MR – CO –01-06/2022

REDDAWAY, INC
YRC FREIGHT, INC

2022 TERMINAL CONSOLIDATION, TERMINAL ZIP CODE REALIGNMENT, VELOCITY DISTRIBUTION CENTER & ROAD NETWORK REALIGNMENT
CHANGE OF OPERATIONS
(Article 8, Section 6)

- Consolidating twenty (20) terminals
- Zip code realignment of eighty-nine (89) terminals
- Establishes eleven (11) Velocity Distribution Centers
- Establishing two hundred sixty (260) Utility Employee Positions
- The Utility Drivers will travel approximately 175-miles to or from the Velocity Distribution Centers
- Allows Each Utility Employee to Return Home After Each Tour of Duty
- The Reddaway dispatch system will be implemented in the Western Region operating terminals of YRC Freight and Reddaway with the exception of YRC Freight Bloomington, CA, YRC Freight Denver, CO, YRC Freight Phoenix, AZ, YRC Freight Portland, OR, YRC Freight Albuquerque, NM and YRC Freight Salt Lake City, UT. These locations will continue to follow the current method of dispatch until integration of the Super Regional network is able to be implemented.
- Establishes additional Turns, Meet & Turns within the system
- Eventual reduction in the utilization of Sleeper Teams
- Establishes additional Road Domiciles at Terminals to create hiring opportunities
- Reversing Specified Road Bids
May 2, 2022

Sean O’Brien
General President
International Brotherhood of Teamsters
25 Louisiana Avenue NW
Washington, DC 02001

Don Emery
President TMI
2800 West 66th St.
Mission Hills, KS 66208

Dear Mr. O’Brien,

YRC Freight and Reddaway are requesting a Multi-Region Change of Operation hearing on or about June 13, 2022, and implementation no sooner than July 17, 2022 in accordance with Article 8, Section 6 of the Current NMFA. This Change of Operations concerns the consolidations of twenty (20) terminal locations into existing terminal operations or current co-hab operations and establishes eleven (11) Velocity Distribution Centers. This Change will realign the zip code area for all operating Companies in the West and will also establish one dispatch system and one utility operation across all operating Companies as the Company moves toward becoming One Yellow, reducing the number of terminals by nine (9), reversing and redefining bids, road turns, meet and turns, layoffs and reducing Sleeper Teams. The purpose of this Change request is to create Super Regional network built for speed, by increasing density and load factor in P&D and Linehaul movements, improve service, reduce empty mileage, eliminate certain fixed costs (building and lease, management staffing, taxes, communication expenses, etc) and improve efficiencies.

Company representatives will meet with National Freight Director John Murphy, Assistant Freight Director Danny Avelyn, the Area Freight Coordinators, and all Local Unions involved regarding this Change of Operations request.

The Company fully intends to comply with the terms of the National Master Freight Agreement, all involved Supplemental Agreements and all White Paper Clerical and Maintenance Agreements.

Please do not hesitate to contact me with any questions or concerns.

Sincerely,

[Signature]

Mark Gladfelter
Director of Trucker Relations
CC:

John Murphy  
National Freight Director  
25 Louisiana Avenue NW  
Washington, DC 02001

Danny Avelyn  
Assistant National Freight Director  
4349 S. 90th St  
Omaha, NE 68127

Ron Seamons  
Western Regional Freight Coordinator  
379 West Valley Road  
Rialto, CA 92376

Michael Hinton  
Central Regional Freight Coordinator  
3520 Superior Ave.  
Cleveland, OH 44114

Lendon Grisham  
Southern Regional Freight Coordinator  
1050 Cornelia Street  
Nashville, TN 37217

Edgar Thompson  
Eastern Regional Freight Coordinator  
2552 Jefferson Street  
Harrisburg, PA 17110

IBT Freight Division  
25 Louisiana Avenue NW  
Washington, DC 02001
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GENERAL OPERATING STATEMENT

This 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations request is filed simultaneously with an Article 3, Section 7 MR-UE-01-06/2022 Utility Employee Change of Operations request to facilitate the operational ability of YRC Freight and Reddaway to become One Yellow. This will provide customers with one company for both regional and long-haul shipments leading to improved asset utilization, enhanced network efficiencies and cost savings.

It will significantly improve the customer service product by using Bloomington, CA, Pico Rivera, CA, Tracy, CA, Medford, OR, Portland, OR, Seattle, WA, Spokane, WA, Boise, ID, Salt Lake City, UT, Denver, CO and Phoenix, AZ as Velocity Distribution Centers.

This proposed Change of Operations, in combination with the proposed Utility Employee Change of Operations, will strengthen the integrity of freight flow within the linehaul network by:

- Establishing a new Linehaul Network
- Redesigning the Zip Code Areas
- Establishing two hundred sixty (260) Utility Driver positions at fifty-one (51) terminals and eleven (11) Velocity Distribution Centers, each within approximately 175-mile radius of their respective destination.
- Merging the YRC Freight operations with the Reddaway operations currently cohabbed in the following locations with Reddaway being the surviving employer.
  - Oakland, CA
  - San Francisco, CA
  - Stockton, CA
  - Santa Rosa, CA
  - Pocatello, ID
  - Missoula, MT
  - Great Falls, MT
  - Las Vegas, NV
  - Bend, OR
  - Lake Havasu City, AZ
  - Tucson, AZ
- The following Reddaway and YRC Freight operations will be consolidated into the existing YRC Freight facilities with Reddaway being the surviving employer:
  - Pasco, WA – into Pasco, WA
  - Seattle, WA – into Seattle, WA
  - Three Forks, MT – into Butte, MT
  - St. George, UT – into Cedar City, UT
  - Compton, CA – into Gardena, CA & LOS
  - San Fernando Valley, CA – into Sun Valley, CA & Oxnard, CA
  - San Diego, CA – into San Diego, CA & Chula Vista, CA

The result of these modifications will have a positive impact on improving the regional and national service product to our customers.

By re-engineering the P&D and line-haul operation, this Multi Region Change of Operations will allow YRC Freight and Reddaway (also known as Yellow) to provide a competitive service, secure additional revenue and provide new Union jobs.

All employees accepting transfer opportunities under this Change of Operations will work under the National Master Freight Agreement, the applicable Supplemental Agreements, work rules, rates of pay and conditions in effect at the surviving employers terminal/domicile to which they transfer.
GENERAL PROVISIONS

This 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations must be implemented simultaneously and is part and parcel to YRC Freight and Reddaway Utility Employee Change of Operations (MR-UE-01-06/2022) which will have an effect on both road driver positions and local cartage positions. The Company will comply with the seniority application decision of the Committee however, we would put forward the following job opportunity proposal for the National Utility Employee Review Committee and Western Region Change of Operations Committee’s consideration:

The establishment of one dispatch system and utility operation will connect Reddaway and YRC Freight to a new Linehaul network. There will be turns, meet and turns, and laydowns in this new system. The surviving employer at each location local work rules or practices will remain.

- Bidding opportunities afforded in the 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations for the Road and Local Cartage classifications at closing locations will be identified as follow the work opportunities to gaining locations prior to any pool bidding.

- Terminals that are losing road and are gaining Utility Employee positions shall have the first opportunity to bid those gaining Utility Employee positions within the terminal based on their respective terminal bidding procedures and practices. The numbers to be bid shall be equal to or less than the number of positions lost. In no event will a location be permitted to bid more positions than it is losing. These bids will be posted and awarded at each location described above, prior to any pool bidding.

- Bidding opportunities afforded in the 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations for the Road and Local Cartage classifications will be identified as “Pool” bid opportunities. Article 8 Section 6 and Article 3 Section 7 pool bid opportunities will be available simultaneously to the respective bidder during the telephone pool bid. For pool bidding participants, both active and inactive employees shall be afforded the opportunity to participate in the bidding, however, employees hired on or after the postmark date of mailing for this Change of Operations shall not be able to bid. The pool bid employees will be bid active to active and inactive to inactive. Single line locations will bid positions in seniority as they have in the past.

- At those gaining facilities where there are employees on letter of layoff who are senior to employees transferring in, those senior laid off employees may not exercise their seniority to bump the less senior employee unless and until such time as they are recalled by letter of recall or worked back on by the terms of their Supplement to fill regular available work opportunities, at which time they shall be dovetailed on the active seniority list, but will not be able to displace a less senior Utility Employee prior to six (6) months after implementation, after which the Utility Employee positions will be bid consistent with the Local Union practice or consistent with the applicable Supplement. However, in the event of a layoff, employees will be laid off in seniority order.

When approved, the Company will post sign-up sheets for pool bidding for a period of seven (7) days and will take place as agreed upon by the Change of Operations Committee decision after the terminal bidding of road drivers to Utility positions at the same terminal location.
The Companies propose a cutoff date for any new hire as of the postmark date of mailing for this Change of Operations. Those attaining seniority after this date shall not be eligible to participate in the bid. In addition, we would further propose that the postmark date of the mailing for this Change of Operations be utilized as the date to determine active status (layoff vs. active).

The company seeks to implement the 2022 Terminal Consolidation, Terminal Zip Code Realignment, Velocity Distribution Center & Road Network Realignment Change of Operations no sooner than July 17, 2022.

Moving expenses in this Change of Operations will be handled in accordance with the provisions contained in Article 8, Section 6 of the National Master Freight Agreement.

The Company agrees that nothing in this proposed Change of Operations is intended to violate and/or alter the provisions of the NMFA or the applicable supplemental agreements.
BIDDING/SENIORITY INFORMATION

Employees who are qualified bidders on Long-Term Disability (LTD) at the time of bid shall be allowed to bid.

Any employee, by reason of seniority who becomes eligible to bid but needs training to be CDL qualified, shall be offered a sixty (60) day training period by the Company in order to qualify. This does not apply to employees bidding a Utility Employee position in the Article 3 section 7 change. The period to commence the training may begin upon implementation of the change. The Company will provide training personnel and equipment at the location where the employee is currently domiciled or otherwise as mutually agreed to. If the employee fails to qualify during such sixty (60) day training period, they shall forfeit their bid and return to the seniority list at their present location.

SENIORITY DISPOSITION

The Company will offer job opportunities at gaining locations in accordance with the numbers set forth in the attached Exhibits. These exhibits identify all gaining and losing locations in all phases of the change and the overall impact on each location.

The bidding for the below listed positions described in Exhibit 6 will be as follows:

SINGLE LINE SENIORITY TERMINALS
- Terminal bid open to all fully qualified CDL drivers
- Any unfilled positions will be included in the pool bid

SEPARATE LINE SENIORITY TERMINALS
- Terminal bid open to current road drivers only
- Any unfilled positions will be included in the pool bid
- Any remaining unfilled positions will be reposted at the specific terminal and made available to all qualified local cartage employees.

TELEPHONE BID

The company will utilize a telephone bid procedure wherein it will combine the seniority lists by appropriate classification from all losing locations.

In addition, seniority lists from the gaining domiciles will be made available to eligible bidders at losing terminals to aid them in selecting a domicile to which they can transfer.
WESTERN REGION

YRC Freight
Great Falls, MT – 610
Local #2

LOCAL CARTAGE

PRESENT OPERATION
Great Falls, MT currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Great Falls, MT operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Great Falls, MT terminal will close and merge into the Reddaway Great Falls, MT Terminal.

Reddaway
Great Falls, MT – GRT/601
Local #2

LOCAL CARTAGE

PRESENT OPERATION
Great Falls, MT currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Great Falls, MT operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Great Falls, MT terminal will gain work and be a net zero (0) local cartage positions after merging. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

YRC Freight
Missoula, MT – 633
Local #2

PRESENT OPERATION
Missoula, MT currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Missoula, MT operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Missoula, MT terminal will close and merge into the Reddaway Missoula, MT Terminal.
Reddaway
Missoula, MT – MSL/570
Local #2

LOCAL CARTAGE

PRESENT OPERATION
Missoula, MT currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Missoula, MT operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Missoula, MT terminal will gain work and be a net zero (0) local cartage positions after merging. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Missoula, MT currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Missoula, MT road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

The company proposes to operate the Missoula, MT meet and turn as described in Exhibit 8:
• Salt Lake City, UT – 881
• Salt Lake City, UT – 527

YRC Freight
Butte, MT – 604
Local #2

LOCAL CARTAGE

PRESENT OPERATION
Butte, MT currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Butte, MT terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Butte, MT currently operates as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Butte, MT road operation will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

The company proposes to operate the Butte, MT meet and turn as described in Exhibit 8:
• Salt Lake City, UT – 881

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Reddaway
Three Forks, MT – TFM/636
Local #2

LOCAL CARTAGE
Three Forks, MT currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Three Forks, MT terminal will close and lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

Reddaway
Buffalo, WY – BUW/560
Local # 17

LOCAL CARTAGE
Buffalo, WY currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Buffalo, WY terminal will gain work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

VRC Freight
Casper, WY - 629
Local #17

LOCAL CARTAGE
Casper, WY currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Casper, WY terminal will gain work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Casper, WY does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Casper, WY terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.
YRC Freight
Cheyenne, WY - 607
Local #17

LOCAL CARTAGE

PRESENT OPERATION
Cheyenne, WY currently operates as an end of line in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Cheyenne, WY terminal will gain work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

YRC Freight
Colorado Springs, CO - 891
Local #17

LOCAL CARTAGE

PRESENT OPERATION
Colorado Springs, CO currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Colorado Springs, CO terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

Reddaway
Grand Junction, CO – 831
Local #17

LOCAL CARTAGE

PRESENT OPERATION
Grand Junction, CO currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Grand Junction, CO terminal will gain work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Grand Junction, CO currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Grand Junction, CO road operation will gain work and be a net plus six (+6) road driver positions as per Exhibit 3.

The company proposes to operate the Grand Junction, CO meet and turn as described in Exhibit 9:

• Las Vegas, NV – 603
YRC Freight
Denver, CO - 890
Local #17/455

LOCAL CARTAGE

PRESENT OPERATION
Denver, CO currently operates as a Distribution Center in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Denver, CO terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Denver, CO currently operates as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Denver, CO road operation will lose work and be a net minus one (-1) road driver positions as per Exhibit 3. YRC Freight Denver, CO road primaries will be defined per Exhibit 7.

The company proposes to operate the Denver, CO meet and turn as described in Exhibit 8:
- Salt Lake City, UT – 881
- Billings, MT – 559
- Salt Lake City, UT – 527

Reddaway
Denver, CO – DEN/589
Local #17/455

LOCAL CARTAGE

PRESENT OPERATION
Denver, CO currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Denver, CO terminal will gain work and be a net plus eight (+8) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Denver, CO currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Denver, CO road operation will lose work and be a net minus eight (-8) road driver positions as per Exhibit 3.

The company proposes to operate the Denver, CO meet and turn as described in Exhibit 8:
- Salt Lake City, UT – 881
- Salt Lake City, UT – 527
LOCAL CARTAGE
Fontana, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Fontana, CA terminal will lose work and be a net minus thirty-three (-33) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Fontana, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Fontana, CA road operation will lose work and be a net minus forty-seven (-47) road driver positions as per Exhibit 3.

The company proposes to operate the Fontana, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631
- Reno, NV – 760
- San Jose, CA – 390
- Redding, CA – 512
- Sacramento, CA – 790
- Cedar City - 865

LOCAL CARTAGE
Compton, CA – LAX/399
Local #63

PRESENT OPERATION
Compton, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Compton, CA terminal will close and lose work and be a net minus seventy-two (-72) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Compton, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Compton, CA road operation will close and lose work and be a net minus ten (-10) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL
Compton, CA currently operates with a clerical operation in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Compton, CA clerical operation will close and lose work and be a net minus eight (-8) clerical positions as per Exhibit 5.
**Reddaway**  
Los Angeles, CA – LOS/517  
Local #63

**LOCAL CARTAGE**

**PRESENT OPERATION**  
Los Angeles, CA currently operates as a terminal in the Reddaway network.

**PROPOSED OPERATION**  
As a result of the realignments described in this change, the Los Angeles, CA terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

**ROAD**

**PRESENT OPERATION**  
Los Angeles, CA currently operates as a road domicile in the Reddaway network.

**PROPOSED OPERATION**  
As a result of the realignments described in this change, the Los Angeles, CA road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3.

The company proposes to operate the Los Angeles, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631
- Redding, CA – 512
- Oakland, CA – 391

Reddaway  
San Fernando Valley, CA – SFV/856  
Local #63

**LOCAL CARTAGE**

**PRESENT OPERATION**  
San Fernando Valley, CA currently operates as a terminal in the Reddaway network.

**PROPOSED OPERATION**  
As a result of the realignments described in this change, the San Fernando Valley, CA terminal will close and lose work and be a net minus thirty (-30) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

**ROAD**

**PRESENT OPERATION**  
San Fernando Valley, CA currently operates as a road domicile in the Reddaway network.

**PROPOSED OPERATION**  
As a result of the realignments described in this change, the San Fernando Valley, CA road operation will close and lose work and be a net minus five (-5) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

YRC Freight  
Adelanto, CA – 820  
Local #63

**LOCAL CARTAGE**

**PRESENT OPERATION**  
Adelanto, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

**PROPOSED OPERATION**  
As a result of the realignments described in this change, the Adelanto, CA terminal will gain work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.
YRC Freight
Bloomington, CA - 830
Local #63

LOCAL CARTAGE

PRESENT OPERATION
Bloomington, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bloomington, CA terminal will lose work and be a net minus seven (-7) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Bloomington, CA currently operates as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bloomington, CA road operation will lose work and be a net minus forty (-40) road driver positions as per Exhibit 3. YRC Freight Bloomington, CA road primaries will be defined per Exhibit 7.

The company proposes to operate the Bloomington, CA meet and turn as described in Exhibit 8:

- Redding, CA – 512
- Cedar City, UT – 865
- Oakland, CA – 391
- Stockton, CA – 631
- Reno, NV – 760
- San Francisco, CA – 537
- W Sacramento, CA – 790
- Sacramento, CA – 809
- San Jose, CA - 390
YRC Freight  
Pico Rivera, CA - 783  
Local #63

LOCAL CARTAGE

PRESENT OPERATION  
Pico Rivera, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION  
As a result of the realignments described in this change, the Pico Rivera, CA terminal will gain work and be a net plus thirty-nine (+39) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION  
Pico Rivera, CA does not currently operate as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION  
As a result of the realignments described in this change, the Pico Rivera, CA terminal will establish a road operation and will gain work and be a plus nineteen (+19) road driver positions as per Exhibit 3.

The company proposes to operate the Pico Rivera, CA meet and turn as described in Exhibit 8:
- Phoenix, AZ – 841
- Phoenix, AZ - 871
- Stockton, CA – 631
- Redding, CA – 512
- Cedar City, UT – 865

YRC Freight  
Pomona, CA - 833  
Local #63

LOCAL CARTAGE

PRESENT OPERATION  
Pomona, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION  
As a result of the realignments described in this change, the Pomona, CA terminal will gain work and be a net plus sixteen (+16) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION  
Pomona, CA does not currently operate as a road domicile in the YRC Freight network.

PROPOSED OPERATION  
As a result of the realignments described in this change, the Pomona, CA terminal will establish a road operation and will gain work and be a plus one (+1) road driver position as per Exhibit 3.

The company proposes to operate the Pomona, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631
PRESENT OPERATION
Sun Valley, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Sun Valley, CA terminal will gain work and be a net plus thirty-six (+36) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

PRESENT OPERATION
Hayward, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Oakland, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Hayward, CA terminal will close and merge into the Reddaway Oakland, CA terminal.

PRESENT OPERATION
Oakland, CA currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Hayward, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Oakland, CA terminal will lose work and be a net minus five (-5) local cartage positions after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

PRESENT OPERATION
Oakland, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Oakland, CA road operation will lose work and be a net minus nine (-9) road driver positions as per Exhibit 3.

The company proposes to operate the Oakland, CA meet and turn as described in Exhibit 8:
- Los Angeles, CA – 517
- Bloomington, CA – 830

PRESENT OPERATION
Oakland, CA currently operates with a clerical operation in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway Oakland, CA terminal will have clerks and be a net zero (0) after merging.
YRC Freight
Portland, OR - 875
Local #81

LOCAL CARTAGE

PRESENT OPERATION
Portland, OR currently operates as a Distribution Center in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Portland, OR terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Portland, OR currently operates as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Portland, OR road operation will gain work and be a net plus two (+2) road driver positions as per Exhibit 3. YRC Freight Portland, OR road primaries will be defined per Exhibit 7.

The company proposes to operate the Portland, OR meet and turn as described in Exhibit 8:

- Spokane, WA - 915
- Twin Falls, ID - 660
- Redding, CA - 512
- Boise, ID - 815

Reddaway
Bakersfield, CA - BKF/600
Local #87

LOCAL CARTAGE

PRESENT OPERATION
Bakersfield, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bakersfield, CA terminal will gain work and be a net plus fifteen (+15) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Bakersfield, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bakersfield, CA road operation will lose work and be a net minus two (-2) road driver positions as per Exhibit 3.
YRC Freight
Flagstaff, AZ - 835
Local #104

LOCAL CARTAGE

PRESENT OPERATION
Flagstaff, AZ currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Flagstaff, AZ terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Flagstaff, AZ does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Flagstaff, AZ road operation will gain work and be a net plus one (+1) road driver positions as per Exhibit 3.

The company proposes to operate the Flagstaff, AZ meet and turn as described in Exhibit 8:
- Salt Lake City, UT – 881

YRC Freight
Nogales, AZ - 845
Local #104

LOCAL CARTAGE

PRESENT OPERATION
Nogales, AZ currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Nogales, AZ terminal will gain work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.
LOCAL CARTAGE
Phoenix, AZ currently operates as a Distribution Center in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Phoenix, AZ terminal will gain work and be a net plus ten (+10) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Phoenix, AZ currently operates as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Phoenix, AZ road operation will lose work and be a net zero (0) road driver positions as per Exhibit 3. YRC Freight Phoenix, AZ road primaries will be defined per Exhibit 7.

The company proposes to operate the Phoenix, AZ meet and turn as described in Exhibit 8:
- Albuquerque, NM – 859
- Pico Rivera, CA – 783

LOCAL CARTAGE
Phoenix, AZ currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Phoenix, AZ terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Phoenix, AZ currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Phoenix, AZ road operation will lose work and be a net minus two (-2) road driver positions as per Exhibit 3.

The company proposes to operate the Phoenix, AZ meet and turn as described in Exhibit 8:
- Pico Rivera, CA – 783
PRESENT OPERATION
Kingman, AZ currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Lake Havasu City, AZ operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Kingman, AZ terminal will close and merge into the Reddaway Lake Havasu City, AZ terminal.

Reddaway
Lake Havasu City, AZ – LHC/838
Local #104

LOCAL CARTAGE
Lake Havasu City, AZ currently operates a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Kingman, AZ operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Lake Havasu City, AZ terminal will gain work and be a net zero (0) local cartage positions after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Lake Havasu City, AZ currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Lake Havasu City, AZ road operation will gain work and be a net plus one (+1) road driver position after merging as per Exhibit 3.

YRC Freight
Tucson, AZ - 842
Local #104

PRESENT OPERATION
Tucson, AZ currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Tucson, AZ operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Tucson, AZ terminal will close and merge into the Reddaway Tucson, AZ terminal.
**LOCAL CARTAGE**

**PRESENT OPERATION**
Tucson, AZ currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Tucson, AZ operation.

**PROPOSED OPERATION**
As a result of the realignments described in this change, the Tucson, AZ terminal will gain work and be a net zero (0) local cartage positions after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

**ROAD**

**PRESENT OPERATION**
Tucson, AZ currently operates as a road domicile in the Reddaway network.

**PROPOSED OPERATION**
As a result of the realignments described in this change, the Redding, CA terminal will establish a road operation and will lose work and be a net minus one (-1) road driver position as per Exhibit 3.

**CLERICAL**

**PRESENT OPERATION**
Tucson, AZ currently operates as a terminal with no clerks in the Reddaway network.

**PROPOSED OPERATION**
As a result of the realignments described in this change, the Reddaway Tucson, AZ terminal will have clerks and be a net zero (0) after merging.

---

**LOCAL CARTAGE**

**PRESENT OPERATION**
Eureka, CA currently operates as a terminal in the Reddaway network.

**PROPOSED OPERATION**
As a result of the realignments described in this change, the Eureka, CA terminal will gain work and be a net zero (0) local cartage positions. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

**ROAD**

**PRESENT OPERATION**
Eureka, CA currently does not operate as a road domicile in the Reddaway network.

**PROPOSED OPERATION**
As a result of the realignments described in this change, the Redding, CA terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.
Reddaway
Redding, CA – RED/512
Local #137

LOCAL CARTAGE

PRESENT OPERATION
Redding, CA currently operates a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Redding, CA terminal will gain work and be a net zero (0) local cartage positions. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Redding, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Redding, CA road operation will lose work and be a net minus five (-5) road driver positions as per Exhibit 3.

The company proposes to operate the Redding, CA meet and turn as described in Exhibit 8:
• Bloomington, CA – 830
• Pasco, WA – 868
• Portland, OR – 875
• Fontana, CA – 829
• Orange, CA - 575
• LOS Downey, CA 517
• Gardena, CA -847
• Pico Rivera, CA – 783

YRC Freight
Sacramento, CA - 809
Local #150

LOCAL CARTAGE

PRESENT OPERATION
Sacramento, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Sacramento, CA terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Sacramento, CA does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Sacramento, CA terminal will establish a road operation and will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

The company proposes to operate the Sacramento, CA meet and turn as described in Exhibit 8:
• Bloomington, CA – 830
LOCAL CARTAGE
Sacramento, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Sacramento, CA terminal will lose work and be a net minus two (-2) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Sacramento, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Sacramento, CA road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

The company proposes to operate the Sacramento, CA meet and turn as described in Exhibit 8:
- Bloomington, CA – 830
- Fontana, CA - 829

LOCAL CARTAGE
Portland, OR currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Portland, OR terminal will gain work and be a net plus seven (+7) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Portland, OR currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Portland, OR road operation will lose work and be a net minus nineteen (-19) road driver positions as per Exhibit 3.

The company proposes to operate the Portland, OR meet and turn as described in Exhibit 8:
- Spokane, WA – 915
LOCAL CARTAGE

PRESENT OPERATION
Burlington, WA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Burlington, WA terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Burlington, WA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Burlington, WA road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

LOCAL CARTAGE

PRESENT OPERATION
Seattle, WA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Seattle, WA terminal will close and lose work and be a net minus forty-nine (-49) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Seattle, WA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Seattle, WA road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.
VRC Freight
Seattle, WA - 642
Local #174

LOCAL CARTAGE

PRESENT OPERATION
Seattle, WA currently operates as a Distribution Center in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Seattle, WA terminal will gain work and be a net plus thirty-two (+32) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Seattle, WA currently does not operate a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Seattle, WA terminal will establish a road operation and will gain work and be a net plus seven (+7) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Seattle, WA meet and turn as described in Exhibit 8:
• Boise, ID – 815

Reddaway
Tacoma, WA – TAC/880
Local #174

LOCAL CARTAGE

PRESENT OPERATION
Tacoma, WA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Tacoma, WA terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Tacoma, WA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Tacoma, WA road operation will lose work and be a net minus nineteen (-19) road driver positions as per Exhibit 3.
YRC Freight
Oxnard, CA - 625
Local #186

LOCAL CARTAGE
Oxnard, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Oxnard, CA terminal will gain work and be a net plus seven (+7) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

Reddaway
Billings, MT – BIL/559
Local #190

LOCAL CARTAGE
Billings, MT currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Billings, MT terminal will lose work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Billings, MT currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Billings, MT road operation will gain work and be a net plus five (+5) road driver positions as per Exhibit 3.

The company proposes to operate the Billings, MT meet and turn as described in Exhibit 8:
- Denver, CO – 890
- Salt Lake City, UT – 881
- Spokane, WA - 915

Reddaway
Eugene, OR – EUG/506
Local #206

LOCAL CARTAGE
Eugene, OR currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Eugene, OR terminal will lose work and be a net minus zero (0) local cartage positions. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Eugene, OR currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Eugene, OR road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.
Reddaway
St. George, UT – STG/818
Local #222

LOCAL CARTAGE

PRESENT OPERATION
St. George, UT currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the St. George, UT terminal will close and lose work and be a net minus four (-4) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
St. George, UT currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the St. George, UT road operation will close and lose work and be a net minus four (-4) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

YRC Freight
Cedar City, UT - 865
Local #222

LOCAL CARTAGE

PRESENT OPERATION
Cedar City, UT currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Cedar City, UT terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Cedar City, UT does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Cedar City, UT terminal will establish a road operation and will gain work and be a net plus thirteen (+13) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Cedar City, UT meet and turn as described in Exhibit 8:
- Bloomington, CA – 830
- Pico Rivera, CA – 783
- Fontana, CA – 829
YRC Freight  
Salt Lake City, UT - 881  
Local #222  

LOCAL CARTAGE
Salt Lake City, UT currently operates as a Distribution Center in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Salt Lake City, UT terminal will gain work and be a net plus thirty-five (+35) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Salt Lake City, UT currently operates as a road domicile in the YRC Freight network as defined in previous changes of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Salt Lake City, UT road operation will lose work and be a net minus twenty-nine (-29) road driver positions as per Exhibit 3.

The company proposes to operate the Salt Lake City, UT meet and turn as described in Exhibit 8:
- Missoula, MT – 570
- Boise, ID – 815
- Denver, CO – 890
- Flagstaff, AZ – 835
- Las Vegas, NV – 603
- Butte, MT – 604
- Reno, NV – 760
- Billings, MT – 559
- Denver, CO – 589
- Reno, NV – 819

Reddaway  
Salt Lake City, UT – SLC/527  
Local #222  

LOCAL CARTAGE
Salt Lake City, UT currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Salt Lake City, UT terminal will lose work and be a net minus six (-6) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Salt Lake City, UT currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Salt Lake City, UT road operation will lose work and be a net minus thirty-eight (-38) road driver positions as per Exhibit 3.

The company proposes to operate the Salt Lake City, UT meet and turn as described in Exhibit 8:
- Missoula, MT – 570
- Denver, CO – 890
- Denver, CO 589
- Las Vegas, NV – 603
YRC Freight  
Tacoma, WA - 873  
Local #313

LOCAL CARTAGE
Tacoma, WA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Tacoma, WA terminal will gain work and be a net plus seven (+7) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

YRC Freight  
Fresno, CA - 814  
Local #431

LOCAL CARTAGE
Fresno, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Fresno, CA terminal will close and lose work and be a net minus twenty-nine (-29) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

CLERICAL
Fresno, CA currently operates as an end of line terminal with clerks in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the YRC Freight Fresno, CA terminal will close and be a net minus three (-3) clerical positions as per Exhibit 5.
LOCAL CARTAGE
Fresno, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Fresno, CA terminal will gain work and be a net plus twelve (+12) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Fresno, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Fresno, CA road operation will lose work and be a net plus four (+4) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Fresno, CA meet and turn as described in Exhibit 8:
• Medford, CA – 849

CLERICAL
Fresno, CA currently operates as an end of line terminal with clerks in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway Fresno, CA terminal will gain work and be a net plus three (+3) clerical positions as per Exhibit 5.

YRC Freight
Tracy, CA - 813
Local #439

PRESENT OPERATION
Tracy, CA currently operates as a Distribution Center in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Stockton, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Tracy, CA terminal will close and merge into the Reddaway Stockton, CA terminal.
Reddaway
Stockton, CA – STO/631
Local #439

LOCAL CARTAGE

PRESENT OPERATION
Stockton, CA currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Tracy, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Stockton, CA terminal will gain work and be a net plus eighteen (+18) local cartage positions after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Stockton, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Stockton, CA road operation will gain work and be a net plus sixteen (+16) road driver positions as per Exhibit 3.

The company proposes to operate the Stockton, CA meet and turn as described in Exhibit 8:
- Bloomington, CA – 830
- Pico Rivera, CA – 783
- Medford, OR – 849
- Los Angeles, CA – 517
- Fontana, CA – 829
- Orange, CA – 575
- Orange, CA – 896
- Garden, CA – 847
- San Diego, CA – 641
- Pomona, CA – 833

MECHANICS

PRESENT OPERATION
Stockton, CA currently operates as a terminal with no mechanics in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway Stockton, CA terminal will have mechanics and be a net zero (0) after merging.

CLERICAL

PRESENT OPERATION
Stockton, CA currently operates as a terminal with clerks in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway Stockton, CA terminal will have clerks and be a net zero (0) after merging.
PRESENT OPERATION
Boise, ID currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Boise, ID terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Boise, ID currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Boise, ID road operation will lose work and be a net minus nine (-9) road driver positions as per Exhibit 3.

The company proposes to operate the Boise, ID meet and turn as described in Exhibit 8:
- Spokane, WA – 915
- Salt Lake City, UT – 881
- Portland, OR – 875
- Seattle, WA – 642
- Reno, NV – 760
- Medford, OR – 849

PRESENT OPERATION
Twin Falls, ID currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Twin Falls, ID terminal will gain work and be a net zero (0) cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Twin Falls, ID does not currently operate a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Twin Falls, ID terminal will establish a road operation and will gain work and be a net plus thirteen (+13) road driver positions as per Exhibit 3.

The company proposes to operate the Twin Falls, ID meet and turn as described in Exhibit 8:
- Las Vegas, NV – 603
- Portland, OR – 875
- Pasco, WA – 868
YRC Freight
Albuquerque, NM - 859
Local #492

LOCAL CARTAGE

PRESENT OPERATION
Albuquerque, NM currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Albuquerque, NM terminal will lose work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Albuquerque, NM currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Albuquerque, NM road operation will gain work and be a net zero (0) road driver positions. Albuquerque, NM will have a reduction of sleeper teams while gaining single man road work.

The company proposes to operate the Albuquerque, NM meet and turn as described in Exhibit 8:
- Phoenix, AZ – 841

YRC Freight
Reno, NV - 819
Local #533

LOCAL CARTAGE

PRESENT OPERATION
Reno, NV currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reno, NV terminal will gain work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Reno, NV currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reno, NV road operation will gain work and be a net plus seven (+7) road driver positions as per Exhibit 3.

The company proposes to operate the Reno, NV meet and turn as described in Exhibit 8:
- Salt Lake City, UT – 881

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PRESENT OPERATION
Reno, NV currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reno, NV terminal will lose work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Reno, NV currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reno, NV road operation will lose work and be a net minus six (-6) road driver positions as per Exhibit 3.

The company proposes to operate the Reno, NV meet and turn as described in Exhibit 8:
• Bloomington, CA – 830
• Salt Lake City, UT – 881
• Fontana, CA – 829
• Boise, ID – 815
• Las Vegas - 603

LOCAL CARTAGE

PRESENT OPERATION
Elko, NV currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Elko, NV terminal will gain work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Elko, NV does not currently operate a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Elko, NV terminal will establish a road operation and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

The company proposes to operate the Elko, NV meet and turn as described in Exhibit 8:
• Medford, OR – 849

LOCAL CARTAGE
YRC Freight
San Diego, CA - 641
Local #542

LOCAL CARTAGE

PRESENT OPERATION
San Diego, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Diego, CA terminal will gain work and be a net plus nineteen (+19) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
San Diego, CA does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Diego, CA terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the San Diego, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631

Reddaway
San Diego, CA – SAN/520
Local #542

LOCAL CARTAGE

PRESENT OPERATION
San Diego, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Diego, CA terminal will close and lose work and be a net minus twenty-seven (-27) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
San Diego, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Diego, CA road operation will close and lose work and be a net minus seven (-7) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.
YRC Freight
Chula Vista, CA – 808
Local #542

LOCAL CARTAGE

PRESENT OPERATION
Chula Vista, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Chula Vista, CA terminal will gain work and be a net plus seven (+7) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

YRC Freight
Calexico, CA – 840
Local #542

LOCAL CARTAGE

PRESENT OPERATION
Calexico, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Calexico, CA terminal will gain work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
Calexico, CA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Calexico, CA road operation will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

YRC Freight
Las Vegas, NV – 878
Local #631

PRESENT OPERATION
Las Vegas, NV currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Las Vegas, NV operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Las Vegas, NV terminal will close and merge into the Reddaway Las Vegas, NV terminal.
PRESENT OPERATION
Las Vegas, NV currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Las Vegas, NV operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Las Vegas, NV terminal will lose freight and be a net minus one (-1) local cartage position after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Las Vegas, NV currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Las Vegas, NV road operation will lose work and be a net minus six (-6) road driver positions after merging as per Exhibit 3.

The company proposes to operate the Las Vegas, NV meet and turn as described in Exhibit 8:
- Twin Falls, ID – 660
- Salt Lake City, UT – 881
- Grand Junction, CO – 831
- Salt Lake City, UT – 527
- Reno, NV – 760

CLERICAL
Las Vegas, NV currently operates as a terminal with clerks in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway Las Vegas, NV terminal will have clerks and be a net zero (0) after merging.

YRC Freight
Santa Rosa, CA - 805
Local #665

PRESENT OPERATION
Santa Rosa, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Santa Rosa, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Santa Rosa, CA terminal will close and merge into the Reddaway Santa Rosa, CA terminal.
LOCAL CARTAGE

PRESENT OPERATION
Santa Rosa, CA currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Santa Rosa, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Santa Rosa, CA terminal will gain work and be a net plus one (+1) local cartage position after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

CLERICAL

PRESENT OPERATION
Santa Rosa, CA currently operates as a terminal with no clerks in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway Santa Rosa, CA terminal will have clerks and be a net zero (0) after merging.

LOCAL CARTAGE

La Grande, OR currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the La Grande, OR terminal will gain work and be a net plus one (-1) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

Spokane, WA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Spokane, WA terminal will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

The company proposes to operate the Spokane, WA meet and turn as described in Exhibit 8:
- Billings, MT – 559
- Portland, OR – 875
- Boise, ID – 815
- Portland, OR - 501
Reddaway
Yakima, WA – YAK/870
Local #760

LOCAL CARTAGE
Yakima, WA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Yakima, WA terminal will lose work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

Reddaway
Wenatchee, WA – WEN/554
Local #760

LOCAL CARTAGE
Wenatchee, WA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Wenatchee, WA terminal will lose work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Wenatchee, WA currently does not operate as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Wenatchee, WA terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

YRC Freight
Pasco, WA – 868
Local #839

PRESENT OPERATION
Pasco, WA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pasco, WA terminal will gain work and be a net plus nine (+9) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Pasco, WA does not currently operate as a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pasco, WA terminal will establish a road operation and will gain work and be a net plus twelve (+12) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Pasco, WA meet and turn as described in Exhibit 8:
• Redding, CA – 512
PRESENT OPERATION
Pasco, WA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pasco, WA terminal will close and lose work and be a net minus nine (-9) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Pasco, WA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pasco, WA road operation will close and lose work and be a net minus two (-2) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

YRC Freight
Gardena, CA - 847
Local #848

LOCAL CARTAGE
Gardena, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Gardena, CA terminal will gain work and be a net plus thirty-seven (+37) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Gardena, CA does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Gardena, CA terminal will establish a road operation and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Gardena, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631
- Redding, CA – 512

CLERICAL
Gardena, CA currently operates with a clerical operation in the YRC Freight Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Gardena, CA clerical operation will gain work and be a net plus six (+6) clerical positions as per Exhibit 5.
PRESENT OPERATION
San Jose, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Jose, CA terminal will gain work and be a net plus nine (+9) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
San Jose, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Jose, CA road operation will lose work and be a net minus four (-4) road driver positions as per Exhibit 3.

The company proposes to operate the San Jose, CA meet and turn as described in Exhibit 8:
- Bloomington, CA – 830
- Fontana, CA – 829

LOCAL CARTAGE

PRESENT OPERATION
Orange, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Orange, CA terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Orange, CA does not currently operate a road domicile in the YRC Freight network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Orange, CA terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Orange, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631

CLERICAL

PRESENT OPERATION
Orange, CA currently operates with a clerical operation in the YRC Freight Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Orange, CA clerical operation will gain work and be a net plus two (+2) clerical positions as per Exhibit 5.
PRESENT OPERATION
Orange, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Orange, CA terminal will lose work and be a net minus twelve (-12) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Orange, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Orange, CA road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3.

The company proposes to operate the Orange, CA meet and turn as described in Exhibit 8:
- Stockton, CA – 631
- Redding, CA - 512

YRC Freight
Bend, OR - 895
Local #962

PRESENT OPERATION
Bend, OR currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway Bend, OR operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bend, OR terminal will close and merge into the Reddaway Bend, OR Terminal.

Reddaway
Bend, OR – BND/810
Local #962

LOCAL CARTAGE
Bend, OR currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Bend, OR operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bend, OR terminal will lose work and be a net zero (0) local cartage positions after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

PRESENT OPERATION
Bend, OR does not currently operate a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Bend, OR terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position after merging as per Exhibit 3.
Reddaway
Medford, OR – MED/849
Local #962

LOCAL CARTAGE
Medford, OR currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Medford, OR terminal will lose work and be a net zero (0) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

PRESENT OPERATION
Medford, OR currently operates as a road domicile in the Reddaway network.

ROAD

PROPOSED OPERATION
As a result of the realignments described in this change, the Medford, OR road operation will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

The company proposes to operate the Medford, OR meet and turn as described in Exhibit 8:
- Stockton, CA – 631
- Boise, ID – 815
- Elko, NV – 507
- Fresno, CA – 519

Reddaway
Roseburg, OR – ROS/509
Local #962

LOCAL CARTAGE
Roseburg, OR currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Roseburg, OR terminal will gain work and be a net zero (0) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

PRESENT OPERATION
Roseburg, OR currently operates as a road domicile in the Reddaway network.

ROAD

PROPOSED OPERATION
As a result of the realignments described in this change, the Roseburg, OR road operation will gain work and be a net zero (0) road driver positions.

YRC Freight
Pocatello, ID – 630
Local #983

PRESENT OPERATION
Pocatello, ID currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently collocated with Reddaway Pocatello, ID operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pocatello, ID terminal will close and merge into the Reddaway Pocatello, ID Terminal.
PRESENT OPERATION
Pocatello, ID currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight Pocatello, ID operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pocatello, ID terminal will gain work and be a net plus one (+1) local cartage position after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Pocatello, ID currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Pocatello, ID road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

YRC Freight
Santa Maria, CA - 834
Local #986

LOCAL CARTAGE
Santa Maria, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION
As a result of the realignments described in this change, the Santa Maria, CA terminal will close and lose work and be a net minus five (-5) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

Reddaway
Santa Maria, CA – SMR/925
Local #986

LOCAL CARTAGE
Santa Maria, CA currently operates as a terminal in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Santa Maria, CA terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD
Santa Maria, CA currently operates as a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Santa Maria, CA road operation will gain work and be a net plus one (+1) road driver position as per Exhibit 3.
PRESENT OPERATION
San Francisco, CA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations. This operation is currently cohabbed with Reddaway San Francisco, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Francisco, CA terminal will close and merge into the Reddaway San Francisco, CA Terminal.

Reddaway
San Francisco, CA – SFC/537
Local #2785

LOCAL CARTAGE

PRESENT OPERATION
San Francisco, CA currently operates as a terminal in the Reddaway network. This operation is currently cohabbed with YRC Freight San Francisco, CA operation.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Francisco, CA terminal will gain work and be a net plus one (+1) local cartage position after merging as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminal as defined per Exhibit 9.

ROAD

PRESENT OPERATION
San Francisco, CA does not currently operate a road domicile in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the San Francisco, CA terminal will establish a road operation and will gain work and be a net plus one (+1) road driver positions as per Exhibit 3.

The company proposes to operate the San Francisco, CA meet and turn as described in Exhibit 8:
• Bloomington, CA – 830

CLERICAL

PRESENT OPERATION
San Francisco, CA currently operates as a terminal with no clerks in the Reddaway network.

PROPOSED OPERATION
As a result of the realignments described in this change, the Reddaway San Francisco, CA terminal will have clerks and be a net zero (0) after merging.
## TABLE OF CONTENTS FOR EXHIBITS

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<th>EXHIBIT</th>
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<tr>
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**SUB TOTAL**: -96 -13 -192 -301
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### EXHIBIT 2

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## EXHIBIT 3 ROAD GAINS LOSSES

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## EXHIBIT 4 ROAD WORKMOVES

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**Clerical Gains & Losses Summary**

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## EXHIBIT 6 ROAD and UTILITY

**EXHIBIT 6**

Utility Follow the Work Opportunities at the Same Domicile

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