

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — First Quarter 2010



**PUTTING RECOVERY DOLLARS
TO WORK IN WASHINGTON**

VOLUNTARY POLITICAL CONTRIBUTIONS: New Public Disclosure Commission regulations - p. 30

Union, Solidarity, Democracy.



Daren Konopaski
Business Manager

These are words you'll be hearing more about in the coming months as we proceed with negotiations of our Master Labor Agreements. The current Alaska MLA expires December 31, 2009 and the Washington MLA expires May 31, 2010 – still several months in the future - but from a negotiations standpoint, the time for building our negotiation strategies is now. As you

know, our strength as a union is based in our ability to work together cooperatively and in partnership with each other and our contractors. I cannot emphasize enough the importance of growing our union strength through solidarity.

Having said that, I want to tell you what we're doing to make this happen. First, I believe we have the "best of the best" in our District and Field Representatives in Washington and Alaska. I'm focusing on providing them with effective training methods and guidance that will ensure our continued success and improve our professional relationships with our contractors. Toward that end, we began a training series earlier this year on creating more effective contract negotiation processes with instructors from Vanier Training Consultants and the Evergreen Labor College. These training sessions will continue and will strengthen our negotiating positions at the table with both the Alaska and Washington Associations of General Contractors. Our primary goal is to build partnerships with our contractors and minimize unnecessary confrontations through effective communications. While all of your representatives in Alaska and Washington are experienced professionals in their own right, there needed to be a more formal education process established to make sure everyone was on the same page when it came time to negotiate our Master Labor Agreements in both states. We expect the "best of the best" of our agents. Our collective goal is always to protect our members' work and benefits. And we can only do that through education, action, cooperation, strength in numbers, and a commitment to excellence.

On a broader scope, Operating Engineers Locals 302, 612 and 701 recently joined with the Northwest Carpenters to form a new regional alliance of solidarity in the construction industry. The Northwest National Construction Alliance II is a partnership between the Operators and Carpenters to maintain mutually beneficial relationships with our signatory

contractors and provide our members with living wages and medical benefits. There are over 35,000 members represented by the new NWNCA. Read Eric Franklin's article on page 37, "The NWNCA Goes to the Front of the Line" for more detailed information about our new alliance.

An update on sand and gravel negotiations: first, I'd like to thank the members who work for these contractors for being involved and following our lead. With that they were successful in not allowing the contractors to force upon us an employee wage reduction of 20% of any future health and welfare increases. We have a successor agreement and while it's not everything we wanted, it's a good agreement considering the economic times with an over 2% increase each year. But the big success is not having the 80/20 split of any future health and welfare increases that the contractors were pushing for. Our members voted down two contract offers, including a "best and final" offer. By doing so they laid it all on the line, which paid off this time by getting the employers to modify their best and final offer by removing the 80/20 split.

We held a series of luncheons in July and August 2009 for some of our most valuable members – our retirees. These luncheons were well attended in all 8 districts in Washington and Alaska. Many expressed their appreciation at being included again as part of this Local and we plan to continue these luncheons annually. I personally place a high value on the wisdom and experience of our retired operating engineers. They were the ones who helped build our pension funds and training programs, and it's important that we all take the opportunity to thank them. Photos of some of the luncheons are included in the Good of the Union section of this Loadline.

The 2009 Christmas parties in all districts were well attended and enjoyed by all. Photos of some of our district parties in Washington and Alaska are in the Good of the Union section of this Loadline issue.

The Alaska members ratified the AGC contract on December 15. This re-negotiation of the Alaska Master Labor Agreement took months of hard work and dedication. My thanks go out to the district representatives, field agents and members who worked tirelessly to obtain the best contract possible for our members.

Fraternally,



Russ Conlon, Robert Chapman (70 Year Member) and Daren Konopaski.

RETIREMENT SEMINARS

Local 302 and Local 612 will offer a series of retirement seminars in February to help educate and prepare our members for retirement.

February 18 – District 3

Silverdale Beach Hotel & Convention Center, 7:00pm

February 19 – Local 612

Tacoma Best Western Tacoma Dome Hotel, 7:00 p.m.

February 20 – District 1

Local 302 union hall in Bothell, 9:00 am

February 22 - District 5

Local 302 office in Ellensburg, 7:00pm

February 23 – District 8

Extended Stay Hotel in Juneau, 7:00pm

February 24 - District 7

Local 302 union hall in Fairbanks, 7:00pm

February 25 – District 6

Local 302 union hall in Anchorage, 7:00pm

Please note that the Bothell meeting begins at 9:00 a.m. All other meetings being at 7:00 p.m.

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COVER PHOTO:

Local 302 member employees of Rabanco Disposal (dba Republic) ratified their third successful contract on November 21, 2009.

Pictured left to right:

Paul Erickson, Derrick Carter, Somdy Inthirath, Jesse Hopson, Fred Eastland, Andrew Rogers, Richard Lines, Herbert Neutzman, Mitchell Haven and Gary Fontenot. Other Local 302 members not pictured are Lucius Ward and Rickie Briggs.

Local 302 Retirees

Daren Konopaski, Business Manager, and the staff of Local 302 congratulate the following members on the next phase of their careers; a well-earned retirement.

- | | | | |
|-------------------|-------------------|--------------------|----------------------|
| LARRY ABERLE | ERIC ERICKSON | SCOTT MACDONALD | TIM SEAWEL |
| LORENZO ACUNA | GLENN FLEENER | DAVID MACOMBER | CLIFFORD SELIG |
| SUSANNE ADAMSON | JAMES FOGARTY | ALONZO MALASARTE | ROBERT SEVILLE |
| JAMES ADKINS | BRUCE GABBERT | STEVEN MAPES | JACK SHARP |
| BRADFORD AFONG | MICHAEL GARNER | WILLIAM MARTIN | RAYMOND SHELDON |
| JESSE AGUILAR | MICHAEL GEARHART | RICHARD MAYER | STEVEN SIMIAN |
| JOHN AHLQUIST | TERRY GELLNER | ROCKY MCDONALD | HAROLD SIPES |
| DWIGHT ALLEN | DALE GEORGE | JACK MEAD | GEORGE SMERUD |
| JOHN BARKLOW | VERN GIBBS | MICHAEL MENEFEE | DUANE SMITH |
| VALERIE BELL | MICHAEL GIGER | STEVEN MEYER | JOSEPH SMITH |
| ROBERT BELL | KENNETH GILBERT | DONALD MONTGOMERY | KENNETH SMITH |
| WAYNE BELL | JAMES GILLIS | TERRY MONTIETH | STEVE SNOW |
| STVEN BERGE | OLIN GLADDEN | EDDIE MOORE | ROBERT SPEEGLE |
| CATHY BERNATH | LES GLASSER | TERRY MOORE | GERALD SPRINGER |
| FORREST BIRDSALL | CHUCK GRIMM | RAYMOND MORENO | DAVID STANFORD |
| CLARK BISHOP | STUART HALLMARK | DEAN MORIN | JOHN STANNARD |
| WILLIAM BISHOP | FRED HEIM | ROBERT MORROW | CHARLES STEINMAN |
| WILLIAM BLAKELY | CHARLES HELLER | KRAIG MYRICK | VAN STENBERG |
| PATRICIA BLODGETT | DAVID HENDRICKS | MAURICE NAHOLOHOLO | RONALD STEVENS |
| SCOTT BOEHLER | REINO HENDRICKSON | MICHAEL NEWCOMB | JIMMY STIDMAN |
| BRIAN BOEHMER | JAMES HENDRYX | LARRY NEWMAN | MARK SWANBERG |
| DARRELL BOHN | KENNETH HILTZ | G. NICHOLS | JAMES SWANEY |
| CHARLES BOOTH | CHARLES HODGIN | D.L. NIEMI | JESS SWEATT |
| DAVID BRANDSRUD | MICHAEL HORTON | GARY NIESE | STEVEN SWEET |
| HAROLD BROWN | DANA HOVLAND | LOUIS OLSON | KARLA THEROUX |
| GREGORY BUDD | PETER HOWLETT | MICHAEL ORICK | HOWARD THOMAS |
| ROD BULYCA | CHARLES HUCKABEE | TIMOTHY PAINTER | ORVILLE THOMAS |
| STEPHEN BURSETH | CARL HUGHES | BRIAN PARKE | TERRANCE TIBBE |
| ROBERT CARPENTER | LARRY HULTMAN | GREGORY PARKER | DOUG TOSLAND |
| LON CARSON | DAVID HUMPHRIES | NORMAN PARKER | JAMES TUMSUDEN |
| GLENN CARTER | JOSEPH HUNT | MICHAEL PETERSON | JERRY TURNER |
| DIANA CARTIER | THOMAS IRVINE | BOYD PETTY | STEPHAN TVEIT |
| ROY CHANCE | DELMAR JACKSON | RONALD PIERCE | WILLIAM TYRE |
| ANTHONY CHAVEZ | PAUL JURGENS | TROY PINNICK | VALJEAN VALLIERE |
| JOHN COBLE | WELSLEY KEELE | BURT PITTS | DARRELL VANWEERDHUIZ |
| CARLTON CODE | JON KESO | DAVE PIXLEY | JOHN VANHULLE |
| CHARLES CONNER | CORDY KETCHUM | STEVE RADER | JAMES VINCENT |
| RICHARD COOK | DAVID KINGSLIEN | JAMES RAHI | WILLIAM VISOCKY |
| GARY COWDRICK | HENRY KOKRINE | THOMAS RASLEY | DON VOGGENTHALER |
| JEFFREY CREAMER | MYRON KRAGNES | AL RATLIFF | JIMMY WALLACE |
| MIKE CURRIE | WILLIAM KUNZLER | RICK REED | MARK WALTERS |
| BRYAN DAHM | ROBET JACINTHO | JAMES REEFF | WILLIAM WATERS |
| D. DAVIS | RICHARD LAMB | CHRIS RHEA | DANIEL WEST |
| LEONARD DAVIS | RONALD LAMB | THOMAS RICHARD | EUGENE WEST |
| MICHAEL DENNISON | MICHAEL LARES | EARL ROETEMEYER | KENNETH WILSON |
| DUANE DESROSIER | CATHERINE LAWLESS | DANIEL ROGERS | MARK WILSON |
| CHARLES DEWITT | STEPHEN LEADER | DAVID ROSEBOOM | CLAUDE WINQUIST |
| DONALD DICKISON | JOHN LEAF | GARY ROSENBAUM | RANDALL WOODS |
| WILLIAM DIVINEY | LLOYD LESEMANN | EDWARD ROSS | RICHARD WOODS |
| ROBERT DONHAUSER | MICHAEL LILJEDAHL | PHILIP ROTH | HARVEY WRIGHT |
| CHARLEY DOOLITTLE | HARLAND LINGLE | HILLIARD SANDERS | RICHARD YOUNG |
| RICHARD DUBIE | MARK LOOMIS | JERRY SANDS | DONALD ZARR |
| BRUCE DUNBAR | RICK LOWE | DON SANTOS | |
| JOHN EATON | JIM MC CREADY | DANIEL SCOTT | |

FINANCIAL SECRETARY'S REPORT



Malcolm Auble
Financial Secretary

Recently the Trustees who serve the Pension Trust had to make some very tough decisions concerning cuts to the early retirement subsidy and non-accruing contributions to the Trust. These were not popular choices but necessary to maintain the integrity of the plan and to be proactive to keeping the plan in the Green Zone, according to recently passed legislation called the Pension Protection Act.

As you know, in 2000, 2001 and 2002 the Pension Trust took a \$700 million loss over these 3 years and we all thought that was drastic. In 2008 alone the Pension Trust took another nearly \$700 million loss after recovering from the prior recession of 2000-2002. Along with this sudden and unprecedented event, we are faced with the Pension Protection Act and its green, yellow and red zone status classifications that – with continued decline of the Plan – could put us into a situation where the Federal Government dictates our decision making process and we have little or no control. So with continuing poor market performance into early-to-mid 2009 and the real possibility of the plan falling into the yellow and possibly a red zone status, the Trustees decided to take some action, fully realizing that deeper possible cuts without some kind of market recovery may still be required.

The elimination of the early retirement subsidy (28% at 52 years of age) to its actuarial equivalent of 48% instead of 76% at age 52, and a 12% non-accruing on all contributions made until January 1, 2010 were the actions taken by the Trustees. We took these two options and preserved the possibility of an accrual rate reduction of less than 1.5 % and possibility of having to raise the early retirement age above 52 years of age. These changes are only for benefits earned after January 1, 2010 and any benefits earned prior to December 31, 2009 shall be paid at the rate dictated by the rules in place prior to January 1, 2010. An **example** is if a person retires in December 2010 at the age of 52, his benefits earned prior to January 1, 2010 shall be paid at 76% of the full retirement rate of age 60 and the benefit earned after January 1, 2010 shall be paid at the 48% of the full retirement rate of age 60.

Early Retirement Reduction Factors

If you elect Early Retirement, your monthly retirement income is based on the accrued benefit earned to your retirement date, reduced to reflect the fact that benefits will be paid for a longer period than if benefits began at Normal Retirement. The amount of the reduction is based upon a factor which depends upon your age at retirement. Effective for accrued benefits earned on and after January 1, 2010, the factors have been changed as follows:

Age at Retirement	Current Factors for Accrued Benefit Earned prior to January 1, 2010	New Factors for Accrued Benefit Earned on and after January 1, 2010
60	100%	100.0%
59	98%	93.5%
58	96%	87.0%
57	93%	80.5%
56	90%	74.0%
55	86%	67.5%
54	82%	61.0%
53	79%	54.5%
52	76%	48.0%

The above factors are pro rated by month. ***The new factors only apply to the accrued benefit for hours worked on or after January 1, 2010. The factors applied to the accrued benefit for hours worked prior to January 1, 2010 are unchanged.***

The Trustees certainly hope we don't have to take additional reduction actions and take no pleasure in the ones we have had to make. Our hope is that we see a sustained market recovery and a full recovery to the Pension Trust so that we may begin to restore the benefits we have had to reduce.

We will also be doing a series of retirement seminars in February to help educate and prepare our members for retirement. The schedule is February 18th in Sulverdale, 19th in Tacoma, 20th in Bothell, 22nd in Ellensburg, 23rd in Juneau, 24th in Fairbanks and in Anchorage on the 25th. All the meetings will begin at 7:00 p.m. except for Bothell, which will begin at 9:00 a.m.



Randy Loomans
Government Affairs Director

Dear Brothers and Sisters,

As I write this article for the Loadline I realize that this January will mark the beginning of my fifth year working for you and this great 105 year-old union organization. The time has flown by and I still find the job challenging and rewarding on so many levels, and I appreciate the opportunity to continue to work on your behalf.

This past legislative session was long and hard because of the recession and the state budget deficit. Legislation supported by Local 302 and the building trades lobbyist will go far in supporting work for our members. Below is a short wrap up of those bills passed during the 2009 legislative session.

Unemployment

We were able to pass legislation that temporarily raised unemployment benefits by \$45 per week until the end of the year. This, along with the federal stimulus of an additional \$25 per week, gave a much needed boost to those unemployment checks. In November The Federal Government also passed legislation that extended the weeks of unemployment benefits for those who exhausted their benefits by the end of 2009.

Apprenticeship Utilization

This bill extends apprenticeship utilization requirements to public works contracts awarded by all of the 4-year universities in Washington.

Alaskan Way Viaduct

The state will replace the Alaskan Way Viaduct with a deep bore tunnel which must include 4 general purpose lanes in stacked formation. The bill establishes that state funding for the tunnel costs are not to exceed \$2.4 billion. Construction of the tunnel is expected to begin in 2011 with completion set for 2015. Work has already started on the approaches.

Airport Rental Car Facility

This project had been shut down for funding reasons putting 70 of our members out of work. We worked with the Port of Seattle to pass a funding source that would allow this project to move forward. The project has been restarted.

Transportation Funding

The 2009-2011 Transportation budget invests \$4.4 billion in transportation projects. Over 400 projects are funded and scheduled to move forward. This is the largest transportation budget in the state's history.

The 520 floating bridge moved closer to reality with Grays Harbor and Tacoma chosen as the site for construction of the pontoons. The replacement of the floating bridge was not fully funded by the 2005 Transportation Partnership Act so we passed legislation that would allow for tolling and other revenues to be used to for the bridge funding. This will create hundreds of jobs.

There were many other bills that were also important, but I wanted to highlight the ones that most affect our members.

In the November elections Local 302 became involved in the “No on Initiative-1033” campaign and the King County Executives race. We were successful in both. I-1033 was soundly rejected by the voters because of its budget impact at the city and county levels. I want to acknowledge and thank Local 302 member Todd Hassing for directing the phone banking efforts for the union, and I want to thank the members who took the time to make the calls. You all should be proud of your efforts in educating our members on this issue. If this initiative had passed it would have put many of our members out of work.

The King County Executive’s race was important because of the Local 302 members who work for the county. It was clear from the start we could not support Susan Hutchison as she proclaimed that the union contracts were too generous - especially health care - and the first thing she would have done if elected was renegotiate the contracts. We threw our support behind Dow Constantine because of his stand on labor issues and his respect for the collective bargaining process and unions. As a legislator, Dow had a 100% voting record on labor bills. We can all look forward to working with him.

January 11th marks the beginning of the 2010 Legislative Session. As many of you know, the state is facing another decline in revenue expected to be about \$2.4 billion. Last session they were able to close the \$9 billion dollar deficit by making cuts to programs and services, the use of Recovery Act funds, and fund transfers. As revenue projections continue to decline, more cuts seem inevitable. I will be working to protect jobs and to advocate for more recovery money to be spent creating jobs through investments in infrastructure. I look forward to the new year and thank you for your continued support.

Wishing you and yours a safe and healthy new year.

- *Randy Loomans*

Airport Rental Car Facility Construction Site



DISTRICT 3

Silverdale office
360-307-0557



Tony Hansen
District Representative

Anchorage Report

Brothers and Sisters,

Well, the holidays are behind us and we are all looking forward to a prosperous 2010. With the national economy slowly starting to rebound, we in Alaska should feel fortunate that we weren't hit in the downturn as bad as they were in the lower 48. Now, if you talk to the contractors, you would think we are on the brink of disaster. I hope they are wrong! Let's all hope that our economy in Alaska continues to grow and our contractors and membership BOTH prosper.

We in Anchorage have now been in your union hall for a year. We have seen an increase in our union meeting attendance since moving to the new hall. I would encourage all of you to attend the meetings when possible. They can be fun and informative and we always welcome membership input on the issues that affect us all. The bull session's after the meetings are great too! Remember, the 4th Thursday of every month at 7 PM. (Except Nov. & Dec.)

I hope you all have had a chance to stop by and say "Hi" and have a cup of coffee.

Tony Hansen
District 6 Representative

DISTRICT 6

Anchorage office
907-561-5288



Carl Gamble
Field Representative



Jason Alward
Field Representative



Shane Linse
Field Representative



Jared Hamlin
Business Relations



Mark Charlton
Dispatcher



ANCHORAGE DISPATCH

In brief, it has been a very slow year in general for dispatches. This work season we were doing pretty good compared to the previous year, but in the month of July alone we were down 55 dispatches from the previous year. We still have a small problem of contractors calling members to go to work and not informing the hall of your employment. We realize that due to the locations of jobs and of members that coming into the hall is somewhat hard to do, so a phone call before you go to work will get the ball rolling. Remember it is your responsibility to have that dispatch and for those contractors that are single complaint agreements (meaning that they only sign job by job agreements) that you must be re-dispatched for each job. This is for protection of your pension and health insurance.



Anchorage Hall Groundbreaking

Anchorage Hall Finished



Pipeline Training



DISTRICT 7

Fairbanks office
907-452-8131



Charlie Jurgens
President & District Rep.

The Alaska Master Labor Agreement was recently re-negotiated with the Alaska General Contractors and was ratified by the membership on December 15, 2009. We appreciate all of the members that participated by returning the contract survey. These are very important to us to get a feel for how the membership feels about our contract.

Newly signed Arctic Contracting who is joint ventured with Brice Inc. is scheduled to continue doing support work for Doyon who is doing exploratory work in the Nenana Basin for natural gas. If they successfully locate gas this would be a great benefit for our membership with future infrastructure work.

Another newly signed contractor is Arrowhead Building Contractors who has utilidor work at Eielson Air Force Base. Cruz Construction will continue work in Fort Yukon, and Galena.

Ruth Burnett Sport Fish Hatchery Structural steel has been hung by Universal Welding. The fresh water intake line has been placed by MCM Roe. The project is on going.

Tanana River Bridge Project located ten miles south of Tok, on the Alaska Highway is being preformed by Alaska Interstate Construction. Nugget Construction is the subcontractor doing the civil work on the project. Malcolm Drilling has the drilling portion of the contract.

The Operating Engineers recently renewed the contract with Nome Joint Utilities for the ongoing utilidor and tank replacement.

Great Northwest recently started repaving the parking lot at Pioneer Park, and has also recently started a new project at Fort Wainwright. By the time you read this the project will be complete. Work on the permanent earthquake repair project with Great Northwest is almost complete. They recently joint ventured with Rodger Hickel Contracting and were awarded a \$25 million dollar project on the Dalton Highway just north of Coldfoot.

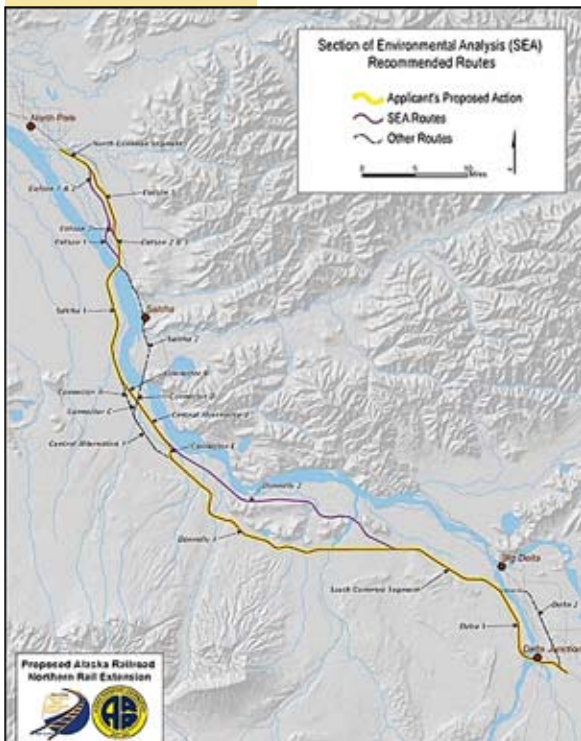
HC Contractors has completed the paving on the Dawson Road Overpass project, along with projects at Fort Wainwright, Eielson AFB, and Chena Hot Springs Road. HC Contracting recently was awarded the Tok Weigh Station project.

Brice has ongoing work on their project in Savoonga, on St. Lawrence Island which consists of a runway upgrade. They also have runway upgrade work in Huslia and Allakaket.

Quality Asphalt recently picked up a \$7 million dollar highway realignment south of Nenana.

The Alaska Railroad has completed its environmental impact statement on a \$650 To \$800 million railroad extension from Moose Creek near North Pole to Delta Junction. The first phase will consist of a 3,000 foot bridge over the Tanana River. Phase Two will be rail construction from Moose Creek to the new bridge. Phase three and four will consist of rail construction from the bridge to Delta Junction.

Paving Products will continue its maintenance work at Eielson AFB and has been recently been awarded the maintenance work at Fort Wainwright and Fort Greely.





The last structure being removed by CASI Employees from the manifold building at Pump Station 8.

CASI is continuing doing project work in connection with the SR reconfiguration system. Pictured is work that was performed in June and July, at Pump Station 8. During the shut-down at Pump Station 8 a pig launcher and receiver was installed along with some new valves.



Price Gregory ENI Pipeline Project side booms preparing to place pipe in ditch. Nanuq Inc. is performing the ditch excavation.

Price Gregory completed its ENI three and a half mile offshore pipeline project this past winter. Price Gregory's 2010 construction season will be the completion of the second phase of the ENI project which consists of a fourteen mile on shore pipeline.

Nanuq Inc. will be constructing and maintaining ice roads for the ENI project this winter. Nanuq also is doing support work at Oogruk Island and at Point Thompson.

Doyon Associated will be doing winter pipeline work for Conoco Phillips in the Kuparuk Oilfields.

Cruz Construction will be doing the Savant Ice-Road Project.

DISTRICT 7

Fairbanks office
907-452-8131



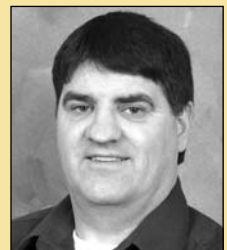
Lake Williams
Business Relations



Kyle Brees
Field Representative



Mike Friborg
Field Representative



Don Lowry
Field Representative



Shawn Lowry
Dispatcher

FAIRBANKS DISPATCH

Greetings from Fairbanks,

I would like to remind everyone to re-register to maintain your place on the out of work list. Verify your contact numbers and notify me of any changes that you may need to make to your qualifications or personal information. Though the work load currently is light no one wants to miss a job because they fell off the list or had a bad phone number on file when calls do come in. Take a moment to check your certifications and look into the training schedule if you need to get updates. Remember we need to make ourselves the most valuable employees we possibly can. Re-register every ninety days. Have a safe season.

Thank You
Shawn D. Lowry

DISTRICT 8

Juneau office
907-586-3850



Rob Peterson
District Representative

Master Labor Agreement ratified

We went back to the table with the AGC to negotiate a successor agreement. The Local sent out a survey to all Alaska members and received some good input. Several key issues were: pension, health and welfare contributions, subcontracting language, meal periods, pay guarantees, and pre-job conferences. The MLA is only opened once every 3 years and member input is always very important

Supreme Court rules in favor of Kensington mine

A 2009 decision will finally let the Kensington mine get underway. While we do not usually represent mineworkers, the mines themselves in Southeast and other parts of Alaska have been a great source of work for our union contractors and members.

Juneau Airport Operators want new representation

The Juneau airport maintenance and operations workers formerly represented by MEBA have signed bargaining cards with the Operating Engineers so we can represent them. As of June 23, 2009 the City of Juneau turned down our request to represent them. The City cited several reasons, including that the “unnecessary splintering of city employees into different unions is not in the City’s best interest”. We obviously disagree with them and have filed an appeal with the City of Juneau Assembly to be heard sometime in January.

Ex-Governor Palin and DOT decide to fight court ruling on Juneau Access

I was very happy to learn that former Governor and the Department of Transportation decided to fight the court’s decision siding with environmental extremists who claimed that the federal permit for the Juneau Access project was not properly issued. The court said the state needed to study ferry access more thoroughly. The state has extensively studied ferry access for this route and realizes that a road is a much cheaper option than buying new mainline ferries and subsidizing this ferry route by more than \$20 million each year. The bottom line is the road pays for itself and creates jobs in the state.

Paving Glacier Highway right outside of District 8 Local 302 Hall in Juneau



Clear Air Force Station

Clear Air Force Station is a United States Air Force Station located approximately 75 miles southwest of Fairbanks and 250 miles north of Anchorage on the Parks Highway. Clear AFS along with radar units at Thule Air Base, Greenland, and Fylingdales-Moor, United Kingdom, comprise the Ballistic Missile Early Warning System. The primary mission of Clear AFS is to provide early warning of intercontinental and sea-launched missiles to the North American Aerospace Defense Command. IUOE Local 302 members maintain all the vehicles and equipment in the motor pool, maintain roads and grounds, and perform preventative maintenance and repairs in the civil engineering areas.

Clear AFS started as a small dirt landing strip constructed during World War II to aid pilots flying fighter planes to Russia. Clear AFS as a radar site really began in 1957. When the Soviet Union launched Sputnik the United States had to do something about the threat of Soviet missiles, and the idea of the Ballistic Missile Early Warning System (BMEWS) was born.

In early 1959 Clear AFS was designated to become Site II of (BMEWS). Site I was already under construction at Thule, Greenland, and Site III would soon follow near Fylingdales Moor, England. Groundbreaking for the new radar site took place in May 1959. It would take the next two years to construct the three massive detection radars that would become Clear's trademark. The radars were designed by GE and MIT, and built by RCA. The radars measured 165 by 400 feet apiece. Access to the area in 1959 was minimal which made the construction of the site very difficult and costly. The project ended up costing almost \$360 million in 1959, which is approximately \$2.6 billion today. Clear AFS' radar became active in 1961 and was actually operated by civilians until the Air Force took over in 1964.

In the mid 1980's the sites at Thule and Fylingdales were converted to phased-array radar systems and Clear AFS became the last mechanical missile warning site in the U.S. The government decided that Clear AFS should be upgraded with a phased-array also. In April 1998 the Air Force broke ground on a \$106.5 million upgrade which included a new 82,000 square foot building to house the upgraded equipment. The Air Force decided to use the equipment from a recently shut down system in Texas for the upgrade as opposed to buying a complete new system. This saved the tax payers about \$140 million. The system went on line in January 2001 and the old system was shut down in February the same year.

All civil operations are preformed by BAE Systems and their subcontractor Aleut Global Solutions, who are signatory to a joint crafts agreement for the day to day work at Clear AFS.

Clear AFS



FEDERAL STIMULUS FAQs

What if a state has a list but it isn't being released?

Some states have a list but are concerned that an early release of information would cause the public to question why certain projects were included and others not. The average person does not appreciate the complexities of getting a project out to bid, including problems with obtaining permits, getting environmental clearances, obtaining rights-of-way, design work, etc. Many people- including some elected officials- believe the process to be easier than it is. The more time that elapses between a state publishing its list and decisions being made about which projects to build increases the chances for issues to arise through public discourse, and for projects that aren't good candidates for stimulus money to emerge and therefore have to be dealt with.

Will all the projects on a state's list be funded and built?

Probably not, since most states are asking for much more than they actually expect.

This approach is based on several assumptions:

- No one knows the exact size of the stimulus bill at this time so it's better to have more on the list than too little. It would not be good for a state to have not enough projects ready to go when the bill becomes law.
- No one knows what categories of funding will be used as avenues for giving the states their share of the money so it's better to have lots of projects on the list that cut across all conceivable funding categories. That way a state doesn't miss out on an opportunity for money in any one specific category.
- If some states don't spend their allotment of stimulus money then other states will want to make sure they have plenty of projects ready to go to bid when a redistribution of funds occurs. Having extra projects allows a state to take advantage of any additional money that may come their way.

What can local governments do to get ready for the stimulus money?

First, make sure their projects are on the list of potential recipients. Second, be realistic about what can and cannot be built with the money in the time frames being considered. Get environmental clearances, do the necessary preliminary engineering and begin the preparation of bidding documents so that projects are ready when the money does come. If a city or county does not have tools or staffing in place, now is the time to resolve those issues.

Will there be a requirement for a state to match the stimulus funds?

Every indication is that the money coming in the stimulus bill will not require a state or local match but will be eligible for 100% federal funds. Many states have trouble matching their current apportionment of federal funds so it is not realistic for Congress to add to that funding and expect a state match. Remember that the stimulus money is in addition to the state's normal federal funding for the year.

What can a state do to spend its money if it doesn't have environmental clearance for its projects?

The fastest way to spend money from the stimulus bill will be to advance pavement preservation projects on their highway system. Every state has a backlog of these projects and can drive value from this investment. The projects can be bid singly or in groups and quickly advertised with modest bid documents. The downside of pavement preservation projects is that they do not generate as many jobs as other types of projects due to the limited workforce required for a lay down crew and the trucking operation that delivers the hot mix asphalt. In this case, much of the money is tied up in aggregates and the asphalt used to make the hot mix.

FEDERAL STIMULUS FAQS

How will money be allocated to local governments?

No mechanisms exist for Congress to have the US DOT funnel money directly to local governments for transportation projects. Current systems are all geared for state DOTs to receive funding and disburse the money to local governments. Change in these methods is improbable so there will likely be a sub-allocation of funding to be administered by state DOTs, but amounts are still unknown. In the absence of Congressional direction, states would divide the money to the locals based on whatever formula they currently use, although some local entities are unhappy with the state distribution formulas. However, given the short-term nature of the stimulus program and the complexities of changing a state's distribution systems, it is unlikely a legislative change could be enacted soon enough to make a difference.

What issues will arise with money allocated to local governments?

Local governments will face the same restrictions and regulations that come with federal money in a non-stimulus environment. They may need to rely on the state DOT for assistance since in many cases cities and counties do not have the systems and processes in place to use federal funds in accordance with these regulations. Everything from procurement processes to materials testing to contract administration will have to follow federal procedures.

What other impediments could prevent a project from being built using stimulus money (right of way, local opposition, litigation, etc.)?

Getting projects to construction involves many activities. They include design, obtaining permits, right-of-way procurement and addressing utility conflicts to name a few. A state may complete the environmental process and final design but be waiting on relocation of key utilities or right of way procurement. Both utility relocations and right-of-way acquisitions can take more time than the stimulus bill may allow which could potentially eliminate possible projects. States with cumbersome right-of-way procurement processes will be disadvantaged and will have to rely on projects where the right-of-way is already owned by the DOT or where little or no right-of-way is required for a specific project

Gov Gregoire, Local 302 Govt. Affairs Dir. Randy Loomans and First Lady Michelle Obama at a Gregoire fundraiser in 2008.



DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

District 3 Projects Underway

Dear Brothers and Sisters,

I hope everyone had a great holiday season and that you and your families are well. There are some big projects coming in 2010.

The 520 bridge pontoons will be built in Aberdeen. Hos Brothers has a \$300 million dollar job to finish in Bremerton. ACC has a \$100 million dollar dock to finish at the Puget Sound Naval Shipyard. Kiewit will be finishing a \$245 million dollar job at Sub Base Bangor. General Construction is also doing a dock job at Sub Base Bangor. Peninsula College in Port Angeles is doing a \$22 million dollar upgrade. There is also a \$22 million dollar fish hatchery project in the works on the Elwha Reservation. The Elwha Dam removal is going to bid this spring.

In closing, be sure to register every 90 days on the out of work list. Please contact dispatch for additional information about the hiring hall rules, or refer to your collective bargaining agreement.

**Peninsula is glad to have
their bridge back**

Thank you for letting me serve you.

George Garten

District 3 Representative (Olympic Peninsula and Kitsap County)

General Construction placing a ramp on the floating section of the newly renovated Hood Canal Bridge.



DISTRICT I

Bothell office
425-806-0302



Andy Snider
Field Representative

Brightwater and Granite Falls Truck Bypass

Granite Construction was awarded the Granite Falls truck bypass for \$12 million - almost half of the engineers estimate. There were 7 of our top contractors that were within \$2 million of each other on that project. Balfour Beatty and Marshbank Construction are doing the dirt work on the Sunnyside wastewater treatment plant in Lake Stevens. This is a \$90 million contract. They also have small projects around other areas of the county and are very actively bidding. The bad news is that the sand and gravel is way down with big layoffs at Cadman and Ce Mex, but Glacier Northwest is staying steady and has had no layoffs.

The Brightwater project experienced some pitfalls over the summer. Vinci Parsons Frontier Kemper JV had numerous problems with both tunneling machines, and they had to rebuild them in place. VPFK JV dewatered the area around the head works to stabilize the ground so they could send workers in to repair the cutter heads on the tunneling machines. Both machines had the same problem - excessive wear on the face. The only good news is that King County had a way to bypass that section of the project and allow them time to do the repairs and finish the section late. The other sections of the Brightwater tunnel project are still going fine. Kenny Shea Traylor completed their portion of the job in August; Jay Dee Coluccio Taisei JV continues to do well on their portion.

Andy Snider, Field Representative
North King and Snohomish Counties

WASHINGTON DISPATCH

The federal stimulus funding that was expected last year came in slower than expected. While some work was created, we'd hoped be much busier dispatching for those jobs soon.

In the meantime, if you're collecting unemployment, it's important for you to know that there are some new reporting requirements to remain qualified for the extended unemployment benefits that the government is offering. For more information about those benefits, visit the Employment Security Department's website (<http://www.esd.wa.gov/index.php>). The rules of providing unemployment benefits for operating engineers who work out of the Local 302 jurisdictions are different than what most employers are required to follow. Because we are a "full referral union hall", it alerts the Employment Security Department that our members are required to obtain their work out of our hall, which means that ESD must follow the federal (not state) guidelines for providing those unemployment benefits to our members.

We have a new phone system at the Local 302 Bothell hall. The new dispatch extension is '1'. You can still reach dispatch by dialing extension '300', but it takes a little longer to connect to our dispatch phones. Please be patient while you're

waiting to speak with a dispatcher. We receive a lot of calls, and it takes time to give out the information that our members and contractors are requesting.

Make sure to update your qualifications and provide us with copies of any certificates or cards (TWIC, C-Stop, etc.) Make sure to keep your phone and address information updated with our dispatch office. If we can't call you, we can't dispatch you to a job.

And finally, here is the standard reminder about re-registering every 90 days: We know we sound like a broken record, but it's very important to understand that if you want to remain on the out-of-work list - and therefore keep your place in line - you must re-register every 90 days (this is not the same as every 3 months). The only acceptable ways to re-register are by fax, by mail, or in person. We need to have your signature on each re-registration, so you cannot do this over the phone. Even if you tell us on the phone that you want to re-register, we cannot accept your request unless it is in writing. Refer to the Hiring Hall Rules that are posted on the bulletin board next to the dispatch office and printed on pages 55-67 of the Master Labor Agreement

Projects in Seattle

Driving downtown continues to be a challenge with many lane closures and detours. Scarsella has 1st Avenue torn up in the SODO District from Spokane Street to Lander. They are replacing concrete panels and sidewalks. Gary Merlino has several crews working on various streets from Virginia to Bell. They are upgrading the bus lane, replacing curbs, conduit and electrical vaults. Merlino also picked up work on SR-99 from South Holgate to South King Street, replacing electrical banks and conduit. Mid-Mountain is working on the 4th Avenue off ramp from the Spokane Street viaduct. Malcolm has the drilling.

Tri-State has the lower level of the Spokane Street Bridge project. They are replacing the concrete roadway and widening sidewalks. Rhine is doing the demolition. Kiewit has Royal Brougham closed from 1st Avenue to

4th Avenue while building the SR-519 project. Malcolm is drilling 9 foot casings for 70 foot re-bar cages made with 18 bar. The cages weigh up to 70,000 pounds.

The Viaduct design for the deep bore tunnel has been approved by the House and Senate with a \$2.4 billion cap. Governor Gregoire added an amendment that would have downtown property owners pay for any cost overruns. The 54 foot diameter tunnel will be the largest single bore tunnel in the world. China now has the largest at 51 feet.

Howard S. Wright has picked up Fire Station #39 in Lake City. This is one of 6 fire stations that are all part of the \$167 million Fire Facilities and Emergency Response Levy that passed in 2003.

Eric Bellamy, Field Representative
Seattle



DISTRICT I

Bothell office
425-806-0302



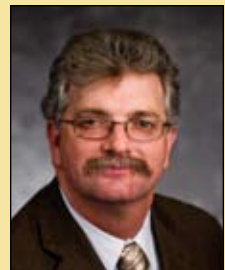
Eric Bellamy
Field Representative



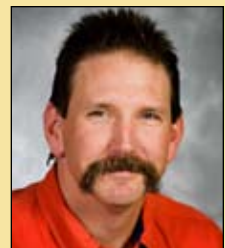
Bob Franssen
Field Representative

BOTHELL DISPATCH

425-806-0302 x300



Rick Cunningham
Dispatcher



Tony Zempel
Dispatcher

DISTRICT 1

East King County
425-518-2069



Gabriel Chavez
Field Representative

Greetings, Brothers and Sisters

East King County does not have too many big projects going on right now. The biggest projects are in Redmond, where Tri-State Construction is currently working on Highway 520 near Microsoft (NE 36th Street bridge).

PCL Construction is working on Highway 520 at West Lake Sammamish Parkway to SR 202 and the HOV SR 202 interchange. KLB is doing the dirt work.

We have other projects going on the area, too. Ceccanti has 2 projects in Sammamish. NW Cascade has a \$10 million dollar job in North Bend. There are two big projects coming up in 2010: Sellen Construction will start construction in mid-January on the new Swedish Hospital campus in the Issaquah Highlands, and Guy F. Atkinson is going to start a \$107.5 million dollar project in Bellevue (I-405 at NE 8th Street to Highway 520) sometime in March.

Gabriel Chavez, Business Agent
East King County

District 2 Report

DISTRICT 2

Mt. Vernon office
360-336-2615



Brett Holley
Field Representative

Dear Brothers and Sisters,

The workload was pretty slim in District 2 during 2009, but a couple of projects are still ongoing. The Kuney project on the Guide in Bellingham is still moving along and Granite Construction is now doing the paving. They are expecting to have all four lanes open by February 2010, just in time for the Olympic Games that will take place in Vancouver, B.C. Kuney is also actively bidding several other upcoming bridge projects in District 2 that will keep our members working locally.

The Highway 532 widening project is underway, but tapering off for the winter. The work is being done by by Parsons/Kuney Joint Venture under a project labor agreement. It is about an \$80 million design build that kept about 25 operators busy during the summer months. They ran 2 dirt crews and 2 pipe crews along with a structural crew.

Natt McDougall is also up at Baker Lake doing some work on the new fish hatchery. That project is only expected to take about 5 operators but it should continue to be steady work through the winter. The total project cost is around \$50 million and it will be nice to have a couple of our members up there doing the work.

The new union orientation class is coming together. We have been working diligently on putting together information that encompasses both our union heritage and our goals as an Operating Engineers local. We have taken portions of past classes and training programs from other locals in different areas to try and custom fit a program for our members here in Washington. Like our classes in the past, we welcome any input on this new and exciting curriculum and hopefully we will be able to provide our incoming members and our current members with up-to-date information on your local union.

I would like to thank our apprenticeship coordinators Tami St. Paul, Sandy Winter and all of our volunteers who helped out at the Deming Log Show booth in June. The log show is a great way for the Operating Engineers to get involved with the local communities in District 2, and hopefully with continued involvement grow our membership and increase union density in Whatcom and Skagit counties.

Fraternally,

Brett Holley
District 2 Field Representative

DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
Vice President
District Representative

District 4 and 5 Report

Hello Brothers and Sisters,

Well I wish I had all great news but unfortunately due to the times there are a lot of our union members struggling with making ends meet and keeping their healthcare going. My thoughts and prayers go out to all the members and their families who might be on hard times.

On the other side we in Washington are in a lot better shape then those in some other states. I have been receiving lots of calls from around the country about work in our area. With the private work being slow and the large housing developments that we have been accustomed to building all but stopped, there are a lot fewer job opportunities. But we still have highway work and more of that to come. While we might not get the number of jobs we were used to getting over the past few years, there will be jobs available and work being done. We are seeing less opportunity for new hires since the contractors are just trying to keep their regular employees working.

Work in Districts 4 & 5 is plugging along. Goodfellow Brothers has been wrapping up the job building roads

Tieton



into the PSE Wildhorse Wind expansion project in Ellensburg. The project was expanded by 22 wind turbines. Since then they have started on two other wind farm projects -the Vantage Wind Farm Project and the KVVPP, both in Ellensburg. Kuney has started the George Sellar Bridge project in Wenatchee. Vetch Construction has been working a couple of jobs on I-90; the first being a temporary bridge over Gold Creek for KLB and the second project being a concrete retro-fit on the truck lane of westbound I-90, placing dowels between the concrete panels on the pass. This is the same contractor who did the bridge work on the Highway 97 and Highway 2 intersection project last year. Since then we have worked together on a couple of projects. With this new work, Vetch was able to sign a new full compliance contract with Local 302. I welcome Vetch Construction as a new full compliance contractor, and look forward to helping them prosper while providing more employment opportunities for our membership.

Advantage Dirt completed the pipe work in Yakima on the Valley Mall Boulevard expansion project. They have also started on a project in Wenatchee doing the site work for the hospital expansion and street widening in Ellensburg. Mountain West Construction has completed the First Street project in Sunnyside and is doing a project for the Sunnyside irrigation district.

I hope all is well with you and your family.

Sean Jeffries,
Vice President/District 4 & 5 Representative
Ellensburg, Wenatchee, Yakima

South King County

DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

Dear Brothers and Sisters:

As you all know, work slowed down dramatically in 2009. The economy and job market took a big hit. We did have several major projects in the south end this year, though. Snelson Construction did a pipeline add-on in the Kent Valley. The three-legged, 6.1 mile extension connected existing lines in Kent, Auburn, and Federal Way. Merlino is currently working on 2 projects. One is at the transfer station at I-5 and Orillia Road. The other is the I-405 design build project between Highway 169 and Highway 167.

There were a lot of overlay paving projects last year, too. All the entrance and exit ramps were resurfaced from South Center to Federal Way on I-5. Auburn and Kent also did a lot of resurface work.

I'm sure all of you are aware that the pits in our area are a lot slower than normal, too. In spite of this, there were wage and benefit increases gained during contract negotiations with several sand and gravel companies during the fall, including Stoneway, Salmon Bay, and others.

A lot of work has been held up due to the economy. There are many projects in the South Sound area that would have provided many jobs to our members. I'm hoping to see several of them start this spring. One example is a 4 building high-rise planned in Federal Way that is supposed to be 16 to 24 floors per building. More warehouses are planned for the Kent Valley near Boeing. So let's hope the spending starts again and our members can get back to doing what they do best, move dirt and build King County.

One of our biggest problems seems to be other trades running our equipment and our members not reporting it, or not doing anything to help stop it. We are all aware that times are tough and that no one wants to do anything to jeopardize their job. But we need to look out for each other, too. It could be you on the out-of-work list and another trade doing the work you should be doing. We can't be everywhere at once and need your help to protect our work.

Another major problem that continues this year is trying to help members injured on the job. Never let an employer talk you into using your own insurance or talk you out of documenting an injury. I've worked with too many of our members that are getting claims denied because they have no documentation, or originally went to a doctor and used their own insurance. L&I has a hard time believing someone after they admit they falsified the first medical claim. Be smart and keep good records. Fill out accident reports for all injuries. A small strain today could be a major problem in a few days. Document, document, document.

Have a safe and healthy year.

Larry Gregory
Field Agent, Kent and Renton

DISTRICT I

Bothell office
425-806-0302



Ron Dahl
Business
Representative

Prevailing Wage

Dear Brothers and Sisters,

I would like to enlist your help in enforcing Prevailing Wage here in Washington for employees of rental companies. The history of this issue is the mechanics that work for rental companies and work on Prevailing Wage jobs are entitled to our rate of pay.

Rental companies are required to file Intents and Affidavits with Labor and Industries if they work on Prevailing Wage jobs. Intents need to be filed prior to work and Affidavits need to be filed when the work is completed to make sure those employees are paid properly.

Currently there is only one company that is filing correctly that is PAPE` .

There are many others, such as NC Machinery, Hertz Rental, Modern Rental, and Sunbelt Rental. Some of these companies rent things as small as forklifts or man lifts, but when they need to be repaired on site they need to pay correctly.

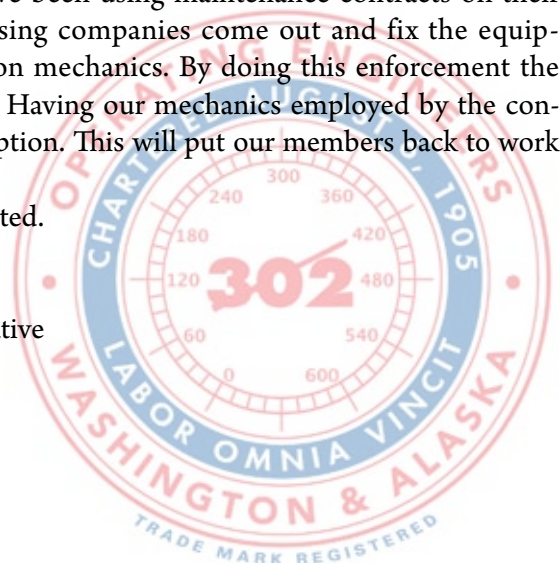
I have had several meetings and many conversations with L&I about how to enforce this. I have requested a formal determination that these employees are entitled to Prevailing Wage and that Intents and Affidavits need to be filed. They are in the process of writing this determination. I have also requested L&I to contact these employers and make them aware of their obligations, so far they are unwilling to do so.

This is where our membership can be instrumental. We have thousands of eyes and ears in the industry. I am asking for our Brothers and Sisters to help with finding rental mechanic working on any Prevailing Wage job. They do not need to be working for one of our signatory employers - just working on any school, highway, park, or any other job that might be funded with public money. If you see a rental mechanic on any of these projects, please call the agent in your area or myself and let us know what project, date, time, truck number and a photo taken with your cell phone or camera - anything to help me make a case for their wages. I will do the rest.

Our signatory companies and others have been using maintenance contracts on their equipment and are having rental or leasing companies come out and fix the equipment at a lower rate, bypassing our union mechanics. By doing this enforcement the rental companies will now pay our rate. Having our mechanics employed by the contractor will now be a more economical option. This will put our members back to work

Any help with this will be greatly appreciated.

In solidarity,
Ron Dahl, Local 302 Business Representative
(206) 391-2336



Public Works

In the last Loadline, I reported on a number of grievances that I've been working on with King County. I've acquired more since that time. I believe King County has gone into what I call a stall mode with processing grievances. Their attorneys are not responding in a timely manner, which could be a defense mechanism to cut costs and liability. We currently have 4 arbitrations coming up and 3 more grievances pending. Some of these grievances are due to a misunderstanding of what wage will be paid if an Operator is called to come in to work on his/her day off. If you are called in, clarify with the caller what wage you will be paid. If you have questions, please call me at (206) 391-2337.

We'll soon be having demand meetings for King County Operators. We currently have 3 counties involved with negotiations -King, Kitsap and Mason. All 3 counties are claiming budgetary problems. Negotiations are very difficult with Kitsap County; their negotiators claim wages and benefits will not increase unless legislative action is taken to increase property taxes. The Joint Crafts are only asking for minor language changes, a very modest increase in wages, and stability with the health care costs.

Mason County has its own challenges. They claim to be in debt by several million dollars. We were successful last year in negotiating an agreement that was proposed by Mason County. Afterward, it went before the Mason County Council for approval and the council decided not to accept their own proposal. Local 302 promptly filed an Unfair Labor Practices (ULP) charge against Mason County for its actions. The ULP was reviewed in Public Employment Relations Commission (PERC) hearings, during which testimony was heard from each of Mason County's commissioners. The county's position was presented by its lead negotiator, and the presiding judge ordered briefs to be filed. While waiting for the briefs, it was discovered that the court reporting company that recorded the testimonies had made mistakes, and we are now trying to reconstruct the testimonial records. The PERC did a great job of seeing this through to the end. As a side note, the lead negotiator for Mason County no longer works there, and we are now working with a new lead negotiator. During these challenging times with the counties, it's especially important for us to support our members who work for them.

Other contract negotiations will be in the works soon or are nearing completion. Evergreen-Washelli Cemetery negotiations will begin in the Fall of 2010. We hope to springboard off of Associated Catholic's negotiations, which were very successful. Local 302 completed its negotiations with Chugach Industries in the Fall of 2009 and they received a very lucrative contract. Working on a Navy base under the Service Contract Act helped these Operators get a great contract in hard bargaining times.

In conclusion, I am also working on prevailing wage surveys and paying close attention to our new National Construction Alliance, which is comprised of Locals 302, Local 612 and Local 701, and the Carpenters Union. I wish each of you a great 2010 that will hopefully bring more work to our Operators.

Bob Franssen
Field Agent, Public Works

DISTRICT I

Bothell office
425-806-0302



Bob Franssen
Field Representative

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Project Labor Agreements

Dear Brothers & Sisters,

Work is now complete on the Central Link portion of the Light Rail. Sound Transit recently opened its SeaTac Station and the train runs from the airport to Westlake Center in 20 minutes. The University Link portion of the next phase is underway.

Condon-Johnson continues to work on the Olive Way job preparing for the tunnel work underneath I-5. They are just about half way through. Traylor Bros/Frontier-Kemper will begin work this month at the UW site. Oma will be one of their first subs on site performing the excavation work. The TBM is not scheduled to be in the ground until summer of 2011. They will tunnel to the Capital Hill Station. JCM, JV was awarded the second tunnel for this project which runs from the Capitol Hill Station to Olive Way. Their TBM is expected to start work approximately the same time (summer 2011).

Railworks is currently working on the expansion of the Railcar Storage Yard on Airport Way. Plans are still being developed in regard to the Eastside Link, which crosses I -90 and serves Bellevue.

The Rental Car Facility (RCF) is in full swing after being shut down for 6 months due to funding issues with the Port of Seattle. They now have 3 towers and several sub contractors on site. This project is expected to continue for another 18 months or so.

Icon finished the runway project early and the Port was very pleased with their performance. The center runway will not be redone this summer due to the economy. There are a couple of bids coming up for the Port that will be project labor agreements (PLAs). The first is the NE Ramp Relocation project. It is a \$4 to \$8 million dollar job and is located across from the RCF job. Next is the Bus Maintenance Facility located on 192nd in SeaTac. It will be in the \$40 million dollar range. Ceccanti finished up the Lora Lake demo job and again the Port was extremely happy with their work. Way to go guys!

I attended a meeting with the new Mayor of Seattle, Mike McGinn, shortly after his victory and was pleasantly surprised by his outreach to the labor community. He asked for a meeting with a variety of unions to discuss their concerns. He admitted he wasn't a fan of the viaduct but said he does know how to count votes. His main concern with the viaduct is cost over-runs and said he was putting a team together to work on this issue so the project can move forward.

Finally I would like to thank our brothers at Republic, especially job steward Richard Lines, for all the hard work with the recent contract negotiations. All the members actively participated to achieve the best deal in such hard economic times. Remember, we are only as strong as our weakest link and we ALL need to be active in OUR union.

Stay Safe Brothers and Sisters.

Marge Newgent, Field Agent for Southwest King County & Project Labor Agreements



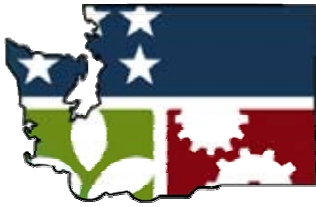
SOUND TRANSIT

Lisa Mallant & Lloyd Lee at Sount Transit Press Day



Lisa Mallant at Sount Transit Press Day





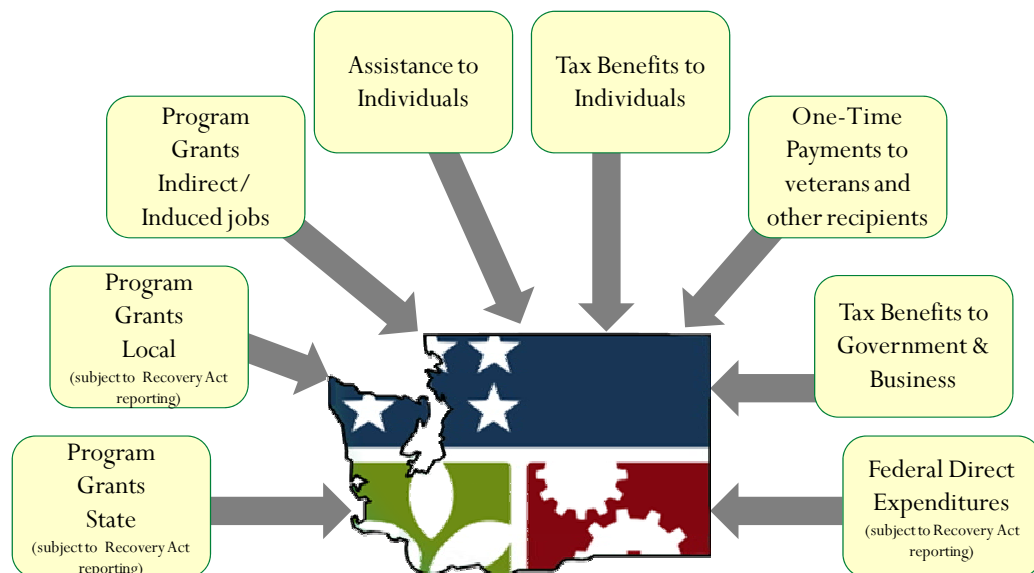
Putting Recovery Dollars to Work in Washington

October 2009 – revised 10/30/2009

The **American Recovery and Reinvestment Act (Recovery Act)**, signed by President Obama on February 17, 2009 is a comprehensive federal effort to create and save jobs and stabilize our nation's economy.

In Washington, these economic recovery funds are providing a **one-time opportunity** to stabilize government services and provide a jump-start to diversifying our economy. Although Recovery Act funds will not resolve all the budget challenges our state faces, this initiative is a critical first step towards putting people back to work and investing in our long-term success.

How is Recovery funding helping Washington state?



The Recovery Act uses a variety of tools to assist individuals and kick-start the economy, including:

- **Program Grants:** Competitive grants are available to help create jobs, improve infrastructure and lay a foundation for future economic growth. For example, grants provide funding for repaving roads, upgrading wastewater treatment systems and hiring law enforcement officers.
- **Individual Assistance:** Includes increased funding for emergency unemployment compensation, food stamps, foster care, Medicaid, emergency food assistance, and Pell education grants.
- **Individual Tax Benefits:** Includes reductions in payroll taxes, equal to \$400 for individuals and \$800 for families; tax credits for first-time home buyers and education; "Cash for Clunkers."
- **One-Time Payments:** Provides \$250 in additional compensation for veterans, Social Security and Supplemental Security Income recipients, and retired railroad employees.
- **Government and Business Tax Benefits:** Businesses receive tax incentives for manufacturing and renewable energy, while state and local governments are given tax relief through Build America Bonds, school construction bonds, and low income housing grants.
- **Federal Direct Expenditures:** Federal agencies contract directly with vendors to complete work on projects in Washington State. To date, these contracts total over \$2 billion and have created over 2,900 jobs. \$1.9 billion funds critical cleanup of the Hanford Nuclear facility.

How is Washington state government reporting on Recovery funding to the public?

The Recovery Act requires an **unprecedented level of accountability and transparency** at the federal level. The Act has detailed reporting requirements for **Program Grant funds** that are awarded to state and local governments, non-profits, and for **Federal Direct Expenditures** that are in the form of contracts to vendors.

Recipients of these grant and contract dollars submit detailed quarterly reports to show progress on their activities and how they are spending the money. Across the nation, organizations receiving these types of Recovery funds submitted their first reports on October 10, 2009. After a review period to ensure data quality, these reports will be made available to the public at www.recovery.gov starting October 30, 2009.

For the initial quarterly report, the State of Washington submitted reports on its 98 awards. **One hundred percent** of Washington state government agencies reported by the due date.

What kind of jobs and spending data is in the reports?

****Based on preliminary data; subject to change after release of final information on 10/30.**

Program Grants for State Agencies

Total funds awarded: \$2,025,709,314

Total spent to date: \$565,296,884

*Jobs created/retained as of 9/30/09: 30,209

* The Legislature used much of the State Fiscal Stabilization funds to pay for K-12 teachers in the last part of fiscal year 2009, ending June 30. The 30,209 jobs reflect about 25,000 teacher jobs saved. This rate of job creation will not be sustained in the future.

Contracts Awarded Directly by Federal Agencies

Number of Contracts Awarded: 523

Total Amount Awarded: \$2.1 billion

Jobs created/retained as of 9/30/09: 2,909

Washington ranked **#2 in the nation** for number of jobs created or saved based on federally-awarded contracts. \$1.9 billion is targeted to accelerating the cleanup of the Hanford Nuclear facility in Benton County.

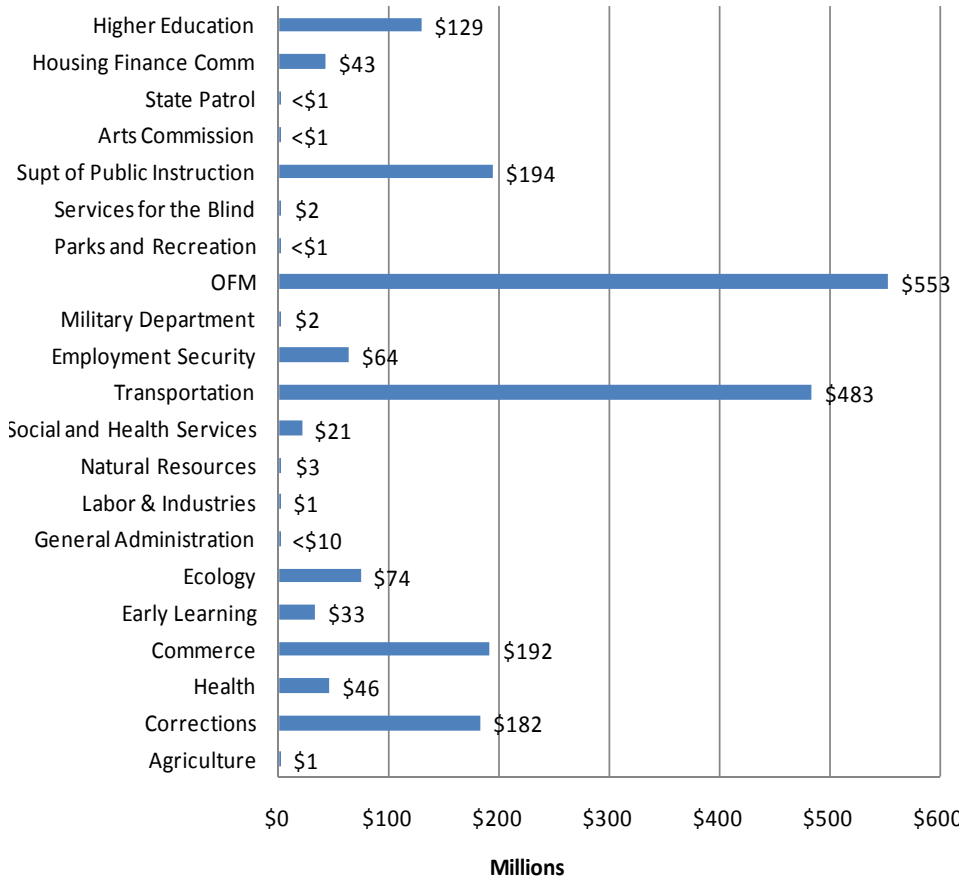
Program Grants for Local Entities

An estimated **additional \$2 billion dollars** was received by non-state entities, which include local and tribal governments, non-profit organizations, and businesses. This funding is not included in the numbers above. Although these entities are subject to the same reporting requirements, their reports go directly to the **federal** government and do not pass through **state** government. All reports from non-state entities will be available to the public on www.recovery.gov, after October 30, 2009.

Examples of these local grants include:

- Low-income Housing Assistance
- Community Safety
- Community Arts
- Airport Improvements
- Transit

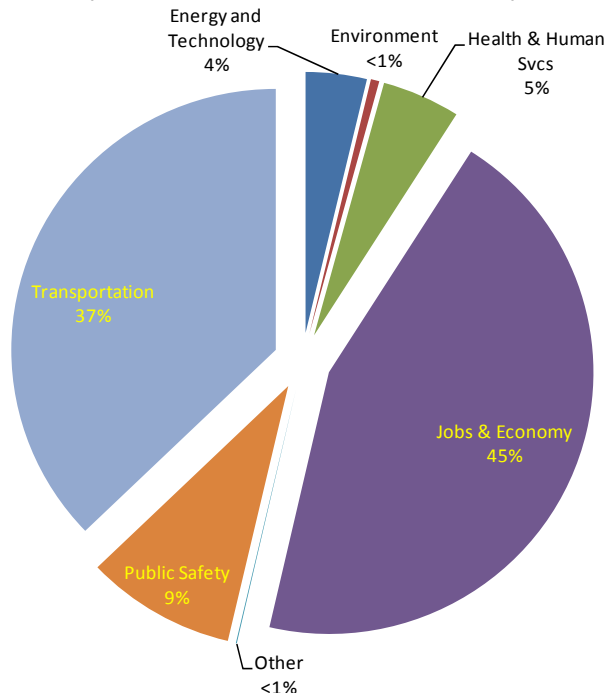
Total Grants by State Agency



Source: Agency reports to federalreporting.gov, submitted 10/10/2009. This chart reflects only the Program Grants to State Agencies. The funding going to the Office of Financial Management (OFM) is primarily pass-through for Education (State Fiscal Stabilization) dollars.

Jobs by Industry Area

(excludes education & fiscal stabilization)



Source: Agency reports to federalreporting.gov, submitted 10/10/2009.

This chart reflects only jobs created/retained by the Program Grants to State Agencies.

****Both charts are based on preliminary data; subject to change after release of final information on 10/30.**

How can the public “follow the money” and find out what is happening in their community?

The federal government and Washington state have interactive maps and download centers that allow the public to more easily “follow the money” in Washington state.

Recovery.wa.gov is the official website of Washington state. It has an **interactive state map** that shows the type and amount of federal grants awarded, plus the amount of funding spent by county as of September 30. Currently, the map only shows funding given to agencies managed by state government. It also has a **Download Center** with various reports that provide access to the data behind the map.

The state site also has regular reports from Governor Gregoire on the progress and results of the Recovery Act in Washington state, funding opportunities, project certifications, frequently asked questions, and even training videos on how to properly implement the Recovery Act funding.

Recovery.gov is the official federal Recovery website. It has an interactive nationwide map that is currently populated with Contract data. The map will be updated with state and local Program Grant data on October 30. This website also has a Download Center.

What are specific examples of how Recovery funding is helping Washington communities?

****Information as of September 30, 2009**

- Workforce development councils across the state are working with community colleges to provide **job training** for 1,960 students looking for careers in high-demand fields such as health care and environmental building. (\$7.8 million)
- Six **community development** projects have been certified as ready to begin. Contracts to begin work will be signed this fall. (\$3.72 million)
- The state Department of Commerce is using Recovery Act funds to **weatherize** more homes of low-income citizens throughout the state. Thousands of homes are planned to receive energy-efficiency upgrades such as weather stripping, insulation, and door replacement. (\$1.3 million)
- Laid-off workers in Washington State received supplemental **unemployment insurance benefits** from Recovery funds (\$25 per week) and from the state Economic Security Act (\$45 per week, and increased minimum weekly payments). (\$279.6 million)
- Local **infrastructure construction projects** that improve our drinking water systems, increase the safety and efficiency of our wastewater treatment operations, and enhance our transportation corridors have begun. For example, 21 of 22 contracts have been awarded for Drinking Water (as of October 21). There are also 185 transportation projects being funded by the Recovery Act, as well as 18 clean water projects.

Send Recovery success stories, and any questions about Recovery, to: economicrecovery@gov.wa.gov

Voluntary Political Contributions

New Public Disclosure Commission regulations require that all employers and labor unions who offer voluntary political contribution options to their employees and members inform their employees and members of certain statutory protections. The statutory language from the Revised Code of Washington (RCW) 42.17.680(2) is:

No employer or labor organization may discriminate against an officer or employee in the terms or conditions of employment for;

- (i) The failure to contribute to;
- (ii) The failure in any way to support or oppose; or
- (iii) In any way supporting or opposing a candidate, ballot proposition, political party, or political committee

The new regulations also require employers and labor unions to provide information regarding where employees and members can send their written notice of revocation.

Information regarding where to send notice of revocation is either:

- (i) Name and address of employer's contact; or
- (ii) Name and address of person or entity who is responsible for disbursing wages or salaries

The following political news pages of this Loadline demonstrate how your voluntary political contributions are used. The International and Local 302 are dedicated to protecting your work and your rights as union members throughout our jurisdictions. That dedication includes being a political watchdog at the national, state, county and municipal levels, educating our elected officials about the importance of the work that Operating Engineers do so we can obtain the funds needed for important infrastructure projects, new construction and maintenance work. Without your generous contributions, these critical partnerships could not be possible.



Where do my voluntary political contributions go?

Many of our members choose to donate a small percentage (.05 per compensable hour) to IUOE's Voluntary Political Program Fund. These contributions are voluntary and the money is used to support local, state and national candidates and legislative issues that support labor. Below are just a few examples of how important these political contributions are to the labor movement.

In Washington State

SHB 1555 – Underground Economy

This bill was part of the recommendations of the Underground Economy Task Force. Provisions were adopted that tighten up contractor registration, workers' compensation, education and outreach, liens on public works retentions and unemployment record keeping. It also extended the Task Force for an additional year and the scope of the Task Force duties is now extended to areas beyond construction. **This bill PASSED.**

SSB 5612 – Stop Work Order

This bill also came from the Underground Economy Task Force. The business members of this task force did not want to move forward with a Stop Work Order bill. The labor members did, and we worked to an agreement. It is simple but powerful. It authorizes the Department of Labor and Industry to issue stop work orders against a contractor or electrician employer if the employer has failed to secure Workers' Compensation Insurance. Good employers pay into the Workers' Compensation Insurance pool. Many contractors are not carrying this insurance on their workers and can therefore underbid those who do. This bill is intended to level the playing field for those contractors who abide by the rules governing business in Washington. **This bill PASSED.**

ESSB 5904 – Defining Independent Contractor for purposes of Prevailing Wage

Also from the Underground Economy Task Force, this bill creates a test for determining when a person is an independent contractor not entitled to the prevailing wage, and brings uniformity with the same test used in construction for workers' compensation and unemployment insurance purposes. **This bill PASSED.**

ESSB 5768 – Alaskan Way Viaduct

This bill declared that the State will replace the Alaskan Way Viaduct with a deep-bore tunnel, which must include four general purpose lanes in a stacked formation. It established that State funding costs are not to exceed \$2.4 billion, and if costs are more than this that Seattle property owners will pay for the excess costs. This was a real sticking point in negotiation the bill. The Speaker would not pass it without this provision. State funding is not authorized for costs related to utility relocation, central seawall work or waterfront promenade improvements. The bill requires the State, City and County departments of transportation to establish a single source of accountability for all elements of the tunnel. DOT must provide updated cost estimates and any contract entered into by WSDOT for construction of the tunnel must include incentives and penalties to encourage on-time completion and minimize cost overruns. Construction of the tunnel is expected to begin in 2011 with completion set for 2015. **This bill PASSED.**

EHB 2211 – State Route 520 Floating Bridge

The replacement of the 520 floating bridge was not fully funded by the 2005 Transportation Partnership Act. This current bill imposes tolls which, together with other available funds, will make it possible to replace the floating bridge. This includes construction of the pontoon site in Grays Harbor County as well as pontoon construction in Tacoma. **This bill PASSED.**

ESSB 5352 – Transportation Funding 2009-2011

This is the big bill for creating jobs for Operating Engineers. The result is more than \$4.4 billion in transportation project investments during this budget cycle. Over 400 projects are funded and scheduled to move forward. This biennium will see the largest transportation budget in the State's history and it couldn't have come at a better time. **This bill PASSED.**

Where do my voluntary political contributions go?

In Alaska

In-state gas pipeline

A four phase plan for the development of an in-state pipeline was presented by the administration last spring. Work continued throughout the year on the legislation that will form the initial statutory framework for the development of the project. The legislature approved \$7.1 million to continue work on the in-state gas pipeline.

Senate Bill 1, Minimum Wage

This bill passed the legislature which set the wage at \$7.25 an hour through 12/31/09. Afterward, the Alaska minimum wage will be no less than .50 above the Federal minimum wage.

Senate Bill 170

This bill amended unemployment insurance so that the State would qualify for stimulus money by changing the UI qualifying period.

At the National level

This information was distributed during the 2009 IUOE Legislative Conference held in Washington, D.C.

IUOE – The Davis-Bacon Act

The Davis-Bacon Act requires that workers on federally-funded construction projects be paid no less than the wages paid in the community for similar work. The law prevents the federal government – a large, influential construction owner – from using tax dollars to undercut local wage standards through its investments in construction work. Representative Fiorello LaGuardia (R-NY), on the House floor in 1931 as the body passed the Davis-Bacon Act, said, “... all that the bill does, gentlemen, is to protect the Government as well as the workers, in carrying out the policy of paying decent wages on Government contracts.”

Without the protections of the Davis-Bacon Act:

- Investments in training fall
- Fewer workers have health care insurance
- Work-related injuries increase
- Wages stagnate and even drop
- Pension coverage drops
- Total construction costs are unchanged

Davis-Bacon has no effect on total costs of construction

Study after study reveals productivity makes up for the additional labor cost, essentially eliminating any cost-savings if the law was repealed. There is a direct correlation between wages and productivity. In fact, a seminal study suggests that the per-mile cost of highway construction is actually lower in high-wage states, precisely because the productivity of workers more than makes up for the higher wages they receive.

Prevailing wage is not necessarily the union wage

The prevailing wage rate is established through a survey conducted by the U.S. Department of Labor in a local area. In more than 70% of cases the nation's prevailing wage rates are not the same as union scale. That is to say, based on DOL surveys, non-union wage rates prevail in over two-thirds of cases. The prevailing wage rate is established by DOL – not unions!

Davis-Bacon eliminates hidden taxpayer costs, invests in the future of the industry

By including fringe benefits in wage calculations, the Davis-Bacon Act delivers health care and pensions for workers on federal projects, ensuring that they aren't part of the army of uninsured Americans relying on Medicaid. The DOL survey method also incorporates hourly investments in training and apprenticeship, where appropriate, to ensure a skilled, productive future workforce.

Davis-Bacon should be applied consistently to innovative financing mechanisms on federally-assisted construction projects and programs.

The federal government directly undertakes construction on many projects, such as federal courthouses and highways. The government also finances construction through grants, loans, loan guarantees, infrastructure banks, and tax mechanisms, to states and other entities seeking federal assistance. Congress has consistently applied Davis-Bacon to each of these types of financing mechanisms in order to preserve the underlying policy of protecting workers' living standards.

Where do my voluntary political contributions go?

IUOE – Health Care Reform Elements

Provide Universal Coverage to All

Access to affordable, quality health care is a basic human right. Universal coverage should allow Americans to choose their own doctors and other providers. The cost for universal health care should be shared equitably between employers, individuals and government.

Oppose Taxation of Health Care Benefits

Even limited taxation of health benefits could undermine employer coverage. Taxing health care benefits hurts children by hitting family-coverage harder than individual coverage, which will fragment health insurance coverage for families.

Employers Must Contribute to the New Health Care System

Either by providing adequate coverage to employees or paying into a public fund to subsidize coverage. From an equity standpoint, non-offering firms must be brought to the table as well as those that voluntarily provide coverage. Costs should be shared by all employers, not shifted from the irresponsible to the responsible ones. Health care reform must not incentivize employers to reduce workers' health benefits.

Improve Quality and Delivery of Care

Government should be the watchdog on costs, quality and fairness. Standards need to be established to ensure uniform care and best outcomes throughout the country. Detecting and treating chronic diseases early will improve the quality of care and reduce costs.

Solutions for Pre-Medicare Population (55 - 64 year olds)

Policy options include allowing this group to buy into Medicare or using reinsurance aimed at higher than average costs to spread those costs more broadly, expanding Medicare eligibility to begin at age 55, as well as other policy options to address this group.

End Insurance Company Abuses

Government should outlaw the following: pre-existing condition exclusions; rating based on factors such as age, gender and health status; a lack of transparency around cost sharing; as well as delays/denials of appropriate care.

Health Reform Must Work for Union Employers and Multi-Employer Plans

Unions have a long history of negotiating health benefits for their members and have achieved, through collective bargaining, comprehensive benefits that protect workers. The ability to negotiate supplemental benefits must be preserved. The mechanics of health reform must work for multi-employer plans, especially where subsidies and tax code changes are concerned.

IUOE – Surface Transportation Authorization

It is time to strategically invest in America's highways and public transportation systems. The nation's transportation infrastructure is crumbling. Real revenue is required to catch up on the backlog of projects all over the country. Purchasing power for highways and transit has declined by 33% since the last gas tax increase. By creating jobs in construction and related industries, transportation investment serves as an important economic driver, both in the near term and over time. On September 30, 2009, the nation's core surface transportation programs expired. Our leaders in Washington must now seize this critical opportunity to improve existing programs and increase investment in the nation's roads, bridges and transit systems. A robust transportation re-authorization is essential to the health of the U.S. economy. Continuing the status quo is not an option.

Financing National Priorities

The IUOE supports increasing the gas tax. The user fee is the only realistic revenue source for financing necessary investments in transportation for the next six years. The user fee should also be "indexed" to inflation, ensuring that purchasing power is not lost over the six-year life of the legislation. Financing through bonds or infrastructure banks should also be considered to supplement the core gas tax for transportation capital investments. Further research and study on vehicle miles traveled mechanisms should be conducted to resolve issues around technology and privacy before implementation. All such federal assistance should consistently apply Davis-Bacon prevailing wages.

Project Delivery

Environmental permitting simply takes too long on major projects. When it takes over ten years in the permitting process, costs skyrocket. These delays fail to deliver environmental benefits. Reauthorization should require procurement reform, with the adoption of Project Labor Agreements, which can reduce projects costs and allow for greater training opportunities in various communities.

Safety

Safety must be a key objective of federal programs supported by national safety goals, performance metrics, and complementary plans to guide investment. Over 40,000 people a year die on the nation's roads. Over a third of those deaths are related to poor road conditions and must be addressed in reauthorization.

To Enact IUOE-friendly Public Policy, You Have to EARN It!

The International Union has made it easy for you to communicate with your Senators or Representatives in Congress. The International Union has launched the “EARN” system on its new website (www.iuoe.org). The Engineers Action and Response Network (EARN) allows members to communicate with elected officials at the push of a button, literally. A member simply needs to login to the new website, sign up for EARN, and then press a button or two to let the politicians know what you think. The EARN system has a prepared message on the top priority of the International Union. But you can customize the message to put it in your own words. It is a key tool for legislative action – a key tool for creating jobs and maintaining IUOE living standards!

Each IUOE member is key to effective political action. In this time of economic uncertainty, what can you do to protect your standard of living?

- Take action through the Engineers Action and Response Network, EARN, on www.iuoe.org
- Call your Senator or Member of Congress at the Capitol Hotline: 202-224-3121
- Go to the House of Representatives website to find your Congressman’s address and phone number (www.house.gov) and write them a letter
- Go to the U.S. Senate website to find your two U.S. Senators (www.senate.gov) and write them a letter
- Contribute to the Engineers Political Education Committee (EPEC) through your local union
- Volunteer for political action with your local union or Central Labor Council



Unemployment Benefits Extended

Congress and the President approved extending the dates Employment Security can pay emergency unemployment compensation (EUC) benefits by two months. EUC was scheduled to end on December 31, 2009, and has been extended until February 28, 2010. Payments were scheduled to end May 31, 2010, and now are scheduled to end July 31, 2010.

Can your benefits be extended?

Washington currently has two different extensions available:

- 1) Emergency Unemployment Compensation (EUC) is a program that pays up to 53 additional weeks of unemployment benefits.
- 2) Extended Benefits (EB) is a program that pays up to 20 additional weeks of unemployment benefits.

For more information about extended unemployment benefits, visit the Employment Security Department's website (<http://www.esd.wa.gov/uibenefits/whatsnew/index.php>)

Filing for Workers' Compensation

According to the Washington State Labor Council, workers in the construction industry are making a common mistake when they file for Workers' Compensation that ends up causing a denial of the claim, or significant delays in receiving the requested compensation. On the Report of Accident form, injured workers are listing their Union as their Employer because they are dispatched. This is ***not*** the correct thing to do. If you need to file a workers' compensation claim due to an on-the-job injury, your Employer is the Contractor you worked for at the time the injury occurred.

To aid workers with the filing process, the Washington State Labor Council has established a program called Project Help. Project Help is designed to:

- 1) Expedite claims resolution
- 2) Ensure that all rights are preserved and protected
- 3) Reduce unnecessary litigation
- 4) Provide information and assistance, free of charge
- 5) Offer educational workshops on the fundamentals of workers' compensation

For more information and assistance in completing the workers' compensation forms, please visit the Project Help section of the WSLC website (<http://www.wslc.org/services/projecthelp.htm>)



Northwest NCA Council
building the future of the northwest

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ADVANCE COPY – FOR IMMEDIATE RELEASE
 August 17, 2009

Northwest Carpenters & Operating Engineers Create New Regional Partnership
New Organization Emphasizes Contractor Partnership, Accountability and Training

SEATTLE – Two of the largest building trades unions in the northwest, The Pacific Northwest Regional Council of Carpenters (Northwest Carpenters) and Oregon Local 701 and Washington Locals 302 and 612 of the International Union of Operating Engineers, have joined forces to create the first regional council of the National Construction Alliance II.

Together, these founding unions represent over 35,000 working men and women in the construction and building trades in Washington and Oregon. The new organization is called the Northwest Regional Council of the National Construction Alliance II or NWNCA for short.

“The NWNCA is the manifestation of the desire to continue our member union’s progress toward more productive relationships with our contractors and away from the adversarial and sometimes antagonistic posture that some labor organizations maintain, we seek to effectively partner with clients, public agencies and our contracting community” Said Doug Tweedy, Executive Secretary Treasurer of the Northwest Carpenters Union.

The purpose of the NWNCA is three fold:

1. A mutually beneficial relationship with our signatory contractors;
2. Reduce costly labor disputes that can slow and stop work; and
3. Provide our members with living wages and medical benefits that protect and support them and their entire family.

The NWNCA is committed to building the future of the northwest. NWNCA member unions and their partner contractors will continue to work together to create key structures across the Northwest ranging from the iconic to the utilitarian; military barracks to skyscrapers.

Operating Engineer and Carpenter training will continue to play a key role in those projects.

“We want to meet the needs of our Contractors,” said Mark Holliday, Business Manager of Oregon IUOE Local 701. “Our contractors are served by a highly skilled workforce that is trained and bolstered by our training centers across the northwest. A typical Operator or Carpenter receives an equivalent of a 4 year degree in the construction trades.”

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On the web: www.NWNCA.org

www.NCAbuild.org

The NWNCA goes to the front of the line.

Events are moving swiftly with the advent of the NWNCA. Negotiations are nearly complete on the **HWY 520/ Pontoon yard project**. The Carpenters stand beside the IUOE as it asserts its rightful jurisdiction for concrete pumping throughout any and all negotiations. Coming on the heels of this project is the **Seattle Viaduct replacement project**. The Washington State and King County Building Trades have sought to be the sole negotiators on the project for labor, but given their willingness to look the other way when the Laborers claim other craft's work, they can hardly be entrusted with our members welfare. The NWNCA comprised of the Carpenters and IUOE Locals 302, 612 and 701 has over 35,000 members in Washington and Oregon. We are truly the largest of the building trades and the basic crafts. The building trades' model has devolved to the point of diminishing returns *with unions seeking to claim workers already organized and represented by other unions.*

Public agencies and Contractor groups have already embraced the concept of having someone else to negotiate with besides the Building Trades. Why, they ask, are we required to negotiate on a highway project with the Glazier, Roofer, Elevator Constructor and the Pipefitter? When these crafts decide our scopes of work and claim to speak for us, can we realistically expect a fair outcome?

Our alliance is intended to better represent and protect our member's welfare and to promote a strong labor/management relationship with our contractors. We are proud to be allied with the men and women of the IUOE. Together we can look forward to a productive future for our organizations, our members and our contractors.

Eric Franklin
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253-945-8877 Fax

Washington Training Report

**Operating Engineers
Regional
Training Center**
Ellensburg, WA
1-800-333-9752



Jim Agnew
Training Director



Tami St. Paul
Training Coordinator



Sandy Winter
Training Coordinator

Wow, with the crane operator certification reaching critical mass, ongoing CDL classes, testing and all the training fired up again, it feels like we never really slowed down training down for the summer season. Hopefully you found your training schedule in your mail box or on line near Thanksgiving and picked out some classes you'd like to take and got signed up for them. We know that many of those who participated in training last year got a chance to use their new skills on the job. We encourage you to sign up for and attend training to keep your skills fresh and get some new ones for the coming work season. What with so many people on the out of work list, please keep in mind that training is at an all time high. We strive to accommodate everyone's training needs.

As the deadline in Washington State approached for the law requiring that crane operators and cranes be certified, we spent a lot of time training and providing testing opportunities for our members. We had 647 members take the written exam and refresher courses offered with them. We gave nearly 1000 practical exams to complete our members' certifications. We hosted a crane inspector training at the training center in September in conjunction with Labor and Industries. We are confident everyone who needed training or testing was able to get it in time for the implementation of the new law. We continue to do training in cranes and other equipment as the training season progresses and again encourage you to come spend some time with us.



Eric Snell, Owner Snell Crane Services, with Operating Engineers Training Program instructor and NCCCO examiner Rick Wyllis with the NCCCO small hydraulic test set up at Snell's Yard in Olympia.



Eric Snell, Don Kneeland – NCCCO test site coordinator and former crane instructor for the Operating Engineers Training Program with Operating Engineers Training Program instructor and NCCCO examiner Gary Orsborne with the Large Hydraulic crane practical exam set up at Snell's yard.



We'd like to welcome Duane Lee back from his retirement. He's back on staff since the middle of May, helping to manage things at the training center to accommodate our recent growth. We are quickly growing into one of the premier training programs of our kind given the size of our combined locals 302 & 612.

APPRENTICESHIP & TRAINING

The training program graduated 58 apprentices in 2008. We are grateful to the journey level workers who gave so generously of their time, knowledge and patience to help these apprentices succeed. We commend the apprentices for their hard work, and dedication to completing their apprenticeship and entering into the next phase of their careers. Our Hearty congratulations go out to:

John Alumbaugh
Eric Beers
Jed Burns
Ryan Clark
Kevin Cooper
Christopher Ganshamoorthy
Linda Hawk
Joey Holt
Christopher Kaestner
Peter Love
Marshal Rommel
Robert McLaughlin
Joel Pardini
Jared Petersen
Jared Pratt
Jeff Roberts
Christopher Scheid
Steven Stoner
Ryan Walsh

Jared Becker
Steven Boldt
Justin Carver
Adam Clemons
Jason Cummings
Scott Gehring
Stephen Hjerstedt
Luke Howard
Joshua Langdon
Trevor Lunderville
Dennis McFadden
Timothy Morken
Don Pearson
Aaron Pollard
John Reding
Jason Rumbaugh
Jeremy Schroeder
Duke Stratton
Christopher Walton
Calvin Wood

Lemacha Bedada
Brandi Breckinridge
Aaron Chavez
Michael Coffman
William Drake
Risty Gillham
Richard Holley
Rodney Johnson
Peter Lohman
Tiffani Manney
Ryan McFarlane
Jason Norris
Andrew Pellham
Austin Pracht
Phillip Rhodes
Justin Ruth
Nathan Steinman
Patrick Turpin
Christopher Wilkie

The training coordinators traveled to most of the district meetings at both of the locals to present jackets to graduating apprentices from Aberdeen to Mt. Vernon in the month of May. Below are attendees at the District 1 meeting in Bothell on May 7th.



Pictured left to right above are Lamacha Bedada, Training Director; Jim Agnew, Tiffani Manney, Adam Clemons, Chris Scheid, Josh Langdon, Christopher Ganashmoorthy, Ryan McFarlane, Andrew Pellham, IUOE Local 302 Business Manager; Daren Konopaski, Kevin Cooper, Chris Kaestner; Brandi Breckenridge, Justin Ruth, Justin Carver, Jared Petersen, Jason Rumbaugh, and Training Coordinators Tami St. Paul and Sandy winter – far right

APPRENTICESHIP & TRAINING

In 2009 we graduated another 41 apprentices and are looking forward to celebrating their accomplishments at the union meetings this coming May. We will send out letters inviting them to attend the ceremonies and asking for information from them on which meeting they would like to attend and, of course, their jacket information. If you are an apprentice who graduated in 2009, or know one, please encourage them to make sure the training program's Ellensburg office has their current address and phone number so we can make their graduation arrangements.

In the spring of 2009 we trained a small entry level class of apprentices. Their numbers were small due to the downturn of the economy but they are a great bunch of new apprentices. We are very excited about the potential this group of apprentices showed and hope you enjoyed taking them under your wing to train as we did.



Pictured left and right here are shots of the overviews of the disaster worker responder practical training drills. There was a simulated building and bridge collapse

We'd like to sincerely thank Ness Cranes for their generous assistance in providing much of the hoisting equipment necessary to complete this ground breaking and invaluable training.

Other cool training we've been doing... To promote better communication and cooperation at the time when it counts most... during an actual disaster. The key players – City of Seattle Firefighters, along with Skilled Trades workers from: The International Union of Operating Engineers Locals 302 & 612, Ironworkers Local 86, and the Northwest Laborers/Employers Training Trust students held a hands on disaster training at the City of Seattle Firefighters' training center in South Seattle in June of last year. The Operating Engineers who took the combination of courses to become trained responders in case of a major Disaster in Washington State joined with the Firemen, Ironworkers and Laborers to do a hands on exercise at the new Fireman's training center in South Seattle. The day began with a class room presentation of the overall command structure for responding to a disaster of any kind in Seattle and continued with hands on drills that allowed our members and those from other crafts to learn the basics of how the tools for rescue and recovery work. It was great training and the participants from all the organizations left feeling better prepared to respond in the event of such an emergency.

We are continuing to offer these Disaster Worker Preparedness Training courses and encourage anyone who would like to become prepared and eligible to respond to such an event to attend the training to get their certifications. See the training schedule or call the training center for the dates of this valuable training.



Hoisting Engineer Apprentice, David Hazlewood, helps the students get the feel for the crane world.

APPRENTICESHIP & TRAINING

Last Spring, the training center hosted the Juniors and Seniors from area High Schools at our 3rd annual Construction Career Day. Students from participating schools in parts of central Washington got a chance to see if a career in construction might interest them. We had several Apprenticeship programs represented at the event with great hands on challenges for the students to try out.

This interactive and hands on outreach event has tripled in size every year we have sponsored it. We had over 300 students and their teachers and counselors participate this year. It's been a great way to get the information out to the future workforce about the opportunities available to them through a construction apprenticeship when they are ready to choose their careers. We participate in several of these events throughout the year all over Western and Central Washington State. Our goal... That apprenticeship not be the best kept secret in the education community any more. We have a time tested, truly effective learning model and we want the best and the brightest students who enjoy being outdoors and building things with their hands to know about these opportunities. Because of the growth of this event we are having to rotate the school systems that we offer it to. This year we will be inviting schools from the Yakima area. Next year we'll rotate back to the Cle Elum and Wenatchee schools. We have to have a manageable number of students to make this a good educational experience for them.

As a training program, we continue, despite these difficult economic times, to do limited outreach to our future work force to ensure a continued flow of enthusiastic new workers into our industry. We need to get to training them while we still have a pool of such talented journey level workers for them to learn with. There are a lot of folks on the out of work list this season, so while our selection process is continuing, we may not be able to bring in any new apprentices to train for the 2010 season. If you have recommended someone for training or application to the apprenticeship, encourage them to re-apply if we were unable to get them brought in these last couple of selection processes. It isn't a matter of our not wanting to bring in these great candidates, it's just that there have been few opportunities to place them on the job in this difficult economy and our existing members and apprentices must take priority at this time. The work will pick up and many of our current work force will begin to draw their hard earned retirements. At that time, we will need to be prepared to meet the challenges of our industry with the best trained, safest, most professional workforce it is within our ability to build. Last year, along with our hands on construction days, we participated in outreach at Yakima's Cinco De Mayo festival and the Deming log show with our crane and excavator simulators. At both of these events we were tremendously well received by the communities that hosted us.

We again last spring had the opportunity to do a paving project with the city of Kittitas, our closest neighboring community. The city of Kittitas worked hard to procure grant money to improve their town. The Training Program provided the skilled instruction and eager students to put that funding to good use. Lakeside industries was again kind enough to donate the paving equipment for the project too. We paved a couple of small roads in town and the residents and townspeople were so pleased with the results that we were the talk of the town and further strengthened our great relationship with our nearest neighboring community while taking advantage of the opportunity to train students in the paving part of our profession.



Above is Instructor Roy Hill giving an entry level apprentice pointers on asphalt rolling while another student is sealing a joint for the paving project.



Pictured right is the paving training students and instructors hard at work paving a street in Kittitas.

APPRENTICESHIP & TRAINING

Our Survival of the Fittest classes are being very well received both with apprentices and journey level workers. It is a fun and interactive class that takes most of one day to present. Participants come away from this class with a better understanding of what it takes to be the best return on investment for our union and our contractors and how to thrive in this ever changing and challenging industry.



Pictured above, Operating Engineers Regional Training Program Director, Jim Agnew, checks out the latest development in tower crane simulation.

Another new policy we implemented in 2009 is working really well and we plan to continue it. The advanced Construction Equipment Operators, Hoisting Engineers and Grade Technician apprentices are now encouraged to work with their employers to schedule their own training. This switch allowed them to choose the training they felt would be most useful to them at the time that was most convenient for them and their employers. This new university style of course selection is being very well received by both apprentices and employers alike. Only 12 apprentices failed to take advantage of this change in apprentice policy and had to be scheduled by our office to get their required training.

Last spring, we hosted representatives from some of our contractors at the training center. We were pleased with the attendance at our first Contractor Access and Workforce development training opportunity. We had a chance to show our participating contractors some of what the training center has to offer. We went over the selection and training processes for apprentices, and journey level standards testing and skills upgrade courses available. We touched on the availability of safety courses scheduled throughout the training year and as necessary to meet demand. We also had a guest speaker from the EEO/OJT offices of the Washington State Department of Transportation to go over the latest in apprenticeship utilization requirements and how it affects them. At the end of the day, we had a chance to participate in a contractor round table and get ideas on how our training program can better serve them and our membership in the years ahead. We truly appreciate the input from all those who participated and look forward to utilizing those suggestions in our continued efforts to provide the best value and return on investment in our training efforts. We will be hosting another one of these great interactive days soon, so if you are an operator supervisor and you or your employer might be interested in participating, please check your training schedule or our training calendar posted on line to get more information about this event.



Pictured above to the left is the latest in technology for concrete pumping simulation and above to the right Operating Engineers Regional training Program Director Jim Agnew and Training Coordinator Tami St. Paul try out some very effective excavator simulators with controls that allow for familiarization with both Caterpillar and John Deere joystick configurations.

APPRENTICESHIP & TRAINING

The “final” day of the 2009 training season – before we all moved on to our summer work and tasks... we held our Top Hand Competition. It was a great day. There was lots of fun and activities for kids of all ages, from climbing and trying out the tower crane to hunting for prizes in the straw in the kids’ area or competing for bragging rights and top honors in the main events. The weather was mid 70’s, the sun was shining and our “Ellensburg breeze” was in attendance along with about 450 members and their friends and families. Thanks to all those who helped make it a great day - the volunteers, instructors and training staff, and competitors and attendees– we couldn’t have done it without you all! We hope you had a great time at the 2009 event.

The winners of the Top Hand Competitions for 2009... drum roll please...

Competition Events	Crane Lattice	Crane Hydraulic	Forklift	Loader	Backhoe	Excavator	Dozer
1st place	Greg Hogan	Greg Hogan	Josh Kloempken	Mark Foreman	Becky Bechtold	Vince Gourley	Shaun Cooley
2nd place	Austin Sheely	Caylin McClary	Martin Nacheseim	Is Osborne	Vince Gourley	Richard Bostick	Curt Borton
3rd place	John Trickey	Steven Sande	Richard Bostick	Robert Bryant	Richard Bostick	Chaz Desteunder	Vince Gourley

The Top Hand winners in each category are pictured here with their trophies. They will each also received a training program jacket custom made for them. Second place winners received an embroidered vest from the training program and Third place winners received an embroidered training program sweatshirt. Congratulations to all the winners and we look forward to seeing you again next year as you defend your titles as the best in the industry.



From Left to right Greg Hogan, Top Hand winner in both the hydraulic and lattice boom crane competitions, Shaun Cooley, Top Hand winner of the Dozer competition, Mark Foreman, Top Hand winner of the loader competition, Becky Bechtold, Top Hand winner of the back hoe competition, Vince Gourley, Top Hand winner of the Excavator competition and recently graduated apprentice Josh Kloempken, Top Hand winner of the forklift competition.

Congratulations to the winners of this year’s competitions!

A MOMENT OF SILENCE

**Operating Engineers Local 302 mourns the passage
of the following Brothers and Sisters:**

CLIFTON ANDERSON	DON HARRIS	ROBERT RANEY
ROBERT ANDERSON	LARRY HARTMAN	DAVID RASLEY
JOHN APPLEBY	WILLIAM HAWKINS	DAN RICHNER
DANIEL ARTS	VIRGIL HEMBREE	PAUL RORICK
RALPH BAFARO	DEL HERRICK	FRED RYE
PATRICK BARRETT	ADAM ILS	VICTOR SALBURG
CRISTOPHER BEARD	DOUG JOHNSON	JOHN SATTLER
LESLIE BENSCH	TOM JOHNSON	ROGER SAYERS
CARL BERG	FRED JONES	WESLEY SEEBART
W. BLAKELY	ROBERT JONES	JAMES SHIVELY
HENRY BRINKMAN	HERBERT KEHRLI	CLIFFORD SPALDING, SR.
JOHN BRYANT	JOHN KINTER	LEON STEMPER
MILTON BURDICK	LEONARD KRIEBEL	SAMUEL STILLION
NEILL CANFIELD	DONALD LAMP	LLOYD STONEHOCKER
HUGH CARR	BUCKY LEACH	SAM STORNELLI
SYLVESTER CARTER	JOHN LESSNER	JOHN STRAUSS
FRANK CASAD	MARVIN LETTAU	HARVEY STRYKEN
PATRICK CAUSEY	ERWIN LORENZ	EDWARD SULLIVAN
THOMAS CINKOVICH	DONALD LOUDENBACK	DALE THACKER
LELAND CORKRAN	TERRY LOVELL	DONALD THOMPSON
RICHARD CEMENSKY	NICK LUKIN	EINAR THOMPSON
JOHN CROSSMAN	HUGH MACDONALD	CONWAY THORSTENSON
EDWARD DARO	MELLAINIE MACK	JERRY TOLLIVER
KENNETH DAVIS	BORIS MARCHUK	HAROLD TUTTLE
JOSEPH DENNIS	DALE MASON	TROY VANDIVER
CHARLES DIAMOND	GARY MC GARRY	FRANCIS WALLICK
JAMES DONHAM	JOHN MILLS	FRDRICK WASHBURN
BOBBY DOSSETT	FLEMING MOELLER	CLARENCE WATSON
WILLIAM EAVES	FREDRICK MOORE	RICHARD WEISS
HAROLD FADER	JACK MORGAN	CLIFFORD WEST
DELMER FALK	EARL NETZ	MILLARD WHALEY
WALTER FLOYD	DAVID OLSON	LLOYD WHEELER
ALBERT FRASER	HARLEY OLSON	JOHN WHITE
WILLIAM GAYNOR	STANLEY OSWALD	MORRIS WHITE
JOHN GENSEL	WALTER OUTWATER, JR.	JEFF WIEBENGA
LOUIS GIERSDORF	TOMMY PARSONS	SHAWN WILKINS
JOHN GIFFORD	GRAHAM PAYNE	GEORGE WILLIAMS
DAVID GITCHELL	WILLIAM PECKHAM	DONALD WILLIAMSON
FRED GORING	STEVE PERROTTI	GERALD WILLSON
MARLIN GRASSER	WILLIAM PETERSON	KENNETH WILMOTH
JAMES GUFFEY	JOHN PETTY	BERNARD WINCHEL
LEE HAMBLIN	MERRILL PIERCE	PAUL ZIEGLER
GEORGE HANDY	ANTHONY PIVETTA	DAVID ZUKOWSKY
CALVIN HARRINGTON	KEN POPE	
LELAND HARRINGTON	LAWRENCE POTTS	
	JACK PRESNELL	
	GLENN QUICK	



Secon paving project in Juneau



District 1 Retirement party

50 year members





On the simulator

Engineers are always in the Christmas spirit.



Business Manager Daren Konopaski and former Business manager Larry Johnson



Anchorage



Business Agent Eric Bellamy with girlfriend Teri Derr.



Meeting with Rep Jim McDermott in Washington D.C.



50 year members



Signing SB 5613

JACK McDONALD MEMORIAL SCHOLARSHIP



**Jason Allen of Kenmore WA
\$1,500 Scholarship Award**



**Samantha Becker of Wasilla Alaska
\$1,500 Scholarship Award**



**Amanda Lien of Fairbanks AK
\$1,000 Scholarship Award**



**Jacob Bates of Burlington Washington
\$1,000 Scholarship Award**



**Dale Coleman of Poulsbo, Washington
\$1,000 Vocational Scholarship Award**

JACK MCDONALD MEMORIAL SCHOLARSHIP WINNERS

We are please to announce the winners of the 2009 Jack McDonald Memorial Scholarship. Each winner was notified by mail during the week of June 15. Their scholarship awards were sent directly to the school of their choice.

\$1,500 Scholarship Awards

Two scholarships of \$1,500 each were awarded to students planning to attend an accredited college or university. This year's winners are **Samantha Becker of Wasilla, Alaska** and **Jason Allen of Kenmore, Washington**. Samantha is the daughter of Local 302 member Bruce Becker. Samantha plans to pursue a bachelor's degree in geological science, with a minor in biology, and has future aspirations to work for the State of Alaska. Samantha attended Wasilla High School. Jason is the son of Local 302 member Michael Allen. Jason plans to pursue an engineering degree at Gonzaga University in Spokane. He exhibited strong academic and leadership skills at Inglemoor High School.

\$1,000 Scholarship Awards

Two scholarships of \$1,000 each were awarded to students planning to attend an accredited college or university. This year's winners are **Amanda Lien of Fairbanks, Alaska** and **Jacob Bates of Burlington, Washington**. Amanda is the daughter of Local 302 member Garrett Lien. Amanda plans to major in journalism at the University of Fairbanks and become a magazine reporter. Amanda was involved in many extracurricular activities at Lathrop High School, including working on the high school newspaper and being involved with Key Club. Jacob is the son of Local 302 member Gordon Bates. Although his specific major is undecided at this point, Jacob plans to attend Central Washington University and "become a successful asset to family and community". Jacob was on the Burlington-Edison High School honor roll, played for the Burlington-Edison Tiger football team, and participated in many school club activities.

\$1,000 Vocational Scholarship Award

Local 302 normally awards two vocational scholarships each year, but only one vocational school candidate applied. The \$1,000 vocational scholarship was awarded to **Dale Coleman of Poulsbo, Washington**. Dale is the step-son of Local 302 member and District Representative George Garten. Dale plans to attend a flight school such as Spartan Avionics or the Delta Connection Academy to become a commercial airline pilot. Dale attended Kingston High School, was a member of the honor roll and was involved with community volunteer projects and the 2008 Financial Literacy Challenge.

Congratulations to the 2009 scholarship award recipients!



Richard Lines, Local 302 Job Steward



The role that a Local 302 job steward fills is critical to maintaining good working relationships between our members, our union, and the contractors we work with - especially during disputes and contract violations. This Member Spotlight article focuses on a very proactive and dedicated job steward who has served Local 302 members for over 9 years in this capacity. Richard Lines works for Rabanco Disposal (aka Republic) in south Seattle, and he's been active in each of their last 3 contract negotiations. Rather than try to rewrite his story into the "condensed news version", I decided to print my notes from an interview I conducted with Richard in early December.

- Sandy Early, Exec Assistant and Loadline Editor

Q: How long have you been a member and a job steward?

A: I've been with Rabanco for 15 years. We organized 9 years ago when the business went up for sale, and I've been a job steward ever since.

Q: What skills do you use to maintain a good working relationship with management?

A: I don't treat them like they're the enemy. I keep a good relationship and open communication with management. It's not 'us against them'. It's us working together to get the job done, and making sure everyone goes home at night.

Q: What makes a good job steward?

A: Objectivity, pride in the work, and just pride in being a union guy.

Q: How did you become a union member?

A: My dad was an aerospace mechanic for Boeing for 43 years. Fifty percent of the guys I work with were never union until we organized. I helped educate them. I always wanted to work for a union, but as a heavy equipment operator, not at Boeing. I previously worked tank work for JVE Mechanical Contractors. When I worked for them, I knew the union wages were higher. Even the union guys at JVE/MC knew the wages were higher than guys working for other companies.

Q: What skills do you use at main table negotiations?

A: Keeping my mouth shut! (laughs). The first contract with Rabanco was really combative. The last 2 negotiations have been respectful. Never once has it been 'us against them'. Everyone worked toward a middle ground. Of all the contracts that Rabanco has around the country - I think about 10 - we have the best of all. I'm really proud of the guys I work with.

Q: What do you do to encourage new members to participate in the union?

A: I make sure they have a copy of the contract and I encourage them to study it, not just glance at it. I also tell them they need to go to the union meetings. And when we had our demand meetings during negotiations, I'd call all of the members to thank them for helping out - for spending part of their Saturdays trying to make sure we got a good contract. I try to instill this in others - responsibility and leadership.

Q: What message do you have for Local 302 members?

A: Don't take for granted the work Local 302 does for the membership. Show your appreciation. The minute you start taking it for granted, it's gone.



NORTH POLE ALASKA

PLEASE NOTE:

All correspondence to union offices must include:
 The last four digits of your Social Security Number
 – or – Your International Registration Number

INSURANCE CLAIMS:

Claims information and forms are now available on the new benefits web site: www.engineerstrust.com

Or access it via our web site: www.iuoe302.org

Operating Engineers Health & Welfare Trust
 P.O. Box 34684, Seattle, WA 98124-1684
 Phone: (206) 441-7574
 1-800-331-6158 or 1-800-732-1121



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- Randy Loomans, Director of Government Affairs
- Sandy Early, Executive Assistant and Publications Coordinator
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- Bob Franssen, Field Representative
- Larry Gregory, Field Representative
- Marge Newgent, Field Representative
- Andy Snider, Field Representative
- Rick Cunningham, Dispatcher
- Tony Zempel, Dispatcher
- Gabriel Chavez, Organizer
- Ron Dahl, Business Representative

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- Brett Holley, District Representative

DISTRICT 3 - PENINSULA

- George Garten, District Representative

DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

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- Jason Alward, Field Representative
- Carl Gamble, Field Representative
- Shane Linse, Field Representative
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- Mike Friberg, Field Representative
- Don Lowry, Field Representative
- Shawn Lowry, Dispatcher
- Lake Williams, Organizer

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DISTRICT MEETING SCHEDULE



DISTRICT 1 - BOTHELL

First Thursday of each month, 7:00 p.m.
Union Hall, 18701 – 120th Ave. NE.

DISTRICT 2 - MT. VERNON

Second Thursday of each month, 7:30 p.m.
NW WA Electricians JATC, 306 Anderson Rd.

DISTRICT 3 - ABERDEEN

Second Thursday of each month, 7:00 p.m.
Eagles Hall, 200 W. Market St.

DISTRICT 3 - SILVERDALE

Third Wednesday of each month, 7:00 p.m.
Union Hall, 3599 Carlton St.

DISTRICT 3 - PORT ANGELES

Third Thursday of each month, 7:00 p.m.
Eagles Hall Aerie No. 483, 110 S. Penn St.

DISTRICT 4 - WENATCHEE

Second Thursday of each month, 7:00 p.m.
Coast Wenatchee Center Hotel,
201 N. Wenatchee Ave.

DISTRICT 5 - ELLENSBURG

Second Wednesday of each month, 7:00 p.m.
Union Hall, 403 S. Water St.

DISTRICT 6 - ANCHORAGE

Fourth Thursday of each month, 7:00 p.m.
Union Hall, 4001 Denali St.

DISTRICT 7 - FAIRBANKS

Fourth Wednesday of each month, 7:00 p.m.
Union Hall, 3002 Lathrop St.

DISTRICT 8 - JUNEAU

Fourth Tuesday of each month, 7:30 p.m.
Union Hall, 9309 Glacier Hwy., Bldng. A-102B.

