used</b>	<b>\$ <u>155,700</u></b>
<b>4. Budget Modifications (if applicable)</b>	<b>\$ <u>0</u></b>
<b>5. Total In-kind contributions</b>	<b>\$ <u>58,743</u></b>
<b>6. Total Expenditures (lines 3+4+5)</b>	<b>\$ <u>214,443</u></b>

#### Instructions:

- Complete the Supplemental Schedule (Budget) form first (on the next page).
- The final report must include all expenditures from date of completion of interim report through termination date of grant.
- Indicate period covered by report by specifying the inclusive dates.
- Report and itemize all expenditures during specified reporting period per the attached supplemental schedule.
- Forms must be signed by authorized person (see last page).
- Forward one copy of the report to **Caprice Catalano, SHIP Project Manager at PO Box 44612, Olympia, WA 98504-4612**

**PART II**  
(Continued)

*Financial Information*  
*Supplemental Schedules (Budget)*

<b>Project Title:</b>	Hazard Orientation & Labor Education (H.O.L.E.) Video Project for Underground Construction		
<b>Project #:</b>	2011XG00186	<b>Report Date:</b>	7/8/2013
<b>Contact Person:</b>	Mandi Kime	<b>Contact #:</b>	206-786-6517
<b>Total Awarded:</b>	\$155,919		

**ITEMIZED BUDGET:** How were SHIP award funds used to achieve the purpose of your project?

	Budgeted for Project	Amount Paid Out	Difference
<b>A. PERSONNEL</b>	68,173	31,054	-36,129
Explanation for Difference and other relevant information: 3 people listed on the original budget for the project were actually subcontractors, not personnel. Their budgeted contributions (\$39,440) are reflected under Subcontractor for this report, as noted in the program modification from December 1012. AGC Personnel costs came in slightly over budget. (budget= 28,733 actual= 31,054)			

	Budgeted for Project	Amount Paid Out	Difference
<b>B. SUBCONTRACTOR</b>	58,548	95,448	36,900
Explanation for Difference and other relevant information: This line item is reflective of moving the Integrity Safety services contractors from personnel to subcontractor as described above. (\$39,440) Our subcontractor expense was slightly lower than anticipated at the end of the project. When you add the subcontractor expense from section A (\$39,440) to the budget for this section it comes to \$97,988. The actual expenses from this section were less due to decreased hours required by Anita Johnson and NWLETT.			

	Budgeted for Project	Amount Paid Out	Difference
<b>C. TRAVEL</b>	7,873	7,873	0
Explanation for Difference and other relevant information:			

	Budgeted for Project	Amount Paid Out	Difference
<b>D. SUPPLIES</b>	10,700	10,700	0
Explanation for Difference and other relevant information: This was subcontracted out to Integrity Safety Services for a flat rate.			

	Budgeted for Project	Amount Paid Out	Difference
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<b>E. PUBLICATIONS</b>	6,773	6,773	0
Explanation for Difference and other relevant information: This was subcontracted out to Integrity Safety Services for a flat rate.			
	Budgeted for Project	Amount Paid Out	Difference
<b>F. OTHER</b>	3,852	3,852	0
Explanation for Difference and other relevant information: This represents our marketing and meal expenses (working lunches). (\$530.09 to T-shirts for trainees, \$541.91 for working lunches, and \$2780 for marketing online and in trade papers as well as the AGC website and newsletters.)			

	Budgeted for Project	Amount Paid Out	Difference
<b>TOTAL DIRECT COSTS</b>	155,919	155,700	\$219 AGC Personnel expenses were \$2,321 higher than budgeted, however expenses were lower for Anita Johnson & NWLETT by a total of \$2109. All other expense items were as budgeted. Resulting in a \$219 balance owed to SHIP.

	Budgeted for Project	Amount Paid Out	Difference
<b>TOTAL INDIRECT COSTS</b>	0	0	0

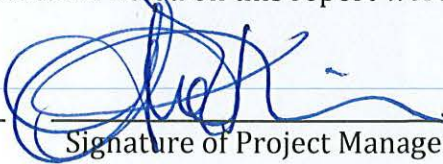
	Budgeted for Project	Amount Paid Out	Difference
<b>TOTAL SHIP BUDGET</b>	155,919	155,700	\$219 A check will be sent to SHIP

	Budgeted for Project	Amount Paid Out	Difference
<b>F. IN-KIND</b>	58,860	58,743	117
Explanation for Difference and other relevant information: The cost to host meetings was greatly reduced due to the committee desire to meet electronically wherever feasible. However, the costs for roto-scoping (manually editing the actual frames of the video) to account for a safety issue noted in the review vastly increased.			

I hereby certify that the expenditures listed on this report were made with my approval:

8/22/13

Date

A handwritten signature in blue ink, consisting of a large, stylized 'C' followed by a series of loops and a long horizontal stroke.

Signature of Project Manager



### **PART III**

#### ***Attachments:***

Provide resources such as written material, training packages, or video/ audio tapes, curriculum information, etc. produced under the grant.

Also include copies of publications, papers given at conferences, etc.

This information should also be provided on a **CD** or **DVD** for inclusion in the file.

These items were hand-delivered to the SHIP office:

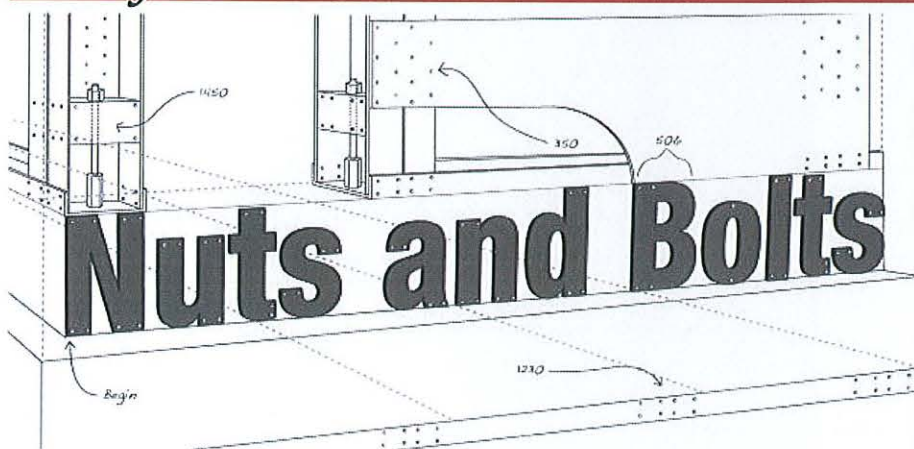
- A DVD Copy of the Video
- A Flash Drive Copy that contains the video as well as ALL the elements listed below
- A review Powerpoint- discusses the main points of the program
- A poster that reminds trainees of the 4 major hazards
- An orientation checklist/ acknowledgement
- A pocket card that covers the topics of the video
- A hard hat sticker that can be printed by the contractor to indicate which workers have been trained.



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**H.O.L.E.**  
HAZARD OBSERVATION  
& LABOR EDUCATION

## **HOLE Project Improves Underground Safety**

AGC of Washington, Northwest Laborers-Employers Training Trust Fund, Integrity Safety Solutions and Anita Johnson were awarded a Safety & Health Improvement Program (SHIP) Grant to develop a cutting edge, first-of-its-kind training program for underground construction. This video based training program (Hazard Observation and Labor Education, or HOLE) is designed to communicate the hazards and basic safeguards of underground construction as it is done by today's practices.

All other industry safety videos related to underground construction safety are outdated and inconsistent with current practices. The goal of this project is to help prevent the accidents and fatalities that are on the rise in this niche industry by creating a consistent, clear, concise video-based learning tool for workers to help prepare them for the hazards they will face underground.

As underground construction sees its fair share of inspectors, visitors and project owner tours, there is a need for a basic visitor orientation for people who will be visiting the project sites (while chaperoned).

To aid employers and workers keep safety in mind at all times on the job, the HOLE project includes posters and wallet cards that cover the key points of the video and can be placed around the job as a refresher, and hard hat stickers that can be used by the employer to easily identify if a worker has received the training and as a general reminder to all workers who will see the sticker on their own hard hat. For means of documentation purposes, HOLE also includes an orientation document and acknowledgement that indicates the key concepts conveyed by this training as well as space to cover site-specific rules, hazards and communications.

These products are provided to all employers in Washington State (FREE) through funding from the Washington State Department of Labor and Industries' SHIP grants.

This blog posting can be viewed online at: <http://www.djc.com/blogs/NutsAndBolts/>

**REMINDER!!:** All products produced, whether by the grantee or a subcontractor to the grantee, as a result of a SHIP grant are in the public domain and can not be copyrighted, patented, claimed as trade secrets, or otherwise restricted in any way.