

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — First Quarter 2011



BUSINESS MANAGER'S REPORT



Daren Konopaski
Business Manager

This new year is starting off strong. There are several big projects on the horizon that will keep our members working throughout the year and beyond.

Local 302 agents were able to secure a project labor agreement with Seattle Tunneling Partners (STP), the contracting group that will be in charge of work on the Deep Bore Tunnel to replace the existing Alaskan Way Viaduct. Although the majority of the work on the tunnel is expected to begin in 2012, but some road work related to this project started late last year along 1st Avenue in Seattle. Our Operators are guaranteed work when the project goes forward.

The news that the SR 520 Pontoon Construction Facility is being built in Grays Harbor County spread like wildfire in the Aberdeen/Hoquiam areas. The contractor for this job, Kiewit-General, and the Washington State Department of Transportation held a public pre-construction open house meeting on January 19 at Aberdeen High School. Over 300 people were in attendance.

Negotiations for a project labor agreement on the Bio Mass Project at Shelton have been completed. Next steps include obtaining a clean air permit and power purchase agreement before they can start building the project.

Construction on our new Alaska Training Center is going well. Construction started last fall and should be completed in time for summer classes. The training arena is complete, and some classrooms will be finished in March, the rest by July.

Thank you to all who attended the Christmas parties throughout our Washington and Alaska districts. They were well attended and I enjoyed visiting with you. And thank you to those who donated toys for needy children of union families. Your generosity is sincerely appreciated.

Local 302 continues to build its relationship with the Carpenters in our joint alliance as members of the Northwest NCA. We're planning on moving forward aggressively to achieve even stronger working relationships with the Carpenters. The journey has been great so far and I look forward to an alliance that will help create a better and brighter future for all of us. You can learn more about the NWNCA by visiting the website www.nwnca.org.

Another staffing change occurred since the last Loadline was published. Please welcome Josh Swanson to the Local 302 staff. Josh will serve as Local 302's Labor Research and Communications agent. Josh comes to Local 302 with some impressive experience: he spearheaded the development of the Department of Labor's Contractor Intents and Affidavits program. This on-line search program allows us to find out if contractors are paying the correct prevailing wage rates.

Local 302 agents in Alaska had a two day labor education training session. Education and training is vital to our future, and we need to be aggressive in our training so we can continue to be the best of the best. That's why you keep hearing from our agents and dispatchers how very important it is to take advantage of the down times in employment to get more training at our Washington and Alaska Training Centers. Honing your knowledge and skills keeps you in demand with the contractors.

All unions need to evolve to keep up with the times, and Local 302 is no exception to that rule. Our predecessors built a strong foundation for this union. Change and growth is imperative to our very existence. Building positive and productive working relationships that will last beyond the term of a Labor Agreement is perhaps the most important element of ensuring our future.

I wish all the best to you and your families during the year.

Fraternally,

A handwritten signature in blue ink, appearing to read 'D. Konopaski', with a long, sweeping underline.

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 AILLAND	LES GABRIEL	BEAUFORD MYERS
TILLEEN ANDERSON	ROBERT GEE	RALPH NAPIER
RODERICK ANGLEMYER	DENNIS GILMORE	EDWARD NEBENDAHL
MARK APP	RAM GOBIN	JERRY NOELKE
JACK ARNETT	RONALD GRANGER	ROBERT NORDHOUGEN
MALCOLM AUBLE	JACK GREEN	CANUTO OCHO
JOSE AGUIRRE	DENNIS HAHN	BONITA OLSEN
RICHARD AUGUST	PAUL HANKS	RAY POIRIER
MICHAEL BERNDT	RON HARLAN	CALVIN POPE
DWAYNE BLOUNT	MICHAEL HARRINGTON	DALE RADDER
ROBERT BOERNER	RANDALL HARRIS	ROBERT RAMAGE
CALVIN BOST	JOHN HEM	TULLY RANDALL
DANNY BRADLEY	BRADLEY HESS	ROBIN REESER
STEVEN BRICKMAN	JOHN HILL	DALE RENKEN
LAURA BRIGGS	PAUL HIPPS	ROBERT RICHARDS
FRED BROUILLETTE	LARRY HITE	LARRY ROBERTS
ROY BRYSON	LYLE HOCKENSON	ZENE ROBINSON
WILLIAM BUCHMANN	DAVID HOLLCRAFT	LAQUIETTA ROYSE
FRED CHARON	RICKY HOWARD	NICHOLAS RUCKMAN
JOEL CHRISTENSEN	KENNETH HOYT	RANDY RUTLEDGE
HARRY CLARK	JAY HUTCHINSON	CHARLES RYAN
KATHLEEN CLEARWATER	LESLIE HYATT	WILLIAM SANDE
KLAUS COLEMAN	RICHARD KANE	MICHAEL SANDSTROM
GARY COLLINS	JEFFREY KEEFE	LARRY SILTMAN
ROBERT CONWAY	JOHN JACOBSON	JAMES SMITH
RICK COOK	GRADY JOHNSON	MARK STACK
DARRYL COOPER	CHARLES JURGENS	DAVID STEARMAN
KIRK COPELAND	TIMOTHY LANGBERG	HUMPHREY STEPHENS
LANCE CRAWFORD	GREGORY LEADER	MICHAEL STEPHENSON
DAVID DANIELS	WAYNE LEE	TIMOTHY TAYLOR
DANIEL DAVIS	ARCHIE LILLIS	MICHAEL THAMES
MARINA DAY	DONALD LOWRY	JERRY THIBODEAU
RONALD DEMOSS	RANDALL MANN	RUSSELL THURMAN
THOMAS DENSMORE	BRAD MARSHALL	MILTON TIMMONS
STEVEN DENTON	THOMAS MARTHINI	JAMES TRAPP
SHANE DUVAL	GARY MAWHORTER	DAVID UNDERWOOD
DWAYNE ENDLER	JOHN MCCOMBS	RICHARD VICK
JEFFERY FELLAS	MARK MCCULLOUGH	MICHAEL WADDELL
JOHN FERGUSON	MICHAEL MCDONOUGH	BRITTON WALDEN
BRAD FORSTER	JOSEPH MCGRATH	JANET WARNER
RONALD FRAZIER	SPENCER MELVIN	IRENE WARREN
JOHN FROESE	SCOTT MILES	RICHARD WATSON
DOUGLAS FRUHLING	R.D. MITCHELL	DOUGLAS WEDGE
CHARLES FUGATE	DAVID MORRIS	BRIAN WILD
MARK FUNK	NANCY MULVIHILL	GARY WINNOP
		DAVID WOLFE

RETIREE LUNCHEONS

Local 302 will host luncheons for our retired Operating Engineer members in Washington and Alaska throughout the months of July and August. The invitation letters for the Washington luncheons will be mailed to retired members in May. The invitation letters for the Alaska luncheons will be mailed to retired members in July. Please remember to r.s.v.p. to the invitation so that each district office can obtain as accurate a count as possible for the caterers. Details are being finalized, and locations of the luncheons will be included on the invitation letter and posted to the Local 302 website www.iuoe302.org

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COVER PHOTO:

Sideboom Operators out of Fairbanks, Alaska



Kyle Brees
Financial Secretary

One thing that really surprises me is how many of our members have very little understanding of how our Pension and Health Care plans work. This is a summary of how the plans are set up. Secondly I would like to address a few things that seem to continually come up.

First off let me say that the Pension and Health Care Plans are in good shape. Our Health Care and Pension plans are directed by a board of trustees made up of 5 members each from Labor and Management. The trustees are tasked with directing the plans, holding only the best interest of the plans in consideration. The trustees take this responsibility very seriously. Before a change to the plans can be made both sides must agree, which is to say that labor cannot change the conditions of the plans without the approval of management and vice-versa.

The trustees have tasked Marco Consulting Group to monitor all of our money managers and keep the trustees apprised of how they are doing compared to their respective market benchmarks. Marco Consulting advises the trustees on market changes and makes recommendations based on this information.

Mercer is tasked with advising the trustees as to the status of each of the plans and providing information to allow the trustees to make decisions that will keep the plans providing the benefits we all enjoy.

Welfare and Pension Administrative Service (WPAS) is the administrator for our Health care and Pension plans. They are tasked with collecting monies and paying benefits for these various funds. They are also tasked with protecting the plan by making sure that only valid claims are paid, and claims paid are for eligible members only. Something for you to keep in mind is that the two plans keep separate records.

Now some of the most common things I have heard over the last few months:

“WPAS did not send me a pension check this month.”

The first thing that comes to mind is, have you moved? Have you gone back to work? Did you fill out and return your annual electronic deposit form? You need to be sure that you notify WPAS if you move. It would really surprise you how often this doesn't happen. Did you notify WPAS when you went back to work? You are required to notify WPAS when you go back to work. If you don't, you will be responsible for repaying any checks that were sent to you while you were employed over 50 hours per month. Furthermore, WPAS can withhold future checks until such time as the balance is repaid. Every year WPAS sends out an electronic deposit form. This form is used to verify that you are still alive, your address and other information is still current. If you do not return the form, WPAS will not send out your check. They are not taking your check away from you, they are only protecting the plan.

“Welfare and Pension is not paying my health claims.”

The reality is that along with paying the medical claims they are tasked by the trust to protect the plan as well, which is why you receive many of those insurance information forms and injury report forms that I know you all love so well. When you don't fill these forms out the processing of these claims is delayed. I know it can be aggravating at times but they have regulations they must follow. You must also make sure that WPAS has your current mailing address. If your address has changed they require a signature to change it.

“WPAS has denied my claim - what do I do now?”

Stay calm. Understand that the claim was denied based on the plan description and the information supplied to WPAS. WPAS has not denied a claim until you receive a letter from them stating that the claim has been denied. This is not the end of the world. With every denial should be a letter explaining the appeals process. Read it. It's not a guarantee that your claim will be paid but an opportunity for you to submit further information that may have been missed and a way for you to voice your concerns to the trustees on the appeals committee for their consideration.

“The Union keeps raising my healthcare rates.”

Let me be very clear on this. The Union **does not** raise your healthcare rates. That is a decision made jointly by the trustees, and none of us want our healthcare rates to go up anymore than absolutely necessary. A higher rate means less money on your check and makes our contractors less competitive

And lastly, please remember to give WPAS a call and double check your beneficiary cards. Things happen and the last thing that you want is for your loved ones not to receive the benefits you have work so hard to provide them because you didn't update these cards.

WASHINGTON

Welfare & Pension Administration Service, Inc.
2815 Second Avenue, Suite 300
P.O. Box 34203
Seattle, Washington 98124-1203

Service Representatives are available
Monday through Friday from 8:00 a.m. to 5:00
p.m. Pacific Standard Time.

ALASKA

Labor Trust Services, Inc.
3380 C Street, #107
Anchorage, AK 99503

Service Representatives are available
Monday through Friday
from 8:30 a.m. to 4:30 p.m. Alaska Time.
(7:30 a.m. to 3:30 p.m. Pacific Standard Time)



Randy Loomans
Government Affairs Director

As we enter 2011 with the 2010 elections behind us we must pause to celebrate some of the victories we were a part of. The re-election of Senator Patty Murray to the U.S. Senate and the defeat of Initiative 1082 (the effort to privatize our workers compensation system) stand out as a testament of what labor can accomplish when we unite in these efforts. I want to thank Local 302 Business Manager Daren Konopaski and the International for their understanding of the importance of this anti-worker initiative and providing the resources to help defeat it.

We were also able to stop the attempts of another labor union and others in eliminating the Scope of Work for Utilities Construction Underground Sewer and Water. We can expect a lot of work in this area in the future and with this scope intact, our work will be protected. We will continue to monitor any activities or any other future attempt by others to eliminate any of our scopes of work.

One of the biggest victories was the Washington State Department of Labor and Industries adoption of a scope of work for Construction Site Surveyor. This was a long process started over 4 years ago. Prior to this stand-alone scope of work, we ended up being lumped in with the Professional Surveyors, which drove the wages down for prevailing wage work. With the new Scope of Work for Construction Site Surveyors we can now survey that work. Once the survey request was sent out, your agents went to work. A huge thanks goes to Marge Newgent, Larry Gregory, George Garten and Brett Holly for the effort they put into these surveys. Because of their work, Operators wages prevailed in almost all of the counties we work in. The result brought up the wages for this work from a low of \$13.40 in King County to be more reflective of the wages in our contract.

The 2011 legislative session will be one of the most difficult we have faced in many years. The state is expected to face a \$4.5- \$5 billion budget shortfall. The legislature will be looking to make cuts to many programs that the most vulnerable in our state count on such as the Basic Health Plan. There has been an unprecedented attack on the state employees, our union brothers and sisters. They have already experienced the brunt of reductions in the form of a wage freeze, furloughs and added costs to their health care for the past 2 years and they are expected to give up more this session. The sentiment out there is that these workers are overpaid and have Cadillac benefits such as health care and a defined pension. Defined benefits used to be the norm in America. Businesses now have found ways to forgo health care benefits and defined pensions for those working in the private sector and they expect government as an employer to do the same. Who's next?

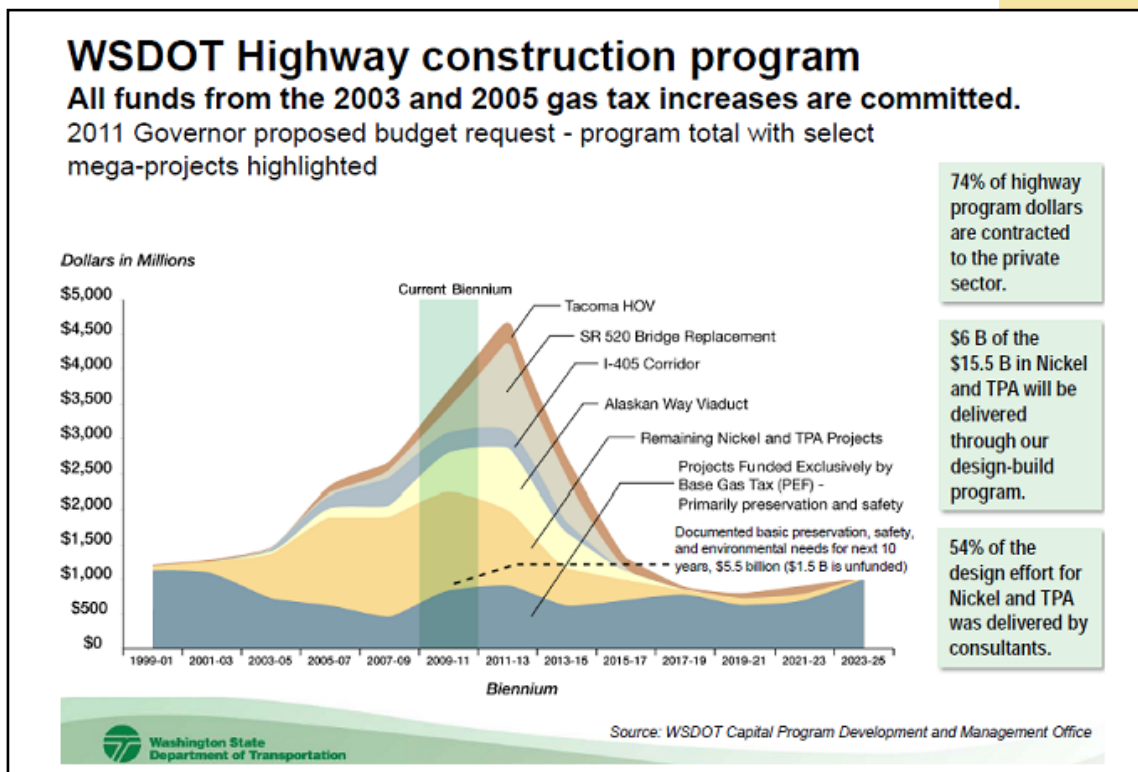
In this session we can expect legislation to revamp our workers compensation system, which usually translates to "take-aways" for workers. I have been working with a coalition that will offer proposals to strengthen the system while helping business control costs. Prevailing wage is also a possible target this year. Republicans have asked the Attorney General for an opinion on prevailing wage. With that opinion could be possible proposed legislation.

Unemployment insurance was the first battle in Olympia this year. Business wanted a \$300 million permanent tax break on their unemployment insurance taxes and we in Labor were not going to leave the table without something for our unemployed workers. To that end, Governor Gregoire signed into

law House Bill-1091. This bill gives Business the tax breaks they wanted, while giving the unemployed who have exhausted their 26 weeks of state benefits the ability to receive new federal extended benefits. Also, beginning March 6, new claimants will receive an additional \$25 per week on their unemployment checks until the state runs out of the \$68 million set aside for this additional benefit, which is expected to last until the end of this year.

Transportation and the Capitol Budget are two of the bigger budgets in Olympia and with the huge deficit the state is facing, legislators will be looking at these budgets for possible ways to divert money for other programs. I will work with a transportation group to watch this closely and work to prevent any diversion from these budgets. Transportation and Capitol projects investments provide the funds for the jobs we need to jumpstart our economy. Our biggest concern is what happens to future funding for state transportation projects after 2015. The Department of Transportation is concerned about being able to maintain our roads, bridges and ferries. Gas tax revenues are down, and there are no new proposals to raise revenue. With the passage of the Tim Eyman initiative that requires a 2/3 majority vote to raise taxes it does not seem likely there will be any new revenue proposals for transportation projects in the near future. Local 302 has joined the Washington Highway Users Federation, a group made up of individuals representing the state, counties, and cities along with business and labor. One of the group's objectives is to look for funding options to keep Washington rolling and to work with the federal government to secure transportation infrastructure money. We will work with this group to that end.

Finally, I wish I had more positive news on the legislative session as playing defense will be a full time job. My hope for this year is that our members go back to work after this long recession. The mega transportation projects on the books should help. If you have any questions or comments about the legislative session or any item in this article, always feel free to call or email me. I am here to serve you, our members and will continue to work for legislation that will foster that goal. Here's to a better year, 2011.



DISTRICT 7

Fairbanks office
907-452-8131



Rob Peterson
Treasurer &
District Representative

Where have they all gone?

The Fairbanks District as well as the Local in general has seen a number of long time Staff either retire or move on to doing other things in the last year. Don Lowry and Charlie Jurgens retired. Mike Friborg is taking care of family and Kyle Brees has taken over as the Financial Secretary in Seattle for Malcolm Auble, who also retired with over 17 years working on staff for the Local. I recently took over as District Representative here in Fairbanks, but I am not new to the job or new to Fairbanks. I have lived here most of the time since 1979, and have worked most recently as the District 8 Representative in the Juneau office for the last four years. Other changes that have been made in Fairbanks are we now have Andrew Bufton as our Dispatcher, Shawn Lowry will work as an Organizer and as our North Slope Contract Agent, and Lake Williams along with being an Organizer has taken on the duties of being a Field Agent covering mostly non construction year round related contracts (Clear Air force Base, City of Fairbanks, Aurora Energy, Golden Valley Electric, Fort Greely Missile Site, etc.). We are all adjusting here just as you are on the job with the loss of mentors that trained and helped us all get to where we are in life.

Oil and Gas News

Environmental Appeals Board Shuts the door temporarily for Shell to start drilling test wells in its Sivulliq prospect in Beaufort Sea.

Tran-Alaska pipeline owners ask for review of costly tax ruling. A state superior judge ruled last May that the 2006 value for the pipeline system was \$9.98 billion, far greater than the \$850 million the company had argued.

BP transfers Badami leases to Savant, ASRC.

BP Alaska forced to shut in Raven wells over protected land dispute.
December North Slope production up 1.6%

Oil leak at pump station 1 shuts main line down for three days while repairs are made.

Environmental elitist appeals are not always about protecting the environment and health of Alaska. They are primarily about outside groups opposed to any development.

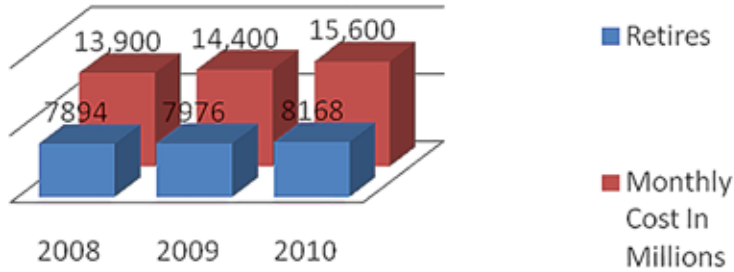
Health and Welfare, Pension

While a large percentage of pension plans across the country are severely underfunded, the Operating Engineers Local 302/612 Pension continues to be well funded and gaining ground every day because of a very good market returns for 2010 and 2009. The biggest obstacles to the plan are dealing with market and economic uncertainty and the large volume of baby boomer retirees compared to folks still working.

Our health care plan is providing good benefits to current workers and retirees. We are still able to subsidize retirees with at least 37,000 hours in the plan at age 60 by as much as 50%. I am sure we will see a sharp rise in cost in the near future as we slowly and cautiously adopt new federal regulations.

Rob Peterson - District Representative

3 YEAR RETIREE GROWTH



FAIRBANKS DISPATCH

I would like to start off by introducing myself. My name is Andrew Bufton and I joined the Fairbanks District 7 team on October 1, 2010. I would like express my thanks and gratitude to fellow brothers Lake Williams and Shawn Lowry for their support and patience while training and mentoring me on the business side of our union.

I hope everyone had a great holiday season and a happy new year. I would like to remind all of our brothers and sisters to re-register on the out of work list when you are laid off from work and keep your dues current. I have received many dispatch requests for members who were not registered or behind on dues. As a member in good standing, it is your responsibility to re-register and pay your dues if you want to go to work. As always, get as much training as you can to keep up with the fast paced development of new equipment and certifications that seem to change every year. The training is there for the taking, so take of advantage of it when you can - Msha, NCCO, NSTC, make sure these are current! Please bring in your certifications and updated cards or fax them to all of the offices so you can be current and have a better chance of getting called to work. The demands for contractors are changing and it is in your best interest to keep updated to the most current status as you can. Phone numbers and addresses - including email addresses - also need to be updated so we can contact you immediately if you want to go to work. I hope everybody starts off the new year well, and with the slow winter and the amount of people out of work, here's hoping that the summer construction season will shorten everyone's out of work lists.

Andrew Bufton - Fairbanks Dispatch

DISTRICT 7

Fairbanks office
907-452-8131



Andrew Bufton
Dispatcher

DISTRICT 7

Fairbanks office
907-452-8131



Shawn Lowry
Field Representative

AES-HCC will be busy this year up and down the Trans Alaska Pipeline installing heating systems at strategic locations to help keep the oil warm and flowing. As Alyeska experienced a midwinter shut down this year due to a broken feed line at pump station, the relevance of this project was brought to light much sooner than anticipated. Fortunately, and thanks to our membership, AES-HCC was able to fill the “emergency positions” quickly and help resolve the cold weather shut down and eliminate major problems with a cold weather restart.

Doyon Associated has a couple of small pipeline projects this year: one for Conoco Phillips in the Greater Kuparuk area that includes four pipeline replacement projects. The project for BP includes pipeline replacement and the construction of a snow fence this winter followed up with hydro-testing the replacement this summer.

AIC has been busy at Northstar Island as well as on the ice roads and doing support work at ENI.

Cruz Construction is working on the Savant Ice-Road Project again this year.

Nanuq Incorporated is busy again this year constructing and maintaining ice roads this winter in several locations, including ENI, Oogaruk Island and Point Thompson.

NANA Oilfield Services contract negotiations are ongoing. However, Local 302 members in their employ have been awarded a plaque of recognition for their outstanding service from ENI as that project changes from construction to production and their needs have been met with “outstanding service”. Way to go Guys! Keep up the good work.

Shawn Lowry



Fairbanks Pipeline Training Center

With the arrival of the New Year, I hope you know 2011 Local 302 pocket calendar books are available at every Local 302 District office. If you're working and can't make it into one of the offices, let your Business Agent know so he can deliver some to your work site. Agents carry extra pocket books in their trucks, so if you see an Agent, even if it's off the work site, don't forget to ask.

I want to remind everyone of the importance and our duty as members of Local 302 to keep track of our hours. In our Bylaws, under Article III "Duties of Members", Section 2, Sub-section (l) it reads, "Each member shall keep an accurate record of time worked and wages earned and received" and sub-section (m) reads, "No member shall fail to make a claim for shortages in wages, overtime, subsistence and travel time within thirty (30) days after pay day". We encourage all members to keep their weekly paycheck and at the end of the year to compare their check totals to the hours reported on your yearly statement from Welfare and Pension. We also encourage you to file those weekly pay stubs with your W2s so that you have documentation if a discrepancy were to occur. A properly filled out pocket book is considered a valid document of record for time keeping. If a contractor were to inadvertently short you on working hours or benefits hours reported to the Trust, your pocket book is an admissible piece of evidence in any grievance or arbitration.

Please double check the Employer contribution rates reported to the Trust, even when the hours reported for you are correct. An example of a potential problem that could occur is if an Employer's payroll paid benefits under the 2009 AGC rates when the project specified 2011 AGC rates. Luckily, with today's technology, it is far easier to check the Employer's contribution rate, because all members can log in onto their individual account at Welfare and Pension. The website link is <https://www.wpas-inc.com/index.php>. Once you log into your account, click on the "Hours and Contributions" tab to see contributions reported to the Trust on your behalf by a Contractor. To calculate the contribution rate reported by the Contractor, divide the total Health Care contribution (or use the Pension/Training Contribution) for a month by the total hours reported. If the contribution rate does not match the rate specified in the contract you're working under, it is your duty as a member to contact your Local 302 Business Agent. With the help of the membership we can make sure we are all getting the pay and contributions that we deserve.

Lake Williams



DISTRICT 7

Fairbanks office
907-452-8131



Lake Williams
Business Relations

DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative

Southeast Alaska exceeded expectations in 2010. Even though forecasts predicted a loss of jobs, Southeast's preliminary counts show a 0.4 percent net increase in nonfarm employment. Though the overall change was small, there was movement in many sectors. Trade, transportation, manufacturing, information, construction, leisure and mining industries employment grew.

As for 2011, the construction season in Southeast will bring a steady flow of work such as Annette Island Ferry Terminal, Gastineau School remodel, Cascade Point road widening, Thane Road, Auke Bay Loading Dock Facility and Wood Duck Avenue. Secon was the low bidder on the \$4.8 million North Douglas Road Improvement Project, which will consist of replacing culverts and reclaiming. North Pacific Erectors have been working all winter on the \$8 million Visitor's Center and Customs/Port Building Project, which will last into spring of 2012. Pacific Pile & Marine will be getting a late start on the \$25 million Sitka Airport Runway Safety Improvements Project due to a herring fishery's opening. The project start date is around the first of June.

I would like to congratulate the applicants who made it into the apprenticeship program in 2010. We now have approximately 13 apprentices in the Southeast District. As Local 302 members we have the responsibility to teach and mentor these apprentices and give them the tools they need to succeed. They are the future of our Local and need all the help they can get.

For those who don't already know this is just a reminder that the Juneau office has moved. We are still in the same building but have relocated to a Suite 105, just around the corner.

Don't forget that District 8 union meetings are every fourth Tuesday of each month at 7:30 pm.

If any member has missed the MSHA refresher class let me know so I can get you into the University of Alaska Southeast MSHA training, which is held every month until the end of December 2011. Give me a call if you still need training, and have a safe and productive year.



Secon Rotomilling

Corey Baxter - District 8 Representative

DISTRICT 6

Anchorage office
907-561-5288



Tony Hansen
Vice-President &
District Representative

The South Central Building Trades has secured a Project Labor Agreement (PLA) for a \$250 million, 300 megawatt natural gas power plant being built for Chugach Electric. The Operating Engineers are responsible for proposing the language that secured all of the supply and delivery of concrete for the project that will extend to our local signatory sand & gravel suppliers.

The Homer Electric Association Board voted 7-2 in support of a PLA for a natural gas power plant. The Homer Electric Association will start construction of it

at the old Agrium plant in Nikiski. The project entails adding a 40 megawatt generator to an already existing 38 megawatt generator for a combined 78 megawatt power plant. The cost of the project is expected to be about \$30 million and should begin this summer.

President Obama signed an executive order recommending that all federally funded projects costing \$25 million or more be done under a Project Labor Agreement (PLA). We are actively encouraging the Corps of Engineers to use PLAs on these projects.

Federal Budget for 2011-2014 (Military spending)

We are expecting a busy summer out on the military installations with spending expected to exceed \$150 million on 10 or more projects on both Elmendorf Airforce Base and Ft. Richardson, combined.

Pending the outcome of the upcoming legislative session, Governor Sean Parnell has tentatively appropriated \$20 million of continued funding for the Port of Anchorage.



Tony Hansen

DISTRICT 6

Anchorage office
907-561-5288



Carl Gamble
Field Representative



Jason Alward
Field Representative



Shane Linse
Field Representative



Bill Sims
Business Relations



Mark Charlton
Dispatcher

ANCHORAGE DISPATCH

The coming work season looks like it's going to be a good one, but now is the time to get all certifications tuned up for the upcoming work season like MSHA, NCCO and please be advised that now OSHA standards require that you have a certification not only to run crane but also signal and rig for the crane.

Dispatches: PLEASE get your dispatch BEFORE you go to work or at least call the hall and let us know so we can get the dispatch to you.

Mark Charlton - Anchorage Dispatch

DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

I hope the new year finds you all well. It looks like we have some larger projects coming up this year in District 3.

As you can see from the report by Brother Ron Dahl, the SR 520 Pontoon Project is getting underway and is projected to start in February. The prime contractor, Kiewit-General Construction, held an informational meeting on January 19th to inform the local community on the project and to seek input. At this meeting Kiewit-General told the public that they intend to hire locally. While they may be hiring locally, this project is under a PLA, so locally also means that these jobs will be union. To that end, if you are looking for work in this area please be sure to stay current on the out of work list.

Other projects underway include the gas-fired generating plant in Satsop, which is expected to double its size provided they are able to sell the electricity. Brother Dahl also reported about the forward progress on the Bio Mass generator in Shelton which is supposed to start this spring.

Granite Construction-Watts Joint Venture has a \$36 million job on Bangor scheduled to begin in April. There is also a \$40 million project out to bid on Bangor that we are watching and working to ensure that union labor is used to create more jobs for our members.

Currently, we have several signatory contractors working in District 3 on fairly sizable projects, including:

- Manson Mowat Joint Venture is working on the Manette Bridge in Bremerton
- Primo Construction has several projects going, including the new shopping center in Sequim being built by the Pension Trust
- Delhur is working on a dike on the lower Elwha River
- Bruch & Bruch has the trucking contract underway at the Elwha Dams

Finally, we are working hard on capturing a great deal of work that is being projected in Port Angeles. The city of Port Angeles is going out to bid in February for approximately \$42 million worth of work over the next few years. We have met with local officials in an attempt to secure this work for our members and to educate them on the value and importance of hiring union and hiring locally (not bringing in outside labor which has been done in the past).

Again, with this current and new work happening on the Peninsula, I cannot stress enough the importance of staying current on the out of work list so that you will be available for this work.

George Garten



I hope that everyone had a nice holiday season.

Work in Snohomish County is off to a slow start but should pickup before mid-year. The Brightwater PLA project is still on-going. Jay Dee/Coluccio has completed the west section of the tunnel from Richmond Beach to Ballinger Way and will continue on east with an addition to their original contract. DBM is at the site in Lake Forest Park where the BT-3 Tunnel Boring Machine was stopped with mechanical failure. They are drilling from the surface down around the tunnel in order to freeze the ground at the location where Jay Dee/Coluccio will merge with the existing tunnel. Kiewit is working on the final phases of the Influent Pump Station in Bothell. Vinci/Parsons/Frontier-Kemper is still installing the pipe and concrete in the central section of the conveyance tunnel and decommissioning the BT-3 Tunnel Boring Machine. Hoffman is progressing well at the Treatment Plant in Woodinville with operations scheduled to start this year.

We have another Project Labor Agreement with Sound Transit in Edmonds. Pellco Construction is the prime and they are expanding and upgrading the Edmonds Train Station. Pellco is also working on a new addition to the Woodinville High School.

Fortunately there has been a lot of WSDOT state highway work in progress and much more to come. Vetch Construction has a project on SR 2 from Monroe to Gold Bar. Scarsella Bros. and SB Structures are working on SR 522 building a new fly-over east bound ramp to SR 2 in Monroe. WSDOT has a connecting large project planned to bid in March for widening SR 522 to four lanes from the SR 522 and SR 2 interchange west to the Snohomish River. This project will have four new bridges including one across the Snohomish River. Hos Bros. Construction is working on SR 522 in Bothell at the new Crossroads Town Center. Marshbank Construction is also on SR 522 widening the road between Bothell and Kenmore. Granite Construction is still working on SR 539 building a new bridge across Ebey Slough between Everett and Marysville. Pacific Pile and Marine are subs on this job driving the piles. Granite Construction also has another year on there SR 9 widening project at Lundeen Parkway in Lake Stevens. Northwest Construction is working on the I-5 and SR 525 – 196th street Braided Ramps in Lynnwood, with subs Malcolm Drilling and Graham Contractors on site. Johansen Excavating has a new job in Shoreline with SR 99 corridor improvements. Cemex Construction Materials, Lakeside Industries, ICON Materials and Granite Construction all have various paving and overlay work though out Snohomish County.

There are a few Utilities and Sewer type projects. Balfour Beatty and Marshbank are on the final stages of the Sunnyside wastewater treatment plant in Lake Stevens. Shoreline Construction has work in Mill Creek. R.L. Alia has a good sized water main project in Everett.

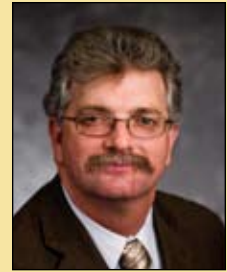
There's not much happening in the private sector. Hos Bros is still working on a new Safeway shopping center in Bothell and have some work at Boeing in Everett.

And finally, the sand and gravel companies Cemex, Cadman and Glacier Northwest are gearing up for a much better year than last.

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Rick Cunningham
Field Representative

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Eric Bellamy
Field Representative

The Washington State Department of Transportation is keeping us busy on downtown Seattle streets with several large projects in the works. PCL is midway through the 2 year Spokane Street Viaduct widening project. Most of the columns are in place and the bridge decks are now being poured. KLB is busy replacing the First Avenue and Fourth Avenue on-ramps. Mid-Mountain is also involved with these ramps, installing sidewalks and grading. Skanska-Civil is going full tilt on the SR 99/Southern Mile Project. The biggest challenge for commuters so far is the narrowing of First Avenue to one lane in each direction across from the Stadiums. This closure will continue until April.

Gary Merlino Construction is finally getting started with the Mercer Street project after a slow start waiting for de-watering permits. The city will not issue permits to close lanes of the existing Mercer Street to replace utilities, so Merlino is forced to pipe burst under Mercer, adding additional time and cost to the project.

The University of Washington also has several projects going. Sellen has the foundation portion of Balmer Hall; Hos Bros is doing the excavation, Mid-Mountain the utilities and Rhine the demolition. Skanska has just started hanging iron on the UW Medical Building expansion. It looks like another it will be another 16 months before that project is completed. Skanska also just started the Hub Building Renovation. This student housing building will take over a year to complete. Nuprecon has the tricky demolition portion of the project. The exterior brick must all be saved while gutting the remainder of the building. Later in the year Turner will start work on the UW Stadium Replacement. The \$90 million project includes lowering the playing field 5 feet and reconfiguring the seating area.

The Children's Hospital expansion has started with site clearing and demolition by PCI/Democon. Hos Bros has the excavation for the 6-story addition to the existing building. Todd Shipyard has been sold to Vigor for \$130 million. All existing contracts and personal will remain in place. PCL has started the second phase of the Amtrak Maintenance Facility on Fourth Avenue in the SODO District.

The Ballard Siphon Project is still on hold while the bids are under review for the second time. This project will replace the 10 foot, 100-year old wooden pipe that moved thousands of gallons of sewage from North Seattle to the Magnolia West Point Treatment Plant.

The upcoming Highway 520 Floating Bridge project's 3 design teams have until May 4th to submit bids. The teams are: Skanska-Flatiron-Traylor Joint Venture, SR 520 Corridor Constructors (Walsh, PCL and Weeks Marine) and Kiewit General-Manson Joint Venture. The bridge will have 6 lanes, with Transit/ HOV Lanes and a bicycle-pedestrian path. This bid package contains 44 pontoons, storm water treatment facilities, a dock and an East Shore Maintenance Facility. Tolling booths are being constructed now for the upcoming tolls that could cost commuters as much as \$5 during peak travel times. Off-peak rates range from \$1.10 to \$2.80. For more information go to: www.wstc.wa.gov/highwaytolling

Donald B. Murphy has created an International Trading and Consulting Division called DBM Global Services. To support the firm's overseas expansion, the new division is working to grow international markets to include Canada, China, Southeast Asia, The Middle East, Africa and South America.

On the private side there have been a couple of large building projects in the downtown core that have been re-permitted. One is a 35-story mixed use project in Bell Town. The other is a 16-story building on Western Avenue, also a mixed use with 208 units. This gives us some hope that the banks are loosening up a little and starting to loan money again. So hang in there. Just remember, tough times don't last. Tough people do...

Eric Bellamy

AT WORK IN WASHINGTON

By the time you get this another holiday season will have come and gone. I hope everyone had a great holiday season. The weather should be breaking now and hopefully work will start picking up again. There is a lot of work scheduled for south King County. Let's see if budget cuts affect much of it. There is over \$150 million slated for school projects. This should be mostly money from bonds and levies so they should be in line to start.

There are also several large retail projects slated, some as much as \$20 million. The current dollar total for the upcoming projects is over \$90 million at this time. With the stock market climbing slowly but steadily, I'm pretty sure these will go forward this year and not be put on hold. From what I've been hearing, investors have sat on their money about as long as they felt they needed to. They want to start spending again and are looking at firing up a lot of the projects that were put on hold the last couple of years. Hopefully this happens.

Hospitals in the area are looking at expanding again too. The Multicare Center in Covington is looking at a \$50 million expansion. This will be a huge increase to that facility and for the community. Burien has a small medical/dental clinic slated. Valley Medical Center in Renton is also looking at another expansion, this time at around \$750,000.00. They are also looking at adding a parking garage and power plant for an estimated \$750,000.00.

Other types of work include office buildings, libraries, and city government buildings and expansions. What I've seen so far will be around \$45-65 million.

Just looking at the work slated should tell us that our area is growing, and will continue to grow. And we all know that growth equals jobs. Be assured we are doing what we can to capture those jobs for you. We attend pre-job meetings and meetings with project owners and developers when possible. We do our best to let them know of the great workforce we have and the advantages of using union contractors, or becoming union themselves. I know that a lot of time and effort has been spent by our entire staff in the last few months to get any and all upcoming work we can for IUOE 302. We don't always succeed, and never will, but we always try. We need the help of the membership to get this work also. You are the real sales people of this organization. The daily efforts you make to prove to our contractors why we are the best, and that we do make them a profit goes a long way. The contracting community talks to each other, union and non-union alike. That's one reason for the Association of General Contractors (AGC). Make sure they have positive things to say. Let's get those non-union contractors curious as to why a competitor that they perceive to be paying more in labor cost is steadily beating them on bids. They are all in business for one reason - money. What is making the money difference? We want our contractors to point to all of you. We are the best. We need to prove it every day.

Another way to help influence businesses and contractors is to voice our opinions. We can't run out and throw up pickets everywhere, but there are other ways to get their attention. A good example is the Fred Meyer/ QFC chain owned by the Kroger Corp. A couple of years ago, they remodeled many of their stores in Washington using non-union contractors from other states...that's right, not even local. I went into my local Fred Meyer store and asked for the manager. I talked to him about the work and the contractors being used. I gave him my rewards card and told him I would not shop their stores and would let my friends know too. He apologized and said it was a corporate decision. I thanked him for his time and left. Yes, the work continued, and was completed. But they did hear from the local community. What would have happened if 1,000 union members did the same thing? How would they feel about getting their rewards cards back from hundreds or thousands of shoppers? Would there have been a change? The odds are a lot better than 1 person doing it. We are a UNION. I think at times that is forgotten. We forget about strength in numbers. I'm telling you this because at the time of writing this article, Albertsons is starting to remodel stores in the area. Look at who does the work. Let the stores know how you feel if they have out of state contractors. I'm not calling for a boycott of them, or for anyone to stop shopping there, that is a personal choice. But a wake-up call is needed. Every dollar that leaves our economy hurts the whole area. Good luck this year and good health to all.

Larry Gregory

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Larry Gregory
Field Representative

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Marge Newgent
Field Representative

This year is looking like a good year for work on the PLA's. Both of the Sound Transit tunnel projects are on schedule to begin tunneling in May. Traylor/Frontier-Kemper JV (TFK) will begin tunneling at the University of Washington and under the Montlake Cut to Capitol Hill. JayDee-Coluccio-Michels JV (JCM) will tunnel from Capitol Hill to Pine Street. Both contractors have been working on excavation of their shafts and are anticipating the tunnel boring machines' arrival in early spring. The TBM's should be finished about mid 2013. Hoffman Construction will be the GCCM for the UW Station. They are expecting to start work on the Station Box Excavation construction at the UW site in April. They will be sharing this site with TFK. The actual station construction won't start until mid 2012 but there are several smaller packages being bid that include concrete work, demo, precast architectural concrete, waterproofing, earthwork and shoring.

The Deep Bore Tunnel (Viaduct) was awarded to the Seattle Tunnel Partners (STP). This group is a joint venture between Tutor, Dragados, Coluccio, & Mowat. Their bid came in at \$1.1 billion. This scope of work for this massive project consists of: construction of the bored tunnel (including the lining & internal structure), construction of the North and South portal cut and cover and u-box sections, North and South vent buildings, utility relocations, and ground improvements as well as landscaping and erosion control. This job is set to break ground in August. The tunneling is scheduled to begin 2 years after that. This project is a PLA that Field Agents Eric Bellamy, Brett Holley and I painstakingly negotiated last fall.

The Sea Tac PLA has a couple of new jobs starting. Lydig is the general contractor for the Precondition Air Project. Ferguson is the general contractor for the Bus Maintenance Facility. Mid-Mountain is still working on the Offsite Roadway Improvement Project. Turner is completing the Rental Car Facility and it is expected to open sometime this summer. The Port Commissioners approved a \$230 million construction budget for 2011. This means there will be more runway improvement projects this summer.

In addition to the PLA projects in my area there are a number of larger jobs starting. Mortenson picked up an \$87 million job on the South Transfer and Recycling Station in South Seattle. KLB is doing their dirt work. The South Park Bridge received enough money to be replaced. This bridge has been closed since June due to the dangerous condition it is in. The county kicked in the last \$25 million of the \$125 million needed to replace it. It is suppose to bid this spring.

Mowat is still working on the East Marginal Way Grade Separation job. Merlino is still busy on the Rainier Vista II project. JP Harper is working on the Boeing Plant 2 demolition. Sellen is busy at the Federal Center. Tucci is finishing up with the Burien overlay project.

That's about it for now. Stay safe and have a productive year. If you're not working take advantage of the training center and get as much training as possible.



The Kroll 1800 crane
at the Sound Transit Link
in Capitol Hill

Marge Newgent

AT WORK IN WASHINGTON

Work in East King County is slowing down. One of the biggest projects in east King County is finished: PCL completed a \$37 million job in Redmond on SR 520 between East Lake Sammamish Boulevard and SR 202. Just up the hill on SR 520, Tri-State Construction is about to finish a \$22 million job. Johansen Excavating is nearly finished with their job on 124th Street in Redmond. These are just some of the projects that kept a lot of our members working last year.

We still have two big projects going on right now. Sellen is working on the Swedish Hospital project in the Issaquah High lands with Gary Merlino Construction as the subcontractor. The other project is the Bellevue Braids. According to the Washington State Department of Transportation, these multi-level “braided” ramps will separate vehicles entering and exiting northbound I-405 between Northeast 8th Street and SR 520 in Bellevue. This project will also add a bypass lane for I-405 traffic headed eastbound to SR 520. A new ramp from the NE 10th Street overpass will give drivers direct access to SR 520 from downtown Bellevue. The project cost is \$107.5 million. Atkinson Construction is the general contractor on this job, with KLB, Totem Electric, Malcolm Drilling, Pilchuck Contractors and Versatile Drilling working as subcontractors.

There are also other small projects going in the area Gary Merlino Construction is working on I-90 at Mercer Island. J. Harper and Hogan Crane are working at Snoqualmie Falls, and Construct Company is working in Redmond. Continental Dirt is still working on the Bellevue High School project and Jennings Northwest is working on a private job on the Sammamish Plateau.

New projects include a \$2 million job in down town Redmond that was awarded to Tri-State. That project started mid-February of this year. Scarsella Brothers were awarded a \$1.5 million job in Redmond off 185th Street Northeast, and PCL and Granite Construction have a \$307 million project widening the corridor and constructing new transit and carpool lanes, shoulders and other facilities along 2.5 miles of SR 520 west of Evergreen Point Road to east of 108th Street Northeast in Bellevue. This job will start in mid-March.

Other projects that went up for bid in January were a \$15 million job in Kirkland at I-405 and 116 th Street, and a \$32 million project in Redmond at Northeast Novelty Hill Road. Hopefully these bids will be awarded by the time this goes to print so we have more work for our union members.

In closing, I want to thank all of our members for their support on the job sites and wish them a great year.



Gabriel Chavez

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East King County
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Gabriel Chavez
Field Representative

DISTRICT I

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Bob Franssen
Field Representative

Contract Negotiations are difficult at best. Just when you believe you have an agreement in hand - well bargained and hard fought for - a wrench gets thrown into the works. I will present an example of what I mean. Mason County bargained a joint agreement with Local 302 and Local 252 of the Teamsters Union. Together the two Unions represent approximately 65 workers. The bargaining process was difficult and lengthy in nature. During the bargaining process we asked Mason County's side of the bargaining table if they had the ability to make decisions on behalf of the county and if they were keeping the county commissioners updated. The answer was yes. We bargained in good faith a contract that we thought our members would ratify and the only process left was the approval at the next Mason County Commissioners meeting and then implementation.

When the time came for the approval at that meeting a judge from the county voiced concern about her contract, which also needed the Commissioners approval. The Commissioners took action and disapproved all the CBA's that were up for approval, including ours. Local 302 and Local 252 jointly filed an Unfair Labor Practices on Mason County for not bargaining in good faith with PERC, the authority over the Public Sector. After a lot of time and of money was spent getting a lawyer, one year later we got a favorable decision by the PERC Examiner. You would think that Mason County would honor that decision but instead they filed an appeal.

We are currently still waiting for the appeal process to come to a decision. That waiting process has a very bad effect upon our membership. The members have not had raises in 2 years and the county wants to reduce their health care. At best the commissioners have a difficult time communicating with each other which causes part of the delay. Money or the lack of it is the excuse given for not honoring the contract. We have known that our funding source is a different source than the other contracts which siphon from Mason County's General Fund.

There is no excuse to delay our members longer on honoring the negotiated contract. Mason County is blaming their chief negotiator for all the problems and has since fired him. Now where we are is waiting for the appeal decision. We are now attempting an end around play. I asked Local 302's Director of Government Affairs, Randy Loomans, to contact Mason County Commissioner Tim Sheldon to shed more light on our situation. She did so quite nicely and we are now waiting to see if it has an effect. Meanwhile we had an exploratory meeting with their new human resources person and submitted a health care proposal to get the ball rolling once again. They received the proposal but were unable to answer any questions on where the Commissioners were as far as moving forward.

This was a straightforward contract with a county, and it shows how difficult negotiations can be. I constantly express to our members and job stewards that negotiating is not simply coming up with demands or ideas, but having the ability to prevail at the bargaining table and get to where you want to be. Now that all budgets are tight the bargaining process has become increasingly more difficult.



Bob Franssen

AT WORK IN WASHINGTON

I would like to take this time to give you some updates on our organizing efforts. There have been some changes in upper management that have made it difficult to get dates to negotiate. We have been at the table with Allied Waste for quite some time now but may be close to a proposal that we will be able to vote on.

We have completed the negotiations of a PLA for the Bio Mass power plant in Shelton and they are moving forward with their ORCAA clean air permit process. They will need their clean air permit and a power purchase agreement before they break ground on this project.

We have just started an organizing campaign on Whidbey Island with Nichols Brothers Boat Works. This started as a joint organizing effort with the Metal Trades but after meeting with the employees, they don't think it is in their best interest to affiliate with the 13 unions that belong to the Metal Trades. After some very contentious meetings with the affiliates of the Metal Trades they have agreed to let the 3 unions the employees want to represent them. The 3 unions are the Operators, Pipe Fitters and Electricians. They have about two hundred employees currently working there doing various tasks during the boat building processes. We are in the process of getting bargaining cards, but this has been complicated by the way things got started. We are optimistic that we will receive sufficient bargaining cards to go to an election.

Kiewit-General Joint Venture is getting ready to start the \$367.3 million SR 520 pontoon project. The pontoons will be built in three sizes, the largest of which will be 29 feet tall, 75 feet wide and 360 feet long. Central to the pontoon construction site will be the casting basin, which at 900 x 200 feet will require the excavation of 270,000 cubic yards of dirt. Construction of the pontoons will be completed in six, 5-month cycles. There will be 4 tower cranes on site, which will be operating on 2 shifts for parts of each pontoon cycle, as well as several crawlers and smaller cranes.

Work safe and we look forward to seeing you out there on the jobs.

Ron Dahl

Kroll Tower Crane in Capitol Hill



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Ron Dahl
Business
Representative

DISTRICT 4 & 5

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Sean Jeffries
President &
District Representative

As you know, Districts 4 and 5 are usually referred to as Eastern Washington. However it really is Central Washington, encompassing the area from the Canadian border south to the Klickitat County line, and from the top of the Cascade passes to the 120th Meridian (Crescent Bar, Vantage, Sunnyside). This is a very large geographical area. It is somewhere around 13,000 square miles.

In 2010 Districts 4 and 5 had more work than normal due to several large projects. Two new wind farm projects were built, and the first major phase of the I-90 Snoqualmie Pass project was started. Additionally, we had several small contracts and highway work in the districts, so work was good. Unfortunately, there was not the amount of work we are used to having and people continue to struggle to find work. When looking at the work hour reports for all Operating Engineer hours worked each month compared to previous years back to the 1980's, it is staggering to see the rapid decline from the high in 2007. On paper it looks similar to the early 1980's when things did not spring back but gradually increased over a 5 to 8 year period. Well let us hope for better recovery this time.

I am hopeful that 2011 will be a good year in this area with the possibility of another wind farm project, another phase of the Snoqualmie Pass project and miscellaneous other highway building and environmental projects. Unfortunately, I don't foresee anything new starting of any substantial size until summer, so it could be a slow start for the work season to get rolling. I wish everyone the best during these difficult economic times.

BOTHELL DISPATCH

425-806-0302 x300



Tony Zempel
Dispatcher

BOTHELL DISPATCH

Now that spring has arrived we should be ready to go back to work. Hopefully you have tuned up your qualifications, checked your phone numbers and greased your boots. It has been a fairly slow winter but as some of you have noticed the phone seems to always be ringing, so please be patient and I will help you as soon as I can.

I know this spring is shaping up to be a little better than last year as far as new projects starting. Make sure that dispatch has all of your new cards that you have received at training this year--- members call all the time asking why we didn't call them for certain jobs. Contractors often want workers with specialized certifications, such as an NCCCO certification. But if you don't let dispatch know if you have that NCCCO card or other certifications, we can't dispatch you.

It has been a tough year for everyone, some more than others, and I know that my union brothers and sisters will survive this economic downturn just like every Operator that has come before us has. My father use to say "Son, what doesn't kill you will make you stronger." Well I know we have some really strong and resilient members out there. I don't know if the worst is over but I do know we're all ready now for whatever comes next.

This year there have been several new requirements to start work. Members now need to show two pieces of ID to most of the contractors and all of the Sound Transit jobs are requiring steel toed boots, so be prepared. Hopefully dispatch will remind you of these changes before you start a new job.

As we look forward to this year, remember we are professionals and act as such. I must confess, I really hate it when a member no-shows a contractor or walks off a job in mid-shift. It creates havoc everywhere and gives the Union a great big black eye. We are professional Operators and we have responsibilities to the contractor, to the membership and to ourselves, so please don't forget that. Have a safe year out there and remember to always maintain eye contact with all people on the ground.

AT WORK IN WASHINGTON

We are in the midst of another tough winter for many members in District 2. There are not many projects still working this far into the winter. Although it may be slow right now, the work projections for the 2011 season are looking good. There are a lot of public works projects coming up this summer, including a design build that has been awarded to Granite Construction. There is a sewer treatment plant upgrade for the City of Bellingham coming out for bid also. PCL has started work up at the Lower Baker Dam on the new power plant. Just around the corner from PCL there is a new fish tank going up for bid on Lake Shannon which is most likely going to go to a union contractor.

In the refinery world I am proud to announce that JH Kelly was awarded a large block of work in BP and are still keeping a large number of our members working inside several of the refineries. I look forward to a good season with JH Kelly and our other refinery contractors this year! Also in the refineries, Sicklesteel Cranes has some substantial turn around scheduled for 2011. From Conoco to Shell to BP, 2011 is going to be a decent year for our members that are certified to work inside the refineries.

For those of you that are not yet certified I recommend that you acquire your TWIC card and the new RSO certification that has replaced the C-stop card. The more certifications you have, the better shot you will have at getting work in the refineries.

I know it has been a tough couple years for a lot of members and that can really affect a person's outlook on things. We have some of the highest skilled heavy equipment Operators in the industry and we should all take pride in that fact. From crane hands to dirt and pipe, we take pride in the work we put our names on, or at least we should. When we go to work everything we do reflects not only on us as individuals but as much, if not more, it reflects on the Operating Engineers as a Union. Recently I heard some concerns about the lack of pride some of our members are showing within the ranks. I know there are a lot of members that are as proud and passionate about this Local as I am. Unfortunately there are as many if not more that take no pride or ownership in their Union. To me this is not only unacceptable but disrespectful. It's disrespectful to all the members that have built Local 302 and go to work everyday knowing that how they act and what they do each day is paving the way for this Union to continue to grow and prosper. I cover District 2 and I consider myself lucky to represent not just a large group of good Union men and women but just all around good people. I don't know everyone but I do know that every district this local has contains some of the best Union members around.

I think if we put our minds to it collectively we could turn the tides and maybe in the process we will remember what it took to get to where we are today!

Brett Holley

DISTRICT 2

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Brett Holley
District Representative



Pontoon construction a massive production

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By JON SILVER
Daily Journal Staff Reporter

The effort to replace the state Route 520 floating bridge will involve construction that takes place miles from its picturesque setting on Lake Washington. The 1.42-mile floating bridge, the world's longest, is due to be replaced with a wider, safer bridge in 2014 as part of a \$4.65 billion project to upgrade the SR 520 corridor between Seattle and Redmond. Meantime, the existing bridge, which opened in 1963, is vulnerable to windstorms and earthquakes.

The Washington State Department of Transportation wants to ensure that if the bridge fails before its replacement is built it can be repaired as quickly as possible. One step will be to build a new set of pontoons ahead of time that can be incorporated into the new bridge or used to help fix the existing one. The current bridge is supported by 33 hollow concrete pontoons, each about 16 feet tall and as long as a football field. Approximately 6,000 feet of cracks line the pontoons, weakening their ability to withstand severe weather. Though the bridge replacement project, due to begin in 2012, is expected to take about three years to complete, building the pontoons will require extra lead time.

WSDOT awarded a \$367.3 million design-build contract to Kiewit-General Joint Venture to replace the pontoons earlier this year. (The team of Kiewit-General and Manson Construction Co. is also vying for the estimated \$600 million to \$750 million contract to build the new bridge. WSDOT will announce the winning bid in June.)

Site selection

Finding a good place to build 33 new pontoons wasn't easy. WSDOT discovered there weren't any existing facilities in the Northwest where they could be completed in less than 12 years, leaving the agency to construct a new facility where the work could be done much sooner.

The pontoons will be built in three sizes, the largest of which will be 29 feet tall, 75 feet wide, 360 feet long and as heavy as 23 Boeing 747 jets. Building them will require digging deep pits where they can be assembled and then floated out.

WSDOT identified 39 possible construction sites in Washington and Oregon, and narrowed the list to three, all in Grays Harbor, using criteria such as site characteristics, environmental effects, and logistical and regulatory constraints. The agency also sought to avoid repeating the mistake it made in 2003, when it broke ground on a pontoon graving dock in Port Angeles on what turned out to be an important American Indian archaeological site. The fallout cost the state \$87 million and added two years to a project to replace the east half of the Hood Canal Bridge.

The three remaining site candidates were winnowed to two: a 55-acre Aberdeen log yard and a 90-acre Anderson & Middleton site in Hoquiam. The third, the Port of Grays Harbor Industrial Development District No. 1, was rejected over environmental concerns. Tacoma's Concrete Technology Corp. graving dock, where the Hood Canal pontoons were built after work was discontinued in Port Angeles, was another possibility. But that site, according to WSDOT, didn't provide sufficient cost, scheduling or logistical advantages to justify building there.

Field work

In 2009, after two years of research, WSDOT was ready to begin doing extensive field work at the Aberdeen and Hoquiam sites, which it undertook with local tribes and the state Department of Archaeology and Historic Preservation. Allison Hanson, environmental services director for mega-projects at WSDOT, said the agency had 20 people working on the archaeological review, including staff and consultants. With the addition of tribal and DAHP staff, the number was closer to 40. Researchers consulted old maps and interviewed local tribal members to trace the history of the sites, ruling out uses that could be historically significant. They would turn up information, Hanson said, such as locations of old barns or chicken coops. A geomorphology study had been completed to find a historic shoreline. The investigation also involved digging a total of 500 exploratory trenches on the two sites ranging from 6 to 30 feet deep, matching the depth of the pontoon casting basin. Archaeologists were on site to examine the soils and document findings.

During construction, when workers unearth something unexpected, WSDOT's procedure is to stop work in the immediate vicinity. "We have very clear plans in place," Hanson said. WSDOT's response depends on what it digs up. Finding a cedar stake could prompt a historical investigation, while finding human remains could prompt a call to the coroner's office.

Choosing Aberdeen

WSDOT announced its preference for the Aberdeen log yard in 2009, and purchased it from Weyerhaeuser for \$4.8 million in October.

Plans for the project were much the same at both sites, but Hoquiam, the agency feared, would incur higher development costs. Either site would need up to 2,200 foundation piles to support pontoon construction operations, but piles in Hoquiam would have to reach up to 50 feet deeper to meet the underlying soil layer, adding to the cost of each pile. Also, the Hoquiam site sits near a residential area and would require a berm or sound wall to shield neighbors from project noise.

There were other disadvantages associated the Hoquiam site as well. Water-extraction activity would have a greater effect on nearby wetlands, for example, and the site is known to hold a complex of ancient fish traps.

WSDOT signed the final environmental impact statement on Dec. 10, starting a 30-day public comment period that ends on Jan. 9. The Federal Highway Administration, which has been involved throughout the environmental review process, can sign off on the project site as soon as Jan. 10. Project permits could be lined up in mid-February, with work starting this spring.

How big is a pontoon?

Some concrete pontoons, at 360 feet long, can more than cover the length of a football field. General contractor Kiewit-Pacific Joint Venture will produce 33 pontoons in three sizes:

- 21 longitudinal pontoons: 360 feet long, 75 feet wide, 29 feet tall
- 10 supplemental stability pontoons: 98 feet long, 60 feet wide, 29 feet tall
- 2 cross pontoons: 240 feet long, 75 feet, 34 and 35 feet tall

The casting basin

Central to the pontoon construction site will be the casting basin, which at 900-by-200 feet will cover the area of more than 38 basketball courts. Excavation will require hauling away at least 270,000 cubic yards of dirt. The basin will hold a concrete slab built deep below ground and surrounded by high concrete walls. There, several pontoons can be constructed side-by-side simultaneously. When pontoons are completed, the basin is flooded, allowing them to float. Next, a gate opens and the pontoons are towed from the basin into the bay, where they can be moored. The basin will be located 150 to 200 feet inland and connected to the water by a launch channel that connects the basin with the navigation channel in Grays Harbor. Creating the launch channel will require excavating another 135,000 cubic yards of earth. Dave Ziegler, principal engineer for the pontoon construction project, said digging a deep hole by the shoreline will require a round-the-clock effort to keep water at bay. “We have to keep that basin dry by continually extracting water from the ground,” he said. The basin will be an open pit bordered by a crane rail that supports the construction of the pontoons. Big tower cranes will swing the precast units into the basin for assembly. Ziegler described the site as a big horseshoe, around which will be access roads, a concrete batch plant and laydown areas for storing and assembling pontoon construction materials. Also planned are offices, parking, a rail spur and stormwater handling and wastewater treatment areas.

The pontoons

The size of the pontoons will depend on their function. Largest are the 21 longitudinal pontoons, which will be placed end-to-end in Lake Washington to support the road deck and other associated structures. Two shorter but taller cross pontoons will provide extra stability at the transition point between floating bridge and the fixed bridge. Ten supplemental stability pontoons will be attached to the side of the longitudinal pontoons, adding buoyancy to the long, skinny part of the bridge.

Construction will be completed in six five-month cycles, scheduled to finish in mid-2014. Pontoons are composed of reinforced concrete and may include internal components such as ballasts, compartmentalized cells and access hatches for inspections. Cells will have leak-detection systems, and the compartmentalization will prevent leaks from spreading.

Work on pontoon components such as the inner walls will overlap with the construction of the casting basin, which is expected to take until early 2012.

“We will have all the precast wall units complete by the time the (basin) slab is ready,” Ziegler said.

What comes next

Completed pontoons will be floated out and moored in Grays Harbor until they’re ready to be towed to Lake Washington, a wait that could take as long as a year and a half. The mooring facility will be designed and bid out under a separate contract. Kiewit-General, the general contractor, also has an arrangement with the Port of Grays Harbor to temporarily moor the pontoons for inspections.

Ziegler said the pontoons are designed to fit through choke points on their way to Lake Washington, such as the Ballard locks. “That’s why they’re modular,” he said.

SR 520 PONTOON PROJECT

Most of the bridge assembly won't take place until the pontoons have been positioned in Lake Washington. There, the longitudinal pontoons will be lined up and fitted with all the structures they need to support the highway.

That's not the end of the story, though. The 33 new pontoons will only provide enough support for the existing four-lane bridge. The contract for the six-lane replacement bridge will require the construction of another 44 supplemental stability pontoons. Those pontoons could be built at the proposed Aberdeen site or elsewhere, such as the Concrete Technology Corp. graving dock in Tacoma.

WSDOT will retain its ownership of the Aberdeen casting basin until it determines whether it will be needed for the additional pontoons. If not, the agency says it may decide keep the casting basin for future projects or sell the property.



Concrete pontoons for the state Route 520 floating bridge will be assembled in a giant casting basin at a proposed 55-acre site in Aberdeen. The site will also have offices, a rail spur, assembly areas and a concrete batch plant, shown in the upper left.

Jon Silver can be reached by email or by phone at (206) 622-8272.

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**Washington
State Labor
Council,
AFL-CIO**



Economic Recovery Agenda

For workers in Washington State, the “Great Recession” is far from over. People are still afraid of losing their jobs in a persistently weak economy. No wonder; state unemployment rates remain staggeringly high, the poverty rate is rising, food banks are stretched to the limit, foreclosures and homelessness plague our communities, and employers are shifting health care costs to their employees. Meanwhile, state and local government budget cuts and furloughs have shredded our social safety net, leaving our most vulnerable destitute, while targeting public employees as if they, and not Wall Street, had caused the recession.

While there are no shortcuts to recovery, there are dead-ends. Austerity budgets and government downsizing further impedes economic recovery. Simply slashing budgets for education, health care, public safety, infrastructure, and other critical services—or continuing to cut wages and benefits of the people who provide those services—is the most short-sighted, destructive course to follow. The buzzwords among those who support this low-road agenda is to “reset government.” In truth, they are asking the citizens of this state to *reduce* (not “reset”) expectations for our children’s educations, for the safety of our families, for access to affordable health care, and for a retirement with dignity. They are asking us to “reset” our quality of life—and our values.

Not unlike the 1930s, it is time for the public sector to be creative and bold in its efforts to leverage economic recovery and help rebuild the middle class. The following **2011 Economic Recovery Agenda** pursued by the Washington State Labor Council puts us on the high road through investing in jobs, reducing the footprint of tax exemptions and avoidance, creating budget and revenue accountability, and strengthening our social and workplace safety nets.



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**Washington
State Labor
Council,
AFL-CIO**

2011 Economic Recovery Agenda

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Investing in Jobs

Economic recovery has been slow and exacerbated by gridlock in Congress and a misguided focus on the budget deficit rather than the investment deficit. To make matters worse, the financial sector is sitting on over \$1.8 trillion and is unwilling to make sufficient loans to businesses. This creates an opportunity for the state to invest in and leverage job creation in our manufacturing sector, growth industries, and infrastructure.

■ **Expand existing revolving loan fund to create manufacturing jobs**—The credit market has tightened up for new and expanding firms. Without access to credit, job growth will be slow. Washington State has excellent universities, community and technical colleges, and an apprenticeship system that provide state-of-the-art training as well as the research and technological capacity to help rebuild our manufacturing sector and grow new clean-tech industries. This bill will expand our existing revolving loan fund to offer low interest industrial loans to manufacturers expanding their workforce. Preference would be given to high-road jobs supported by labor and business.

■ **Create a State Infrastructure Fund**—Our state's infrastructure needs far outstrip the capacity of our capital budget. Many of our roads, bridges, schools, and stormwater clean-up projects are inadequate or in disrepair. At the same time, unemployment in the building and construction industry ranges from 25-50%. This bill would set up an infrastructure fund within the Public Works Trust Fund that would serve as a base from which local governments could sell bonds for infrastructure projects.

■ **Bid Preference to Hire Washington Workers**—The State of Washington is a major purchaser of goods and services. It is time to think of these purchases as an investment in good jobs for Washingtonians. This bill would create a bid preference for in-state businesses when awarding contracts for goods and services and public work projects.

■ **Create the Washington Community Investment Bank**—Currently the State of Wash-

ington uses large commercial banks for their consolidated accounts of tax receipts. More than \$2 billion is kept in a relatively liquid form in these banks. North Dakota, the only state without a budget deficit, has had a state bank since 1919. Its state bank has been able to dividend money to the state's operating budget even during these tough economic times. This bill would set out the parameters for creating a capitalization plan for a state bank.

■ **Investing in Apprenticeship**—The aerospace sector is a growth sector in Washington State. To maintain its competitive edge the aerospace sector needs to employ the highest skilled machinists and technicians. This bill would offer a tax incentive to aerospace suppliers who hire and retain aerospace apprentices who have been credentialed by a state approved apprenticeship program.

■ **Ensuring access to quality education**—The future of our state depends on a strong, accessible education system that revitalizes our economy, prepares our children for their futures, and provides opportunities to lift families out of poverty. Our state must retain sufficient seats at community colleges, keep tuition affordable, and ensure that the people responsible for helping us develop our skills have a voice at work and the support they need to serve their students.



Revenue & Budget Adequacy and Accountability

Austerity budgets at the national and state levels slow economic recovery. In a recession, when social service needs are at their highest, we need to be increasing our public investments. Given plummeting tax income, it is essential to raise revenue, where appropriate, and make sure that we have an efficient, fair and transparent revenue system.

■ **Eliminate Tax and Wage Theft**—Tax and wage theft has become epidemic in some industries, including construction, janitorial services, transportation and hospitality. Misclassifying workers as independent contractors reduces

state revenues by an estimated \$225 million and costs the workers' compensation and unemployment insurance systems \$34.5 million and \$14.8 million, respectively. This bill follows the Oregon definition of independent contractor.

■ **Reducing the Footprint of Tax Exemptions**—There are 567 tax exemptions, totaling \$53.5 billion not paid into the state budget during the 2007-09 biennium. The State Department of Revenue estimates that \$14.8 billion of those tax exemptions is potentially recoverable. Given the current recession and the need for our state to help leverage job creation and our obligation to provide for those who have fallen through the safety net, it is time to reduce the footprint of tax exemptions. This bill will place a 3-year moratorium on a significant set of tax exemptions (in the \$3-plus billion range) with a sunset review and a public referendum.

■ **Tax Preference Transparency**—Tax exemptions are as much a part of Washington's biennial budget as operating and capital appropriations. But they do not appear in the budget, making it difficult to evaluate their cost. This bill will require tax exemptions to be budget line items and create a publicly accessible database of tax exemptions.

■ **Tax Preference Accountability**—Tax exemptions are often created for industries with the intended purpose of creating or retaining jobs. These tax exemptions (existing or new) should be evaluated frequently to see if they are meeting the intended goals and the tax exemptions should sunset in five years. Effective tax exemptions should be affirmatively reauthorized by the Legislature. This bill will create clawback provisions, requiring companies to pay back tax exemptions with a penalty if they do not meet the goals of the exemption, and a provision that creates a sunset review for all tax exemptions five years after their enactment or passage of this bill.



Strengthening the Safety Net

The "Great Recession" combined with state budget cuts over the last several years has shredded our social safety net. Our general unemployment rate remains around 9% and is between 25% and 50% in the building and construction trades. Those rate of poverty is at a 51-year high, foreclosure rates are at epidemic levels, and the number of individuals and families without health care insurance has risen dramatically. Meanwhile, our community and technical colleges cannot keep up with enrollment demands as the unemployed seek a place to raise their skill levels. Providing a lifeline to our most vulnerable is the right thing to do and it is good for the economy.

■ **Unemployment Insurance**—A recent survey found that unemployment insurance benefits represent all or most of their household income for 70.2% of claimant households. This fragility is made worse by the state's increasing poverty rate. The total poverty rate grew by nearly 1% to 12.3% of our population and the poverty rate for children grew by 1.4% to 15.8% over the last couple of years. This bill would provide the unemployed an additional \$15 per week per dependent, up to a maximum of \$50 per week.

■ **Foreclosure Prevention**—Lenders, borrowers, homeowners and communities all benefit if foreclosures are avoided. Twenty three other jurisdictions—states and municipalities—have a mediation process to seek foreclosure alternatives. These programs have found that 60% of people participating in mediation avoid losing their homes. This bill would create a mandatory mediation process.

■ **Health Care Reform**—Over 900,000 Washingtonians are now without health care coverage. As a state we need to be ready for full implementation of national health care reform. For example, we need to create a Health Benefit Exchange that embodies the principles of effective competition, real choice, local control, efficiency, affordability, accessibility, and a public option. We also have to protect the health care benefit packages of public and private employees that have come under both corporate and austerity budget attacks.

■ **Modernizing Workplace Safety and Health**—Workplace health and safety standards have not changed much in 40 years, creating little incentive for corporations to remediate health and safety violations. The tragic explosion at the Tesoro refinery in April 2010 is a prime example. This bill will raise civil penalties for serious violations, require correction of hazards while an employer appeals serious violations, allow workers and family members the right to be heard in DOSH investigations, and enhance whistleblower protections for workers who raise safety concerns.

■ **Workers' Compensation**—The best way to reduce long term disability and pension rates is a combination of return-to-work incentives, comprehensive vocational retraining, and effective medical care. Injured workers getting medical treatment at a Center on Occupational Health Excellence (COHE) return to work on average about a week sooner than workers who do not receive COHE treatment, saving employers about \$500 per claim. Pension incidence is reduced by 55% for those workers who receive treatment at COHEs. This bill will expand the availability of COHEs.

In addition to the items listed in this agenda, the Washington State Labor Council will be supporting its affiliated unions' efforts to advance legislation of specific interest to their industries and trades.

About the Washington State Labor Council, AFL-CIO

The Washington State Labor Council, AFL-CIO is the largest labor organization in our state and is the only organization that represents all AFL-CIO unions in Washington. With a total of more than 574,000 union members in the state -- 20.2% of the non-agricultural workforce -- **Washington ranks as the 4th most unionized state in the nation.**



Widely considered to be the “voice of labor” in our state, the WSLC directly represents and provides services for some 500 local unions and councils, representing approximately 400,000 rank-and-file members, that choose to affiliate with the WSLC.

Legislative advocacy is one of the WSLC’s core programs and a principal reason why unions affiliate. The other core programs are political action, communications and media relations, and help with organizing campaigns. In addition, the WSLC offers direct assistance

to injured workers through the Project Help workers’ compensation program, provides services to dislocated workers, and acts as labor’s liaison to community and technical colleges and other functions of state government.

The positions taken by the WSLC often affect ALL working people, not just union members. From the minimum wage to workers’ compensation to unemployment insurance -- the WSLC has been the voice of everyday working people on many issues for more than 50 years. It is a banner that the WSLC and its affiliated labor organizations carry with pride.

Washington State Labor Council, AFL-CIO

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2011 Alaska Legislative Session Initial Report

Governor Parnell Offers Amendments to Oil and Gas Production Tax

Lowering Marginal Tax Rate Aimed at Job Creation

January 17, 2011, Anchorage, Alaska – In a move to increase Alaska’s competitiveness as a petroleum province, thereby adding jobs and stemming recent production declines, Governor Sean Parnell has introduced a bill for new tax incentives and credits for oil and gas exploration and development.

“We remain committed to getting more oil into the pipeline and increasing job opportunities for Alaskans,” Governor Parnell said. “As oil production declines and as the federal government moves on several fronts to block responsible projects, we must offer more incentives for development of state lands.”

Governor Parnell’s bill:

- Establishes a lower base tax rate for areas outside of current fields and units to encourage development of undeveloped leases or properties;
- Caps overall production tax rates to encourage investment at most commodity prices;
- Establishes a bracket system based on existing ACES tax rates;
- Extends tax incentives available in Cook Inlet to the North Slope to encourage in-field drilling in existing units;
- Limits the time for assessment of additional production taxes; and
- Reduces the interest rate on delinquent taxes and refunds.

These changes are aimed at ensuring that the state continues to receive fair compensation for the sale of its resource while establishing a more competitive investment climate for job creation.

Governor Parnell said that Alaskans expect that in exchange for lower taxes, more Alaska jobs will be created.

Oil and Gas Production Tax

HB82 An Act authorizing a rebate of the production tax on oil and gas based on the employment of resident workers; relating to employee records required to be kept by an employer that provides labor the cost of which is a lease expenditure for purposes of the production tax on oil and gas; and providing for an effective date."

Transportation Infrastructure

HB30 An Act relating to the transportation infrastructure fund, to local public transportation, to the municipal harbor facility grant fund, to motor fuel taxes, to the motor vehicle registration fee, to driver’s license fees, to identification card fees, to the studded tire tax, and to the vehicle rental tax; and providing for an effective date."

SB37 An Act relating to the transportation infrastructure fund, to local public transportation, to motor fuel taxes, and to the motor vehicle registration fee; and providing for an effective date."

Call Out to Members on Congressional Activities

Dear Brothers and Sisters,

We were recently informed by IUOE General President Vincent Giblin about a new program designed to inform and influence members of Congress on issues important to the IUOE. This new program is called the Engineers Action and Response Network (EARN) and it is designed to be a new, easy tool for our members to communicate with their elected officials via email. In order to fully utilize the capacity of our influence, I am making a special call out for your help in getting your email addresses on file and into this new IUOE online activist program.

This new system provides an amazing new means of communication between the International and the membership. EARN will also send members a prepared email that IUOE members can, with a couple of clicks, send a strategic, timely message to members of Congress to assist them with their decisions at the Federal level.

I am excited that with this new tool our members will have an increased influence on holding members of Congress accountable for positive improvements to job growth and the protection of essential worker-friendly labor policies.

As we have considerable strength in numbers, it is critical that all members be included in this new program. Currently, the system already has about 18,000 email addresses, and this only equates to about 5% of all IUOE members in the United States. You can see the potential for influence as all members become enrolled in this new system!

To that end, I am asking that you provide us with your email addresses to mainoffice@iuoe302.org. Your email address will be shared with the International so they can distribute EARN information directly to you.

Thank you.

Josh Swanson
IUOE Local 302 Labor Research & Communications



**Operating Engineers
Regional
Training Center**

Ellensburg, WA
1-800-333-9752



Tami St. Paul
Training Coordinator



Sandy Winter
Training Coordinator

Washington Training Report

Things are in full swing at the training program. We are working to stay current with your training needs. Our top notch instructors are always upgrading their courses with innovative ideas to better teach the skills and knowledge needed to thrive in our industry. On the West side of the mountains; we are putting on Safety courses, Rigging and Signaling classes, Supervisor training, Construction Site Surveyor/Grade Technician and Mechanic courses in addition to offering NCCCO written testing for Cranes and Rig and Signal certification as needed. At the training center in Ellensburg we are offering; Heavy Equipment, Paving, Crane and Forklift courses as well as that corner stone of the dirt moving world - Grade checking classes with additional courses in GPS and Grade Engineering scheduled.

Lots of information on the Training Program Web Site! We are working to address your training needs by updating our website with upcoming classes and additions to the training schedule. Our website is easy to use and has lots of useful information on it. You can do everything from signing up for a class and getting information on apprenticeship to finding important information on how the class sign up and reimbursement policies work. There are links to pass report conditions and information on crane rules and changes that affect our industry. For the latest on training courses, to sign up for a class, or just to stay current on what's new with your Washington training program visit us at: www.oetraining.com

Welcome Jerry Bennett! You may have noticed a new face in some of our safety training classes. We're very pleased to welcome Jerry Bennett to our training program staff. Jerry came to us from Alaska where he's been the safety instructor for 5 years. He has been a member for 21 years working mainly in the mechanic and maintenance end of our industry. He and his family moved back to Western Washington last year and we used this opportunity to hire him at the training center as our Training Site Coordinator and Safety Director. Jerry brings his knowledge, experience and friendly outgoing personality to his classes and our program and we look forward to a great working relationship with him. *Pictured right Jerry Bennett teaches a 40 hour Haz-Mat in Bothell*



No Shows at the training center! We are still having trouble with people signing up for classes and then not showing up for them. This is a critical issue as a "no show" at training most often deprives another member of the training seat they could have had. It is an inexcusable waste

of your training dollars and has resulted in new policies regarding training deposits and sign up procedures. A full explanation of the sign up and training deposit policy is available on the web site and in the 2011 training schedule. The overall purpose of these new policies is that, if you sign up for a course and find yourself unable to attend you need to give the training center all the notice you can - at least a week. If you get dispatched out while you are on the list to attend training that is great, but please remember to call and notify the training offices that you won't be attending so that we can offer another member waiting for that course the seat in time for them to make arrangements to attend. These are training opportunities offered as a benefit to all qualified members and must not be allowed to go to waste. With the job market as competitive as it is these days, there are many people who would like to take advantage of training. Let's make sure they get the chance

RSO replaces C-STOP! We are replacing C-STOP with a new course – Refinery Safety Overview. C-STOP will no longer be provided by or reimbursed by the training program. We feel the switch will be very beneficial to our members as there are a number of advantages to this new course. The Refinery Safety Overview (RSO) certification is recognized as an equivalent to C-STOP and is designed as top of the line training to educate workers on the health and safety hazards associated with working in the petrochemical industry. Attending the 5 hour class and passing the exam, will provide you with an RSO certification card that is valid for two years. Refreshers are then a 2 hour class followed by an exam and extend your card for another two years. So far this training season, we have hosted several of these classes at our satellite training locations in Bothell and Tacoma at the union halls. There is one more on the training schedule for early in May in Bothell, call or go to the training center's web site to sign up. You can also check the web site for additional classes we may have added or call the office to sign up and if we get enough demand, we can work to put another satellite class together. However, if you missed out on the ones we have scheduled... one of the very handiest elements of the new RSO training is that classes are available **every Saturday** at the West Coast Safety Services office at 1313 East Maple Street, Suite #228 in Bellingham. If it works better for you to attend a class at their office, a \$50 fee will be charged at their Bellingham training site. If you meet the reimbursement eligibility requirements, you will be reimbursed through our office when you send us a copy of your receipt and proof of successful completion of the course. If you need to sign up for RSO training in Bellingham, you can just call them to set up your class. West Coast Safety Services phone number is 360-685-0132. These cards are recognized up and down the West Coast as valid refinery safety training. We hope this will make getting and keeping your certifications for participating in refinery work a better learning experience and also more convenient. We'd love to have your feedback on the new class. You can easily contact us through the web site at www.oetraining.com.

New OSHA regulations: Among the many changes to the Federal OSHA safety regulations are new requirements for everything from the length and course content of an OSHA-10 class – which must now be taught over a 2 day period – **to new requirements regarding people working with crane loads** – rigger and signal person qualification requirements have been added to the law. As our world changes, so do the rules and laws affecting it. We work diligently to keep our members informed of these changes. One of the best things you can do to stay informed is to attend your local union meeting and check in on the training web site for new classes designed to keep you up to date and most employable.

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New mechanic classes! This past fall, in response to requests from members, we put together a new training course on troubleshooting Caterpillar equipment. It was very popular and we immediately added extra course dates to meet the demand. In addition to the Troubleshooting Caterpillar Heavy Equipment course we are offering additional 8 hour mechanic training classes as follows: Introduction to Closed –Loop Hydraulic Systems, Basic DC Electrical, Reading Electrical Schematics, Reading Hydraulic Schematics and a 4 hour course in Computer Skills for Mechanics. You can get more information about these courses at our web site or call to get signed up. Because of the hands on nature of our mechanic training, class sizes are limited. We are offering them on an as needed basis, so if you are interested in them, call the training program to sign up and we'll put them on and add more if the demand is great enough and our schedule allows. These classes are offered at our training facilities in Tacoma at Bates Technical College and are taught by our mechanic instructor Ken Pagel.

Other news at the training program: In cooperation with some of our contractors in the form of donations of rail and a loci loan from Clint Price at Traylor brothers, and technical assistance from Rail Works, we have been gathering the equipment and materials to put together training for rail installation and loci operation. We believe this will be invaluable training for our members with the amount of tunnel and rail work coming to our area in the near future. Be sure to check out our web site as details about this exciting training become available.



We have added a blade to the fleet! We were able to purchase very low hours and well maintained 2005 John Deere 770D or the blade courses at the training center. We were able to get a great deal on this machine through John Deere's educational pricing agreement in place with the International Training. It is very modern and a great addition to the training program's equipment fleet. GPS training going on this spring! It's no longer coming technology or emerging technology, its here to stay. Sign up for GPS training and see what all the fuss is about. Would you know what to do if you walked on to a job and this is what they had for grade control? Sign up on line or call our office and let us help you get familiar with GPS. Pictured right: Grade Checking, Grade Engineering and GPS instructor Corrie Eikanger with the GPS unit.



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Did you know? The new OSHA regulations require that anyone involved in rigging or signaling a crane load now must be trained and tested to be identified as “qualified” in rigging and/or signaling. Our new rigging and signaling course is designed to help our members acquire their NCCCO rigger and signaler certifications to be prepared to do those jobs. The classes and exams are being put on as needed, so call the training program office or go online to get signed up for the next one.

Did you know... according to DOSH – Washington State’s own safety regulatory agency – that in order to be a supervisor on a construction site you must have a current First Aid/CPR card. We are offering these classes as part of our ongoing safety training and you can sign up for classes.

Did you know... that in the future to be a supervisor in construction, you may need an OSHA-30 card (now required by OSHA to be taught over a 4 day time span)? Did you know... that in order to assist with the rescue and/or cleanup efforts on a disaster site you have to have your OSHA 7600 (Disaster Site Worker) training? We offer this class through the training program too. Avoid the last minute rush and help preserve our jurisdiction by being prepared ahead of time to be the most highly skilled, educated and employable Operating Engineers so we can meet the needs of our industry and be the leaders in it. Stay in the information loop by visiting our web site regularly at

www.oetraining.com.

We wish you a safe and productive 2011 and look forward to seeing you at training.

In Solidarity,
The Washington Training Staff



IUOE Regional Training Center

Palmer, AK
1-800-460-5044



Ken Peltier
Administrator



Mike Holcomb
Training Director



Betty Jo Dibble
Apprentice Coordinator



Chad Hutchinson
Apprentice Coordinator

Alaska Training Report

Hello everyone. Before I begin the business of my article, I would like to say I sincerely hope each of you had a healthy 2010. I am pleased to share that I did.

While winter has slowed much of the construction down in Alaska, as usual, the training staff is in full swing. We started our 2011 Apprentice Mechanics Class in January. All indications at this point show us an excellent selection of new Operating Engineers.

Our coordinators had a successful summer with Apprenticeship placement. Although some of the Apprentices had shorter seasons than we had all hoped, all of them went to work. They did a great job.

Late November pipeline training in Fairbanks went very well. The Fairbanks Pipeline Training Center was jam-packed with students from all over the state attending the four-craft training exercise on constructing a natural gas pipeline. Under the general direction of Chad Hutchinson, Instructors Jay Hodges, Leonard Taylor, Danny Rowland and Tyler Quakenbush, training sessions were held for four weeks on crane, pipeline support, side-boom, and mechanics. This was the 9th annual Pipeline Training Class and once again, had a perfect safety record. Hats off to all of the staff, instructors and students.

In addition to these core pipeline classes we sent four students and two instructors to Prudhoe Bay for Drill Class. Rather than mobbing the drills from the North Slope, we decided to send the students up to them where they would not only learn about the drills, but also learn about the weather and life on the North Slope. This provided excellent hands on, real life training. Emmitt Hartley and Austin Fernandez taught this class along with Chad Hutchinson.

The construction of the new training center in Palmer is going very well. Roger Hickel Contracting is doing an excellent job. The 16,000 square foot indoor training arena is complete. It is the first and only one in the State of Alaska. The shop/welding classroom building will be done mid-March and the main office/classroom building will be completed by July. We are very anxious to make our move into this facility.

Thank you for all you do. Be well.

Ken Peltier
Training Trust Administrator
Alaska Operating Engineers/Employers Training Trust



Indoor Arena
New Alaska Training Center



The two drillers are from a recent pipeline class that was held in Prudhoe Bay, Alaska.



Hanging steel for new Alaska Training Center classroom

General Rules & Instructions for 2011 - 2012 School Year

Two scholarships of \$1,500 each will be awarded to winners for study at any *accredited college or university*. A scholarship will be awarded to one student each in Washington and Alaska.

Two scholarships of \$1,000 each will be awarded to runners-up for study at any *accredited college or university*. A scholarship will be awarded to one student each in Washington and Alaska.

Two scholarships of \$1,000 each will be awarded for study at any *vocational technical college*. A scholarship will be awarded to one student each in Washington and Alaska.

Local 302 will impose no restrictions on courses of study. Recipients may accept other grants or awards that do not rule out scholarship aid from other sources.

Who May Apply

Children of Local 302 members, or grandchildren of Local 302 members who are the legal guardians of their grandchildren, may apply for the scholarships. The parent or grandparent of the applicant must be a member of Local 302 for at least one year immediately preceding the date of application. Sons and daughters of deceased members are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 302 for at least one year immediately preceding the date of death.

Applicants must be senior high school students who have, or will be, graduated at the end of: (1) fall semester 2008, or (2) spring semester of 2009, in public, private or parochial schools who plan to attend a college, university, or vocational technical college anywhere in the U.S. during the academic year and who are able to meet the academic requirements for entrance into the university, college, or vocational technical college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between March 1 and May 31, 2011. Application forms and instructions are also available at www.iuoe302.org.

Awarding Scholarships

Upon receipt of the application and required forms, Local 302 will verify the membership of the parent. The application will then be submitted for judging to a Scholarship Selection Committee. No applicant will be favored over another in any way, providing the applicant submits a complete application packet and meets the basic eligibility requirements. The Scholarship Selection Committee will select the winners based on factors normally used in awarding scholarships. Scholarship awards will be announced as soon as possible and the checks will be deposited in each winning student's name at the college or university he/she plans to attend.

Jack McDonald Scholarship Award Fund Instructions

1. APPLICATION – to be filled out and returned by the applicant.
2. SCHOOL STATEMENT AND TRANSCRIPT – to be filled out by the high school Principal or designated representative, and returned directly to Local 302 at the address below by the person completing it.
3. LETTERS OF RECOMMENDATION – every applicant must submit one to three letters of recommendation describing his/her character and ability. They may be from teachers, community leaders, family friends, or others who know the applicant. These may be submitted with the applications, or sent directly by the writers to Local 302 at the address below.
4. RECENT PHOTOGRAPH – you may submit a digital photo, clearly identified, via CD or by email to mainoffice@iuoe302.org. Or, please send a photo that is clear enough to reproduce with the applicant's name written on the back. The photo will *not* be returned to the applicant.

It is the applicant's responsibility to ensure that all required items are received on time and that they are sent to: **Kyle Brees, Financial Secretary, IUOE Local 302, 18701 – 120th Ave. NE, Bothell, WA 98011-9514.**

JACK McDONALD MEMORIAL SCHOLARSHIP APPLICATION
2011 – 2012 SCHOOL YEAR

PLEASE PRINT
NAME OF
APPLICANT: _____

ADDRESS: _____

PHONE: (____) _____ BIRTHDATE: _____ SEX: Male Female

PARENT'S NAME: _____ PARENT'S SSN: _____ - _____ - _____

OFFICIAL USE ONLY: Initiation Date: _____ Register #: _____ Good
Standing _____

School you presently attend: _____ Graduation date: _____

To which university(ies), college(s) or vocational program(s) have you applied or will you
apply? _____

Provide a brief statement regarding your educational and career
goals: _____

List all activities, organizations and honors while in high
school: _____

List outside activities and/or other special
interests: _____



JACK McDONALD MEMORIAL SCHOLARSHIP

SCHOOL STATEMENT FOR 2011 – 2012 SCHOOL YEAR

PLEASE PRINT

NAME OF APPLICANT: _____

ADDRESS: _____

NAME OF SCHOOL: _____

SCHOOL ADDRESS: _____

DATE OF ENROLLMENT AT YOUR SCHOOL: _____

Do you believe the applicant will perform university, college or vocational technical college work successfully?

YES

NO

Is the applicant a leader in recognized extracurricular activity at your school?

YES

NO

If so, please specify the activity: _____

Please give your personal evaluation of the applicant: _____

Signature: _____ Title: _____

The Principal or authorized representative is requested to complete this form, include one copy

Kyle Brees, Financial Secretary, IUOE Local 302
18701 – 120th Ave. NE, Bothell, WA 98011



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Take a dream cruise through Hawaii's main islands on a US-flagged, all-union ship and save 5%.



SAVE on Union-Made Clothing. Get up to 10% off quality, comfortable apparel union-made in the USA—every thing from jeans, tees, sweats and socks to dresses, shirts and pants. Look and feel great as you wear your union pride!

To learn more about all the union-made discounts available to you, visit

UnionPlus.org/UnionMade



* This offer is available only to qualified union members and retired union members. Union identification is required. Credit approval and new two-year service agreement required. Additional lines for family plans, unlimited plans and Unity Plans or plans combining land line and wireless are not eligible. Other conditions and restrictions apply.

Member Spotlight - AK Job Steward Charles Strange

Our member spotlight for this Loadline is focused on Charles Strange, a Local 302 member since 1991 and job steward for the past 5 years. He is one of Local 302's most active job stewards in Alaska, working for the Municipality of Anchorage since 1997. Charles starting sweeping floors in the MB Contracting shop while he waited to get into the union years ago. When that opportunity became available, he grabbed it. Having the influence of his brother being a union member at the time, Charles recognized early on the value of being union for himself and his family.

Charles decided to become a job steward when he realized there was a need that needed to be filled. He wanted to better the organization for himself and his co-workers, and as it turned out, the previous job steward had too much on his plate handling contract negotiations and needed some help. Charles interacts regularly with other members on and off the job site, and collects ideas from his co-workers to take to the negotiations committee. He regularly volunteers his time to help distribute flyers for union meetings and other union events, waving signs and making phone calls to members during election cycles to encourage them to support union candidates and causes. Most of the feedback Charles receives from union and non-union people alike is positive.

When I asked Charles "What makes a good job steward?" during our telephone interview, his first response was, "Thick skin." He said it's important for other stewards and members alike to try to not take negative comments and opinions too personally when they're offered. Often it's just that the member needs to let off some steam about a working or personal situation, and they need someone to listen to them. He added that it's important to maintain good working relationships with everyone – management and members alike – regardless of differences in opinion. Sometimes you just have to agree to disagree. And reading between the lines of the actual printed language of a contract for its intent is often the most important aspect of coming to an agreement on an issue.

Charles actively encourages current and new members to participate more in their union, both professionally and socially. He advocates supporting community causes and attending the various social functions the union has throughout the year, such as the Christmas parties that are held in each district.

In closing, Charles' message to other Local 302 members is: "America works best when we say 'union yes'".



Charles Strange, Local 302 Job Steward (in orange vest), waving a sign for a local assembly election in April 2010.

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

**BRUCE ANDERSON
GARY BALLARD
TIMOTHY BEAUCHAMP
TONY BEY
BERNARD BINCKLEY
LAWRENCE BOWMAN
WILLIAM BOYCE
STEVE BRANDT
TIMOTHY BUCKLEY
WILLIAM BUNO
THOMAS CARTER
RONALD COLE
JAMES CONKLIN
RICHARD COOK
FRED CRELEY
GARY DICKISON
GERALD DODGE
FRANCIS DERUM
THOMAS DEUEL
DAVID ENGELHARDT
DOMINIC ERONEMO
JACK GARRETT
JOSEPH GURAL**

**SIG HOPEN
RAYMOND HOWINGTON
CHARLES JAKAUB
LEO JONES
BRICE KRON
WILTON LONG
LEONARD MARKUS
THOMAS MARTIN
HOWARD MCGILL
WILLIAM MCWILLIAMS
WILBERT MOSBY
PHILLIP NOBLES
FREDERICK PERRY
PAUL QUARTLY
HAROLD RATLIFF
DONALD SCHMAUTZ
LEO SCHULTZ
VINCENT SIMIAN
DICK SLEEP
DAN STRAUB
DAVID THOMSON
RICHARD VICK**

GOOD OF THE ORDER



Left to right:
Treasurer Rob Peterson,
Russ Conlon, 70 yr. Local 302 member
and his wife Beverly.

Ken Hall and Leonard Lemmon
at Bothell Membership Meetings





Jeremy Kitchen & Don Clark KLB Spokane St



Alaska Governor Sean Parnell and
Local 302 Member and Alaska Labor Commissioner Click Bishop



GOOD OF THE ORDER



Ness Crane Operator Doug Yucker piecing together the Kroll 1800 for Sound Transit's Capitol Hill link.

Also pictured are Operators Justin Ruth (oiler) and Ralph Esary.



The Kroll 1800 is the largest capacity crane in the United States. It can pick up 32,000lbs. at the tip.



New blade for the Training Center



New muck boxes for the Washington Training Center

Alaska Training Center Administrator Ken Peltier
Fairbanks Training Coordinator Chad Hutchinson
Alaska Labor Commissioner and Local 302 Member Click Bishop
Alaska Governor Sean Parnell



MEMBER DUES

There has been confusion expressed by some members regarding the amount of their monthly dues payments. As per the IUOE Constitution, an annual dues increase went into effect on July 1, 2008. The increase will continue through July 1, 2012 at a rate equal to \$6.00 per year, or a monthly increase of .50.

The increase is a result of a 2008 amendment to the IUOE Constitution which stipulates that Local Unions must increase their per capita tax to the International.

Below is a chart showing the current dues rates for all classes: retirees, Alaska members, all other states but Washington, and Washington member rates. The rate charts will be published in each edition of the Loadline from this issue forward through 2012.

CURRENT DUES RATES (as of July 1, 2010)

Retiree/AK/All but Washington rates		Washington rates	
1 mo	16.75	1 mo	26.50
2 mos	33.50	2 mos	53.00
3 mos	50.25	3 mos	79.50
4 mos	67.00	4 mos	106.00
5 mos	83.75	5 mos	132.50
6 mos	100.50	6 mos	159.00
7 mos	117.25	7 mos	185.50
8 mos	134.00	8 mos	212.00
9 mos	150.75	9 mos	238.50
10 mos	167.50	10 mos	265.00
11 mos	184.25	11 mos	291.50
12 mos	201.00	12 mos	318.00
Dues prior to 7/1/2010 16.25		Dues prior to 7/1/2010 26.00	

SAVE UP TO 25%

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CAR RENTAL DISCOUNTS!

Enjoy special deals and upgrades for union members only on rental cars, vans, SUVs or trucks.



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1-800-698-5685
- **Budget** #V816100
1-800-455-2848
- **Hertz** #205666
1-800-654-2200

Discounts vary by type of vehicle, time of year, location and length of rental.



EdMail

UnionPlus.org/CarRental

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



LOCAL 302 REPRESENTATIVES

DISTRICT 1 - BOTHELL

Daren Konopaski, Business Manager
Kyle Brees, Recording/Corresponding and Financial Secretary
Randy Loomans, Director of Government Affairs
Sandy Early, Executive Assistant and Publications Coordinator
Eric Bellamy, Field Representative
Bob Franssen, Field Representative
Larry Gregory, Field Representative
Marge Newgent, Field Representative
Rick Cunningham, Field Representative
Tony Zempel, Dispatcher
Gabriel Chavez, Field Representative
Ron Dahl, Business Representative

DISTRICT 2 - BELLINGHAM

Brett Holley, District Representative

DISTRICT 3 - PENINSULA

George Garten, District Representative

DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

Sean Jeffries, President & District Representative

DISTRICT 6 - ANCHORAGE

Tony Hansen, Vice President & District Representative
Jason Alward, Field Representative
Carl Gamble, Field Representative
Shane Linse, Field Representative
Mark Charlton, Dispatcher
Bill Sims, Business Representative

DISTRICT 7 - FAIRBANKS

Rob Peterson, Treasurer & District Representative
Shawn Lowry, Field Representative
Lake Williams, Business Representative
Andrew Bufton, Dispatcher

DISTRICT 8 - JUNEAU

Corey Baxter, District Representative

EXECUTIVE BOARD

Daren Konopaski, Business Manager
Kyle Brees, Recording/Corresponding and Financial Secretary
Sean Jeffries, President
Rob Peterson, Treasurer
Tony Hansen, Vice President
Eric Bellamy, Executive Board Member
Taylor Mayfield II, Executive Board Member

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800-521-8882 or 425-806-0302

Daren Konopaski, Business Manager

18701 120th Avenue NE
Bothell, Washington 98011-9514



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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 2 - BELLINGHAM

Third Thursday of each month, 7:00 p.m.
1700 N. State St. #204

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.

