

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



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



**COMMITMENT TO UNION-ONLY LABOR
ON HIGHWAY 520 PONTOON PROJECT - P24**

**Daren Konopaski**
Business Manager

Negotiations are underway with the AGC for Washington's Master Labor Agreement. I want to thank the members who returned the contract surveys. Your comments and recommendations are being considered during these negotiations. The survey results show that the number #1 issue of importance among the members who responded is their pension. The majority of members who responded also prefer to conduct the vote by mail rather than in person at their respective union halls.

Even better news is that our members can soon expect more work with recent updated legislation that will provide \$8.5 billion in federal and state funding for transportation projects. This includes \$1 billion more than last year's biennial budget, according to Governor Gregoire's office. That increase comes mostly from federal dollars that the state will use for large projects. Later this year we can expect dispatches for work on the SR 520 pontoon construction, portions of the Alaskan Way Viaduct and work on Interstate 82 in Ellensburg, among other jobs. Several of our staff and other Local 302 members attended the state transportation budget bill signing in Bellevue on March 30. The Governor's office also sent Local 302 a thank you letter for the work we did in helping to pass the legislation for the SR 520 pontoon project.

In Alaska, union member support is going to be crucial at a June 22nd meeting of the Anchorage Assembly. There is a proposal on the table for "managed competition", which could threaten union jobs with outsourcing. Please contact District Representative Tony Hansen in our Anchorage office for more details. Work in and around Fairbanks has picked up, with several multi-million dollar projects currently underway and on slate to begin later this year. Juneau will also experience an upswing in work with several highway jobs, airport runway extensions and safety improvements – largely a result of stimulus money that is coming into the State of Alaska.

It's still a ways off, but the Operators will have demolition and rebuilding work to do on the Elwha River Dam project, which is expected to begin in 2012. Bid requests were sent out by the U.S. Park Service in mid-April, and contractors will be selected by September 2010. There will be an in-depth article on the Elwha Dam project in this year's fourth-quarter issue of the Loadline.

Local 302 agents in Washington and Alaska have signed several new signatory contractors since January of this year with either full compliance or project only labor agreements. Welcome to: Becho Construction; Construction Unlimited, Gloria Jean Hauling; Pyramid Grinding; Barry Civil Construction; Marony Construction; Northwest Environmental (Cherry Valley Logging); Mammoet; Northwest Barrier; Woodman Construction, Northwest Marine; Delzer Pipeline; James W. Richardson & Sons; Parker Excavation; Harri Plumbing and Heating; Little Diggers; and Trucano.

There have been some staffing changes recently in both our Alaska and Washington offices. Please welcome the following new staff members to the Local 302 team: Corey Baxter, who will take over for Rob Peterson as District 8 Representative this summer. Rob will move to Fairbanks to take over for Charlie Jurgens, who will be retiring. Bill Sims is new to our Anchorage office, replacing Jared Hamlin. And please extend a warm welcome to Lucy Miyamoto, our new Contracts Administrator, working out of our Bothell office.

Fraternally,

RETIRES

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.

CHARLES AMSTUTZ	RICHARD KRINKE
SCOTT ANDERSON	CHARITY LOCKE
MILES ANSELM	WILLIAM LOVELACE
CLARENCE AYERS	KIPP MASSEY
RANDY BAHER	W MCENTYRE
CHARLES BECKLEY	JACK MCFARLAND
JAY BELCHER	MIKE MIDDLEING
STEVE BELD	DANA MORRIS
ROBERT BERINGER	GARY MUNYAN
GARLAND BLANCHARD	C MUTH
VERN BOUTON	WARREN NYBORG
WILLIAM BRATCHER	JIM PLAQUET
MICHAEL BULLOCK	GARY PETERSON
EUGENE CARSON	IKE POLK
MARK CHILDERS	DEAN POOR
JIMMY COLE	BURNEL PRESTON
JOHN COX	JEFF RUD
FRANK CRAWFORD	HARRIETT SANDERS
ANTHONY CRUCE	ROBERT SCHERTZ
MICHAEL DONALDSON	DONALD SCHNEIDER
BRIAN DYSERT	DAVID SCHOLL
DOMINIC ERONEMO	DARRELL SCHOONOVER
CAROLYN FESLER	ALVIN SCHUBERT
BURTON FRALEY	DALE SHEA
WALTER FROMM	STEWART STEPHENS
RONALD GARDNER	RICHARD SLICK
MICHAEL GATCHET	LEE STEGMAN
ALFRED GATTI	DOUGLAS STOWELL
DIANA GEGG	DONALD SWEANEY
LEON GIFFORD	NED TAYLOR
JACK GILE	JOHN VANEPPS
RON GRIES	FRANK VICTORINO
WAYNE HADEEN	SCOTT VILLELLA
GREG HANSON	CHARLEY WALTON
RICHARD HERRERA	JAMES WATERS
EDWARD HERRGARD	JACKIE WEST
DUANE HILLSTEAD	DOUGLAS WHARTON
JOHN HUNTSMAN	ALVIN WHITNEY
DOUGLAS JERNIGAN	BILLY WILLIAMS
RODNEY JONAS	RONALD WIX
LARRY JONES	GARY WOOD
FREDERICK KEFGEN	ELDRIDGE WRIGHT
JOHN KOCH	MICHAEL YOUNG
DENNIS KNIGGE	

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 late May. The invitation letters for the Alaska luncheons will be mailed to retired members in mid-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)

LOADLINE

IN THIS EDITION...

REPORTS

Business Manager	2
Financial Secretary	4
Government Affairs	5

AT WORK IN ALASKA

(Districts 6, 7 and 8)	6
------------------------------	---

AT WORK IN WASHINGTON

(Districts 1, 2, 3, 4 and 5)	12
------------------------------------	----

Apprenticeship & Training	38
---------------------------------	----

COVER STORY

Commitment to union-only labor on Highway 520 pontoon project	24
--	----

GOVERNMENT AFFAIRS

2010 Washington Legislative Priorities:.....	30
--	----

2010 Alaska Legislative Report:	31
---------------------------------------	----

Good of the Order	44
-------------------------	----

2009 Scholarship Info	34
-----------------------------	----

Moment of Silence	37
-------------------------	----

National News	32
---------------------	----

State News	35
------------------	----

Retirees	3
----------------	---

Member Spotlight	46
------------------------	----

COVER PHOTO:

Fall pipeline training class in Fairbanks, Alaska. 2009



Malcolm Auble
Financial Secretary

The quarterly meeting of the Pension, Health & Security, Defined Contribution and Excess Benefits Trusts occurred on March 25, 2010. The main business was to review requests for proposals that had been solicited from four vendors to 1) possibly select a new actuary for the pension plans and 2) possibly replace our current health care consultant. As Trustees, we have a fiduciary responsibility to occasionally put out to bid the current services our vendors provide for price comparison and to make sure they are giving us a quality product and service through independent audits. At the end of each vendor interview, the Trustees decided to retain Mercer both as our actuary and our health care consultant.

No changes were made to the pension plan. The actuary did report we are 93% funded and projected to be in the green zone until 2015 as long as we maintain at least a 7.5% rate of return. Also, our pension consultant reported we had an estimated return of 14% for 2009. The Trustees chose to terminate the Defined Contribution Plan because there were no active contributors, and many of the participants with small balances were losing most of what they had because of fees. All participants should soon be receiving notification from our pension plan administrator about their options.

The biggest issue on healthcare, of course, was what the effects will be on our health care plan as a result of the recently passed healthcare reform legislation. The effects won't be known for some time because of the complexity of the two reconciled bills. The one item in the bill that we think would have impacts our member participants the most is the 40% excise tax that Congress put on plans they deem "Cadillac Plans". Health care reform levies this excise tax on insurance companies and plan administrators – including Taft-Hartley plans – for any health coverage plan with an annual premium that is above the threshold of \$27,500 for family coverage. Taft-Hartley plans should calculate the threshold in relation to the family rate, not the single/individual rate.

- The tax is effective in 2018 and applies to the amount of the premium in excess of the dollar threshold.
- Stand-alone dental and vision plans are excluded from the cost of the annual premium before assessing tax.
- An additional threshold amount of \$3,450 for family coverage applies for retired individuals age 55 and older, and for plans that cover employees engaged in high risk professions. Construction and mining are classified as high risk professions. That makes the threshold \$30,950 for plans sponsored by Hoisting and Portable local unions.
- The dollar amount thresholds are automatically increased if the inflation rate for group medical premiums between 2010 and 2018 is higher than the Congressional Budget Office estimates in 2010.
- Employers and plans with age and gender demographics that result in higher premiums are allowed to value the coverage provided to employees using the rates that would apply using a national risk pool.
- The dollar thresholds are indexed to inflation beginning in 2020.
- Taft-Hartley plans will be allowed to purchase health care from the Health Exchange in 2017, potentially avoiding any incidence of the excise tax. The Health Exchange is the transparent insurance marketplace designed to increase competition and lower costs.

This is just a preliminary assessment of one issue of the legislation and may be revised some in the future. As we know more about the effects of the healthcare legislation we will publish it in our future Loadline publications.

Having just completed the 2010 Legislative Session this article will inform you of the bills that passed or failed and their impact on our membership.

When the legislative session started in January my sole focus was to work on legislation that would create jobs for the membership of 302. I would like to highlight 2 bills that will create jobs.

The largest transportation budget in the history of the State of Washington (\$8.7 billion) was passed into law adding an additional \$1 billion to the original budget of \$7.5 billion. The same thing happened in the Capitol Budget where an additional \$452 million was added to the budget for a total budget of \$3.7 billion for Capitol Construction. This funding for infrastructure will add thousands of jobs in the construction industry.

The state was able to add the additional funding because the bids on all construction projects are coming in at about 20% less than the previous year's bids, there is more competition for projects and the cost of core construction materials has gone down. These 2 bills alone amount to \$12 billion worth of construction work. The Jobs Act and the Convention Center Bill will also add jobs.

The highlights of these and other bills I worked on this session are listed on page 20 of this Loadline.

Just as important are the bills we prevented from passing. This legislative session we were able to insure that some bills introduced or given work session never moved any further in the process including:

- Legislation that would exempt cranes that deliver products to the job site from requirements of the crane legislation. (operator/crane certification)
- Exempting housing authority from legal provisions pertaining to construction
- Exempting the conservation corps from prevailing wage requirements

Workers compensation and unemployment insurance are issues we continue to monitor and be concerned about. The Business community proposed legislation that would overhaul our workers compensation system offering up less benefits for the injured worker Business would like to institute "compromise and release", releasing the employer from future claims payments by offering a worker a lump sum payment on their claim. In essence they want workers to sign away their rights to possible future medical care. The worker has no recourse if that injury causes trouble in the future. The legislature chose not to take this issue up in the short session. We expect business to continue to press for changes in the 2011 session

It is also expected that there will be an initiative to the people offering up 3-way insurance or private, for-profit workers compensation insurance. This will be a huge battle that all of the labor unions will fight.

Unemployment insurance has been a volatile issue in Olympia for as long as I can remember. In 2005 Boeing was threatening to leave the state if they did not get concessions on unemployment insurance, They were successful in making many changes including tightening up eligibility requirements, reducing the weeks to collect payments and changing the way benefits are calculated by moving from benefits being calculated on the worker's highest 2 quarters of earnings to the worker's 4 quarters of earnings. This impacted the building trades significantly; many weekly benefits checks were reduced by as much as half. In 2006 we were able to make the changes back to calculating our benefits on the highest 2 quarters of earnings. We have never gotten back everything we lost in 2005 and we know that business thinks our unemployment benefits are too generous. I fully expect we will see a UI bill from the business community in 2011. It is a never ending battle.

With the session now ended I will focus my attention on the upcoming election season. All members of our state's House of Representatives and half of the Senate members are up for re-election this November. I will keep you informed and may ask for you support and participation as we move through the endorsement process and elections in November.

Thanks for your continued support.



Randy Loomans
Government Affairs Director

DISTRICT 6

Anchorage office
907-561-5288



Tony Hansen
District Representative

Anchorage Report

Brothers and Sisters,

We are in summer construction season, and it looks like the State of Alaska's budget is ripe with funds for construction projects. Once again I'll say that we are fortunate here in south central Alaska to not have been affected as drastically by the downturn in the economy as our brothers and sisters in other states. Monies have been allocated and projects already started on the Seward, Glenn and Parks Highway. This means that no matter where you travel this summer you will see the Operating Engineers

Building ALASKA. Over \$50 million has been allocated for runway/taxiway work at Ted Stevens (remember him?) Anchorage International Airport. In Anchorage itself there are at least a dozen road/infrastructure projects coming forth.

On the subject of Anchorage: In April, the Anchorage Assembly seated three new members and two incumbents after the early April elections. The Operating Engineer would like to welcome the three new members. They are Ernie Hall, Paul Honeman and Dick Traini. I believe these men will be fair and balanced in their decision making and on issues that affect all the working men and women of Anchorage.

One more tidbit on the Anchorage Assembly. One of the assembly members recently submitted a resolution to establish guide lines for "managed competition." In layman's terms we can all understand that means, "outsourcing!!!!!" And when he say's outsourcing what he means is the elimination of union jobs. This resolution was postponed until June 22nd so Operating Engineers need to show up en-mass to the Assembly Chambers (if it doesn't die first) that evening to let them hear our collective voice. Feel free to contact us for more info.

Be safe out there!

Fraternally
Tony Hansen
District Six Representative

Stu Brewer, Field Mechanic





Lizards on the Park Highway project - Quality Asphalt Paving

ANCHORAGE DISPATCH

As we start a new work season, I need to remind you all of several changes in the hiring hall rules. As of January 1, 2010 you now must have 500 hours in the last year to be on Group 1; 50 to 499 hours for Group 2, and Washington hours are to be on Group 3. Eligibility for being requested to a contractor has also changed. If you have had 500 hours of working in Alaska ever, you are requestable to any contractor whether you have worked for them in the past or not. It also doesn't matter what group you are on, just that you are a member in good standing.

Dispatches: I must remind everyone how important it is to have your dispatch before you go to a contractor to do even your new hire paper work. You must remember that it's your responsibility to have that dispatch before you go to work. This is for your protection, I cannot stress this enough. I realize that due to the remoteness of a lot of jobs getting your dispatch may be difficult to nearly impossible, but it is very important that this process takes place, especially for those contractors that work under our Single Compliance Agreement. That dispatch insures that the contractor has a agreement in place and that will give the Pension Trust and the Health and Welfare Trust the legal ability to accept contributions on your behalf. If you did not have a dispatch for that job, the funds cannot be legally accepted and will be returned the contractor, not you. This could happen to you and you may never be aware of it. Here is what you need to do to avoid this from happening to you:

1. Get your Dispatch BEFORE you go to work
2. If you cannot do this, call dispatch to make sure there is a dispatch/contract in place.
3. Make sure the dispatch gets to you on the job, filled out, and returned as quickly as possible.

Also, if your phone number or address has changed, please get in contact with your union hall and let them know of these changes. I need at least one good phone number, and will call only two numbers. I leave messages but I don't have the time to wait for a call back so please keep those phones and cell phones charged and close by.

Know your union, and be involved in a positive way.

Mark Charlton
Anchorage Dispatcher

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

DISTRICT 7

Fairbanks office
907-452-8131



Charlie Jurgens
President & District Rep.

The Alaska Master Labor Agreement effective January 1, 2010 thru December 31, 2012 has been ratified by the membership of Local 302. Copies of the new contract, “green books”, are available at all District office’s in Alaska. We would like to thank the membership for their participation in the contract survey, and for participating in the special ratification vote last December.

Meetings for the Yukon-Koyukuk Sub Regional Agreement between the Operating Engineers, Laborers Local 942, Regional Tribal Councils, and signatory Contractors took place at Tanana Chiefs Conference last January. The Agreement is Nationally recognized as a partnership between Organized Labor and Indian Tribes with the goal of benefiting tribal members, their families, and their communities by promoting economic self-sufficiency, providing quality training, and having a productive local labor work force available to the Tribes and Employers.

This winter Great Northwest began clearing on their 25.6 million dollar Dalton Highway project to rehabilitate approximately 22 miles of the Highway from Coldfoot at milepost 175 to milepost 197. The project includes widening, grade raises, replacement of drainage structures, surfacing with hot mix asphalt and various repairs to several bridges. Great Northwest also has a 4.2 million dollar solid waste landfill partial closure project in Fairbanks.

HC Contractors summer work includes a Tok Weigh Station project off the Alaska Highway at milepost 1308. The Weigh Station is a Federal Economic Stimulus project. HC Contractors has a 11.7 million dollar project to rehabilitate part of the Alaska Highway from milepost 1222 to milepost 1235 at the Alaskan/Canadian Border. The project scope includes pavement rehabilitation, turnout improvements, replace culvert/guardrail and construction of a material site access road. In Fairbanks HC Contractors will be working on the Phillips Field Road upgrade, which includes repaving a portion of the road and replacing a portion of the Road embankment.

Quality Asphalt and Paving (QAP) will be working in Nenana on a 7 million dollar project to rehabilitate and resurface the Parks Highway between milepost 287 to milepost 305. The project includes the pulverization of the existing asphalt, and resurfacing the Highway with new asphalt.

Pipeline Report:

We would like to thank the Membership, the APJCC, and our Contractors for their support, help, and understanding which enabled us to keep the TAPS Contract. Without a joint effort this would not have been possible.

This summer should be a busy season on the Trans Alaska Pipeline. AES Houston Contracting will be doing project work at Pump Station 1, Pump Station 4, Pump Station 7, Pump Station 9, and at the Valdez terminal. There will be two Pipeline shut downs, one in June and one in July. This work includes SR work at PS#1, changing out of old legacy piping and tie-ins at PS#4, a tank project at PS#7, and a valve replacement at PS#9. Houston will also be working up and down the line on right-of-way projects, which consist of pad repair, bridge repair, and brushing. Ahtna Construction will be busy doing right-of-way pad repair, and corrosion digs.

This summer Granite Construction will be working on a 17.7 million dollar Dalton Hwy culvert replacement. The project scope includes the replacement of 7 culverts along the Dalton Highway from milepost 260 to milepost 321 with 4.1 miles of grade change and roadway reconstruction. Granite Construction also has a 3.7 million dollar rehab project to resurface 10 miles of the Alaska Highway between milepost 1412 and milepost 1422. The project calls for the construction of an asphalt treated base from existing roadway materials and new oil, and to pave the Highway surface with asphalt.

Alaska Interstate Construction (AIC) will begin working on a 33 million dollar Kotzebue Roads Shore Ave project which includes erosion protection, and roadway improvements.

Brice Inc has a 6.4 million dollar Allakaket Airport Improvements project to resurface the runway, taxiway and apron, increase runway safety area, and perform drainage repairs. Brice Inc will also be working in Huslia on a 5.8 million dollar Airport improvement project to resurface the runway, taxiway, apron, and access road; and to rehabilitate embankment areas. Brice Inc will also be teaming up with Arctic Contracting in Stevens Village to reconstruct 2.7 miles of local village streets, which includes horizontal and vertical realignment of the roadways, replacement of existing road surface with new crushed aggregate, and constructing driveways and culverts.

Due to an inflow of Federal Stimulus Money, Paving Products Incorporated will be adding two additional crews to accommodate an increased workload on its maintenance contracts at Fort Greely Army Base, Eielson Air Force Base, and Fort Wainwright Army Base.

Cruz Construction will continue last year's airport projects in Fort Yukon and Grayling. The Fort Yukon project consists of constructing a runway safety area, taxiway, taxiway safety area, apron, aviation support area, and a pad for new SREB with an access road. The Grayling project consists of extending and realigning existing runway, reconstructing the taxiway and apron, a new access road, and installation of drainage culverts. Cruz Constructions also has a small project this year in Galena.

Bechtel Construction Company met with the Fairbanks Building Trades to talk about this years summer work at the Missile Defense Projects at Fort Greely. The Federal Government has restored the projects original scope of work that called for the construction of 14 missile silos. Bechtel plans on having two shifts for the 2010 summer season, and is projecting a completion date of May of 2012.

FAIRBANKS DISPATCH

As the summer season gets underway I would like to remind everyone to check your safety certifications to make sure they are up to date and current. There have been a number of updates to the NSTC including BP's own ASH rollout which requires a short refresher, and there will be an updated NSTC ASH book this year that will require everyone to retake the full 8 hour NSTC course. MSHA is required for members that work in the mining industry, including all Sand and Gravel contracts. If you have a CDL make sure your medical card is current. If you need to refresh or update your safety certifications contact the Apprenticeship and Training Office for scheduling. Upon completion of any certifications don't forget to send dispatch a copy to make sure we know you are current. As always please remember it is the Members responsibility to re-register each 90 days, in order to maintain your numbers on the out of work list.

DISTRICT 7

Fairbanks office
907-452-8131



Lake Williams
Business Relations



Kyle Brees
Field Representative



Mike Friborg
Field Representative



Don Lowry
Field Representative



Shawn Lowry
Dispatcher

DISTRICT 8

Juneau office
907-586-3850



Rob Peterson
District Representative

Dear Brothers and Sisters,

It is no news to any of you that the current recession has hurt construction workers hard all over the country. National unemployment dipped below 10 percent in January, but workers in the building and construction trades have yet to feel any recovery. The jobless rate among construction workers actually jumped to nearly 25 percent. Jobs in the construction sector and related industries are suffering more compared to other parts of the economy. In Alaska the numbers haven't been as bad as the lower forty eight but we are not out of the water yet. The estimated time for the Department of Transportation to get a job on the street is almost 8 years after initial planning and the Feds, Cities and Boroughs aren't much faster. The capital budget is always the last piece of legislation to be voted on by your area representatives every year so projects approved can't even go out to bid until August or September at the earliest.

As of March 8, 2010, the Legislature was halfway through their 90-day session with little or nothing to show for it. Governor Sean Parnell's maintenance budget was not approved in time to have any real affect on this year's work for our members. The North Slope has been very slow work-wise this winter as the big oil companies keep trying to get a reduction in the taxes they pay to the state. Workman's compensation issues are still being debated while injured workers lose everything they own after being hurt on the job. Nationwide there are hundreds of crane accidents with several workers and bystanders being killed every year and Alaska has its fair share. With that being said we are still unable to get a crane operator licensing bill passed in the state. I push hard every day for a decent capitol budget to be funded by our Legislature as this is where the bulk of the money comes from to fund construction projects in Alaska. We, as Operating Engineers, have a duty to be involved in politics and vote per our bylaws. Please take the time to stay informed on Union issues and get out and vote this fall. There will be as many as thirty Legislative races this year as well as electing a new Governor not to mention all the local community races going on. The census is going to be happening this year and I realize a lot of us don't like Uncle Sam knowing our business, but the fact is Alaska will be going through some major redistricting for our elected officials after the census, so it is important to be counted. It wasn't that long ago that Southeast Alaska had a representative from Kodiak.

I would like to welcome Corey Baxter as our new Field Agent and soon to be District Representative here in Southeast Alaska. I am being reassigned to the Fairbanks Hall but will be here for most of the summer. Corey is a second generation Operating Engineer who has been with the Local for 14 years. Corey came up through our apprenticeship program as an operator. He has worked on the North Slope for several years and worked here in Southeast Alaska. Corey has been helping out as a drill instructor for the Pipeline Training Center in Fairbanks for the past 3 years and has been a job steward while working for Secon for the past several years.

Have a safe and productive work season.

Robert Peterson
Treasurer and District 8 Representative



Dear Brothers and Sisters,

The winter in Southeast Alaska has been mild with little-to-no snow. This has been good for the members and contractors. Alaska Interstate Construction has been working all winter at the Kensington Gold Mine and has started back up, as of February, at the Juneau Airport Runway Extension project which will take approximately two years to complete. Alaska Interstate Construction has purchased a new modern dredge that is being built in Italy. We hope to see the dredge in operation by spring. Miller Construction started back to work in February on the Juneau Glacier Highway Trailhead Phase II project and will be starting the Juneau Mendenhall Sewer Phase III project. Secon was low bidder on the 9 million dollar Petersburg Runway Safety Improvements Phase III project, which will consist of rotomill, paving and lighting work. This project should last most of the summer.

The economic stimulus projects that will be coming out in Southeast Alaska this year are the Ketchikan North Tongass Highway Ward Cove to Wipple Creek project: consisting of grading, drainage and paving, the Ketchikan Water Street Sidewalk Improvements project; consisting of widening existing sidewalks on both sides of Water Street from Chapman to Grant Street and the Hoonah Ferry Terminal Marine Structures project.

Work is looking good around Southeast this spring. Some of the jobs that should be coming out within the spring are Juneau Area Wide Paving, Glacier Spur Pavement Rehabilitation, Juneau Thane Road, Hoonah Airport Runway Extension, and Gustavus Airport Runway Safety Area Improvements.

Just a reminder to members to please remember to register on the out of work list and to get your dispatch prior to starting work. Have a safe and productive year.

Corey Baxter
District 8 Field Representative

DISTRICT 8

Juneau office
907-586-3850



Cory Baxter
Field Representative



DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

Brothers and Sisters,

I hope this finds you all well. It's been a slow winter and work is slow to start this spring, but there are projects coming.

In Aberdeen, the Highway 520 pontoon project will not start until spring of 2011. The contractors are waiting for permits.

Satsop is preparing to expand their power generation plant. They plan to put a new 250 million dollar bio-generator plant in Shelton.

In the Silverdale area, the Navy is going to build a new submarine dock at Bangor. One of the largest projects coming will be the work on the Elwha River Dam. A 25 million dollar dike and a 13.5 million dollar sewer plant will be built there. Those jobs will be coming to bid over the next few months.

I hope everyone gets back to work soon.

George Garten
District 3 Representative



BOTHELL DISPATCH

425-806-0302 x300



Rick Cunningham
Dispatcher

Dispatch has been running real slow this winter. Hopefully you have been taking advantage of this time of to get over to the school and receive some training for the future. I know that a lot of you have been doing just that and our hats are off to you. As far as upcoming work unfortunately it's looking to shape up to be about the same as last year. Work won't start picking up until the middle of May, and we still have a lot of guys that haven't gone back to their regular contractors yet.

On a helpful note I want to thank our Governmental Affairs Director Randy Loomans. A few of our members were having a difficult time with the state Unemployment Department this year and Randy took time out of her busy schedule to assist our brothers and sisters to get their unemployment benefits straightened out. Thank you, Randy!

As for the broken record part of our report, you still need to re-register every 90 days in person or by fax or mail and if you have received any new cards or certificates we need a copy at dispatch to update your qualifications. Please verify your phone number at dispatch-- if you have changed your number or moved we probably don't have your new number and can't reach you for a job.

Remember to be safe out there this year.

Tony Zempel
Washington Dispatch



Tony Zempel
Dispatcher

Brothers and Sisters

Well, things have changed for Vinci Parsons on the Brightwater project. King County has pulled them off of BT3 and they will not be finishing that section of the job. JD Coluccio will continue through the shaft at Ballinger Way and meet up where Vinci left off, which is nearly a 10,000-foot addition to their end of the job.

At the plant site Hoffman Construction is ahead of schedule. At this point they are mainly doing interior work, piping and electric. There is a lot of landscaping to do and OHNO Construction has that work, which will probably last into the summer. Northwest Construction still has a lot of dirt to move around at the site during the same time frame.

PKS is doing very well on the south end. All the big structures are up, the tower cranes are gone and they are also starting the inside work on their end of the project.

Kenny Shea Traylor is about to set the last piece of pipe coming into the site and they are about half way done with the grouting of their end of the tunnel and should be done by this summer.

PKS is doing good work at the conveyance site near the Local 302 hall, but they are waiting for Vinci to bore through to their site to finish up. That should be around August, but they are moving slowly and cautiously, and frequently checking the cutter head.

Jay Dee Coluccio had a very good run on their end coming from Puget Sound toward the Ballinger shaft, and they're now working on their machine in the ground. They're basically rebuilding it before they start on the next 10,000-foot run to meet up with TBM 3. That extra work has added about 18 months to Jay Dee's end of the job. They have some problems coming up and the biggest will be going down hill to the heading and pumping out water, but they are confident they can handle it. Jay Dee has also installed bigger pumps and are going to hook the locomotives together for safety reasons. They also have to change gaskets on the air lock so it can withstand higher pressures as they go under the Ballinger aquifer.

Andy Snider
Field Representative



DISTRICT I

Bothell office
425-806-0302



Andy Snider
Field Representative

DISTRICT I

Bothell office
425-806-0302



Eric Bellamy
Field Representative

Projects in Seattle

Work in downtown Seattle is starting to pick up with several projects starting this spring. PCL has started the 2-lane-widening project on the Spokane Street Viaduct. KLB has the site prep and grading, Becho Construction has the drilling. Becho is a large drilling company based out of Utah that is opening a new division here in Seattle. Right next door Mowatt has started an elevated road project over East Marginal Way. This elevated road will alleviate container truck traffic from backing up across the railroad tracks at 1st Avenue. Gary Merlino has started the second phase of the utility relocation for the Alaska Way Viaduct from Holgate to King Street on Elliott Avenue. Frank Collucio has the first phase.

Mid Mountain is nearing completion of the 4th Avenue South ramp off the Spokane Street Viaduct. Marshbank has the underground portion of this project replacing 30-inch water main and DBM has the drilling.

Gary Merlino has several projects on the downtown streets: repaving Olive Way from 3rd to 6th and from 9th to Terry Streets. They are also replacing concrete paving on Virginia Street from 1st Avenue to Boren, upgrading curbs and installing new electrical duct banks.

Manson is still working in West Seattle on the new dock for the passenger-only ferry.

Down at Todd Shipyard, Ness/Campbell Crane recently set the wheel houses on the state's new 64-car ferry. The picks were very involved, and included having to walk two cranes down into the drydock, picking the wheelhouses off a barge and walking them into place in the drydock. The wheelhouses weighed 80 and 125 tons.

The state has received 30 million dollars in stimulus money for the Mercer mess project. This completes the amount of money needed to start the project. Work began in mid-March on the 200 million dollar project.

Several projects are slated to start this spring in and around the Seattle area. Metro Transit is going to build a new Operations Center for buses East of Safeco Field on 6th Avenue.

Seattle University plans to build a 250 bed dormitory at 12th and Cherry. University Village is expanding with 527,000 square feet of retail space and a parking garage for 638 cars. Lake Forest Park is going to replace 3,500 feet of 12-inch water main and Shoreline will replace 3,700 feet of 8-inch water main. The state has plans to build a new Juvenile Court Facility at 12th Avenue and East Alder Street on Capitol Hill.

With new plans for projects coming in daily, let's hope 2010 will be a prosperous and busy year for all our members.

Eric Bellamy
Field Representative



BELLEVUE BRAIDS AND SWEDISH HOSPITAL IN ISSAQUAH

Brothers and Sisters,

East King County is starting two good sized jobs, one in Bellevue and the other one on the Issaquah Highlands. Atkinson is the general contractor for the Bellevue project, a 107.5 million dollar job which began in March. Work started at the Northeast 12th Street bridge, where they'll build temporary retaining walls. Subcontractor KLB will do the dirt work, and R.W. Rhine is doing some demolition. Other subs include Malcolm Drilling and Totem Electric.

The other project on the Issaquah Highlands is the Swedish Hospital job. Sellen Construction is the general contractor. Some of our members are working on that project already. Sellen's management decided to use 2 crane crawlers instead of tower cranes, which creates additional jobs for Local 302 oilers. Subcontractor CTI Construction is doing the dirt work. Other subs include Gary Merlino on utilities and Malcolm Drilling.

Other projects in the area include road work on Highway 520 in Redmond. PCL is working that job, and KLB is still doing the dirt work. Tri-State Construction continues to work on the Microsoft Bridge at Highway 520. Northwest Cascade is still working in North Bend on a 10 million dollar project. Mowat is working on I-90 between Mercer Island and I-405.

We also have new projects coming up in the area later this spring. Mid-Mountain will be working in Issaquah and Gary Merlino will start working on I-90 between Mercer Island and I-405.

Keep doing the good work that you do, and I hope to see you on these projects. I hope the economy turns around soon so I can see all our members back to work.

Gabriel Chavez
Field Representative



DISTRICT I

East King County
425-518-2069



Gabriel Chavez
Field Representative

DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
Vice President
District Representative

District 4 and 5 Report

I am anxious for the upcoming work season to start here on the east side of the mountains. There are a few crews working through the winter but most are waiting for warmer weather and the ground to dry out.

With that we should have a decent year here in District 5 for work opportunities. The Vantage Wind Farm is starting with Goodfellow Bros working on the foundations and electrical trenching. The General Contractor Gemma Renewable is starting on bringing in supplies and components. The actual erection of the wind turbines will probably be going by the time you read this. The project at that time will have some where in the neighborhood of 15-20 operators working on that site and is scheduled to be completed by August. The Kittitas County Wind Power Project should be started also by this time. White Construction will be self performing the roads, foundations and erection of the turbines. We should see another 15-20 Operators on that project also. They are scheduled to be completed by October 31. There are a couple of other projects in Yakima that Apollo Incorporated will be doing that will employ more Operators.

In District 4, the Wenatchee area, we don't see much for new projects that our contractors have picked up other than Tri-State with pedestrian safety at the top of Stevens Pass. This is a difficult area for our members to live because it takes someone able to travel and be gone from home all the time in order work union and live in Wenatchee. Unfortunately our contractors get very few jobs in the Wenatchee Valley, therefore members find themselves away from home to work. I would like to acknowledge the folks in District 4 who are committed union members and make those sacrifices. Thank you!

Having the participation at the meetings and other activities from the members is very important. Hopefully we can increase our turnout and get more members to participate. This Union is built off the members who participate.

I hope all is well with everyone and their families and I look forward to a year of better employment opportunities than last year. Be Safe on and off the job.

Sean Jeffries
Vice President and District 4/5 Representative



South King County

Hello all, and welcome to spring. The year is shaping up better than I expected. There are several projects that are private works coming up. Some have dates scheduled while others are still in the planning and development stages.

We would all hope that our government agencies would be a little more lenient in this economy and not hold up projects with extensive permitting or environmental studies. Also, as we all know, no new ground is opened before April 15 to help save the salmon. That is great for projects near waterways, but not for ones where the nearest creek is several miles away. You would think in these times that they would be able to be more flexible.

There are several private and public works coming to South King County. A few of them include: Kentwood Plaza in Covington, around \$750,000; warehouse development in Kent, \$3.3 million; Maple Valley Towne Square, \$20 million; and World Vision Parking at Weyerhaeuser Way and Highway, estimated at around \$10 million. Other projects coming include a new strip mall in Kent at \$10 million; Toys R Us in Tukwila at \$6 million; Fred Meyer in Maple Valley at \$15 million and Green River Community College is doing a \$20.3 million expansion. There is also more to come. Hopefully these jobs will get others to expand and add to our growth too.

Going to pre-job conferences on projects like these is another way we keep in contact with businesses and owners of the work in our area. It also works as an organizing tool to help identify potential companies to put you, our members back to work. A lot of time is spent by us at meetings like these and researching new employers. We are all working hard to keep everyone working and find more opportunities for those who aren't. Please remember this when times come where you feel your agents aren't around. I can be reached by phone or email and visit sites as time allows. Call if I haven't seen you in a while. You might be on a private site that we have no knowledge of. Private jobs don't always show up on the reports systems we use. We are at our union meetings also. Come in and get involved. Most of our best ideas come from the membership.

Larry Gregory
Field Representative



DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

DISTRICT I

Bothell office
425-806-0302



Ron Dahl
Business
Representative

Brothers and Sisters,

I would like to thank you for your help with the enforcement of Prevailing Wage for mechanics. I now have two wage claims I am working on and I am looking for more. Keep up the good work letting me know when and where they are.

I have just gone through the NLRB election process with Allied Waste. Their employees have chosen unanimously to have the International Union Of Operating Engineers Local 302 represent them. We are now in the process off setting dates for negotiations. This is proving difficult because Teamsters local 117 and 174 are in negotiations now and they are not going well. The teamsters local 117 had informational pickets up on a bargaining unit at third and Lander last week. I am optimistic the negotiations will go well when we finally get to the table.

The pontoon project has been scaled back from it original design. Kiewit-General's proposal is to build a smaller, shallower casting basin as a means to reduce costs and to reduce the risk to the environment. The basic concept eliminates 70,000 square feet of aquatic habitat impact, 38 million gallons of process water and nearly 6 million pounds of greenhouse gases through the elimination of over 78,000 truck trips on local streets
Reducing the size of the facility also reduces the number of pilings needed from 2,000 to fewer than 1,000 and the amount of soil that may be removed from 830,000 cubic yards to fewer than 308,000 cubic yards. Most of that soil will be stored on site. In fact a landscape berm is part of the design.

Work should start after the first of the year and the first pontoons will be delivered by May of 2012 with six pontoons delivered every five months.

Ron Dahl
Business Representative



Brothers and Sisters,

First and foremost I would like to welcome again all the new members from Granite Construction. It has been my pleasure over the last few months to get to know some of you. I look forward to representing all of you in District 2 and hopefully get a lot more of you to work in the near future.

It's been a long, tough winter for some folks in District 2, but there is a light at the end of the tunnel. In the last 2 months or so there has been about \$55 million dollars of prevailing wage projects generated in Whatcom County. Historically, our union contractors would get maybe 25% of that work (if we were lucky). The climate is changing for the better because our union contractors have been able to acquire about 95% of that \$55 million. There are a lot of factors that go into that but one of the larger ones is that they are able to gain access to all of you. Local 302 members are by far the most highly skilled and professional Operators running equipment in the Northwest. There are still a lot of future Local 302 members out there that are very skilled, too. I would like to thank the estimators and the owners of those companies that have been grinding out the numbers to get low enough to ensure that the members in District 2 don't sit at home and watch as a nonunion contractor does all of our work.

A few projects coming up are the Josh Wilson Road, the Blaine interchange, the Church Mountain road straightening, the Illinois Street widening project and the Bellingham Airport overlays. Interwest Construction, Incorporated picked up the first four on this list. They beat out some big non-union contractors up here to get that work. Icon was the low bidder on the Bellingham Airport and I look forward to working them on that project. There are still a lot more projects coming out up north so let's keep our fingers crossed and hopefully we can continue to gain more work.

Organizing in District 2

We've had a pretty good run the last few months. We were able to get a full compliance agreement from Mammoet USA. Mammoet is one of the largest crane companies in the world. They are setting up a 1,000-ton de-mag in the shell refinery to pick one vessel of approximately 800,000 pounds. They will have Local 302 Operators from Mullen (a contractor we signed up last year) tail the pick with a 2250. It's going to be quite a show. I would like to welcome Mammoet to our list of signatory contractors.

Most recently, we signed full a compliance agreement with Delzer Pipeline for rock trenching work. Delzer Pipeline is a family operation based out of Roseville, California.

On the dirt side we can also welcome to that list a local contractor, Construction Unlimited out of Anacortes. Owners Mary and Ted Anstensen are really are great people and I look forward to doing business with them. CUI is bidding numerous jobs around the area and that will be a great asset for members who prefer to work locally. I am currently talking to several other local contractors and am confident we will have more new contracts and more places for our members to work in the future.

I would like to encourage all my members in District 2 who do not regularly attend the meetings to please do so. There is one in Mount Vernon on the second Thursday of each month and one in Bellingham on the third Thursday of each month. If you need directions to either location call me and I will guide you in. Hopefully I have some more good news to report next issue. Thanks to all of you and it is a pleasure working for you.

Brett Holley
District 2 Representative

District 2 Report

DISTRICT 2

Mt. Vernon office
360-336-2615



Brett Holley
Field Representative

DISTRICT I

Bothell office
425-806-0302



Bob Franssen
Field Representative

Brothers and Sisters,

This article hopefully will provide a better understanding to our members on how county budgets work. I will use King County as an example although Mason and Kitsap County's budgets are similar but not identical. King County has a 2010 budget that, as presented, corrects this year's short fall, but many FTE's had to be let go. Our represented departments of Solid Waste, Roads, Airport, and Parks have not yet been effected.

Citizens expect fiscal integrity and accountability with the use of their tax dollars. The Metropolitan King County Council meets that demand by setting priorities, funding programs consistent with those priorities, and measuring results. The annual budget is the single most important document through which the Council sets policy for King County and oversees delivery of the services you need and expect. The Council's Budget Leadership team is committed to meeting its goals of fiscal integrity, accountability and transparency.

This "Big Picture" look will help you understand how the King County budget is built. The County Executive submits his proposed budget in September. The County Council then holds a series of public hearings and panel meetings to scrutinize the proposal and develop its own. The Council traditionally adopts the final King County Budget the Monday before Thanksgiving.

Where your property taxes go: 2.1% Port of Seattle, 17.5% King County, 3.8% Surface water management, 17.9% Cities and Towns, 2.8% King County Library Dist., 4.8% Fire, hospital, 1% Flood and Ferry Districts and 50.2% State and Local Schools. Although your property tax check is paid to "King County", only about 17 cents of every property tax dollar goes to County government. The County only collects the money as a function of the County Treasury. The greater portion is disbursed to schools, cities, and special taxing Districts for fire service, libraries, and hospitals.

Dedicated Funds. More than four-fifths of the County budget is by law dedicated to specific programs. These "dedicated funds" cannot be used for any other purpose: Bus fares can only be used to help pay for transit, and sewer fees can only be used to pay for wastewater treatment. Here is a list of the County's dedicated funds:

- Enterprise funds: operating budget for Solid Waste, Metro Transit, Wastewater, King County Airport.
- Capital Improvement: acquisition of open space, expanding the Metro bus fleet.
- Special Revenue: state and federal programs, such as veteran's services, mental health, and special levies for county roads and emergency Medical Services.
- Debt service: payments for voter-approved and other bonds.
- Internal service: information technology, facilities, finance, employee benefits, and workers' compensation.

The County general fund pays for the day-to-day operations of critical services that the public expects but which are not supported by any other revenues. The general fund represents only 14 percent of the total budget. Seventy-six percent of the County general fund pays for law, safety and criminal justice services, such as jail operations, the Sheriff's office, Superior Court, the Prosecuting Attorney and Public Defense. The remainder of the general fund supports health and human services, parks and general government services.

Fiscal Challenges: The State of Washington receives revenue from 36 separate taxing sources. Cities like Seattle have 6 separate taxing sources. Counties have only 2 principal sources of tax revenue to support public services; the property tax and the sales tax, a forumal that dates back to the farm-based economy of the 1850's. This explains why the State and Seattle are able to increase programs and build revenues while the Executive budget proposes drawing down reserves, using

furloughs and making cuts. King County is now the 14th most populous county in the nation, with nearly 1.9 million residents, and is the second largest provider of government services in Washington State. By voter initiative, the amount of property taxes levied by counties can only grow 1 percent per year, plus the revenues from new construction.

As a result, revenues for counties are only growing 2 to 3 percent a year, while expenses for the same level of services are rising 4 to 5 percent a year. This gap is what's often referred to as the "structural gap" in King County's budgeting. Annexations and incorporations also reduce the County's tax base, as previously unincorporated areas send their tax revenues to cities. Federal and state governments have also made significant reductions to their support of vital human services and left other critical needs unfunded, leaving it to counties to fill the gap.

Expenditures: Providing urban-level services to unincorporated areas of the county carries high costs, yet the County's tax structure is not designed to support those costs. Rising costs for such things as fuel and employee health insurance hurt the County budget the same as it does for private businesses and personal households.

Policies to meet the Challenge: As the policy-setting body of government, the King County Council develops and adopts long-range strategies to contain costs while funding those services the public expects. The Council is committed to meeting the goals of fiscal integrity, accountability and transparency in the use of tax dollars, as evidenced by its 2010 adopted budget that called for \$12 million less in spending than proposed without using the County's \$15.6 million rainy-day reserve fund. The Council has launched several initiatives to ensure fiscal integrity and accountability.

Improving the financial and debt policies of King County: The Council appointed a four-member Financial Policies Advisory Task Force to review the financial and debt policies previously adopted by the King County Council as well as informal policies put into practice by executive agency's.

Independent oversight of major projects: Aimed at controlling project overruns and unforeseen expansion of project scopes, schedules and budgets on capital projects, the Council created the Office of Capital Project Oversight in the Auditor's Office. This office issued a report and a series of recommendations to the Council's Capital Budget Committee

Official economic and revenue forecasts: The Council created an Office of Economic and Financial Analysis to ensure accountability to the public through the advancement of sound financial policies based on objective and transparent financial analysis and reporting. An outside consultant is developing options for establishing a new process for producing official economic and revenue forecasts for King County to ensure sound fiscal practices.

Prudent investing of public funds: The Council created a three-member advisory panel to conduct a comprehensive review of the \$4 billion King County Investment Pool. The pool invests the cash reserves of all King County agencies and nearly 100 other public entities in the county, including school, fire sewer and water districts, and is one of the largest investment pools in the State of Washington.

Bob Fransen
Business Representative

Source: http://www.kingcounty.gov/council/budget/budget_basics.aspx

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Project Labor Agreements

Brothers and Sisters,

Work is still very slow everywhere. However, there is work on the horizon. Both U-link tunnels have broken ground. The first is U-220 (UW Station). This project was awarded to Traylor/Frontier-Kemper JV (TFK) and they will tunnel from just south of Husky Stadium to Capitol Hill. Jay Dee, Coluccio, Michels JV (JCM) will tunnel from Capitol Hill (Broadway & East John Street) to downtown and come out at Olive Way. Condon-Johnson is 90% complete with their project on Olive Way. There are several subs on both of these tunnel projects that have already begun work. On the TFK project Tri-State, OMA, Condon-Johnson, and Watson Asphalt have been hard at work. On the JCM site Malcolm Drilling, DBM, Coluccio, and Best Survey have begun work as well. The TBM for both projects will not begin work until late spring or early summer of 2011. So with both projects tunneling next summer we should be very busy. Now is the time to make sure your certifications and training are up to date and current. Don't wait until the last minute to recertify or update your skills.

The Rental Car Facility in Sea Tac is going strong. They now have 4 towers and plenty of subs: Mowat, Conco, Ferguson, CTI, Best Survey, and Merlino all have operators working for them. There are 3 new projects under the SeaTac PLA coming up for bid soon. The Bus Maintenance Facility is a 25-35 million dollar project that is supposed to bid in April (this has been pushed back 3 times already). The RCF offsite roadway improvement project is a 7-14 million dollar project bidding in April as well. And finally there will be a small panel replacement airfield project this summer on the runway. Similar to the last 2 runway projects but only a fraction of the work. They wanted to replace the center runway but have budget problems so they are only replacing some of the concrete panels that are in need of replacement.

PCL is building a Wally Park on 188th and have Conco and CTI working away on site. Merlino is building the Rainier Vista Phase 2 project and also are in Tukwila working on the International Boulevard project. A couple of other projects coming to bid soon are the South-center Extension project (\$18-20 million) and the Rainier Vista NE rental housing project that includes site development and improvements to city streets (\$16-18 million).

I'm confident more work will go to bid by the time this article is published, so hang in there. Work is coming. Be ready when it gets here. On a final note, I cover the PLA's that are in my area: Sea Tac, Sound Transit and the Viaduct tunnel, if it ever bids and is a PLA. I also cover from Spokane Street south to 200th and from Lake Washington to the Sound (including Vashon Island). I get a lot of calls for jobs not in my area so I thought I would let you know. Stay safe.

Marge Newgent
Field Representative



In mid-February, the state Department of Transportation shut down all northbound lanes of I-5 to install two pre-cast concrete girders over the freeway that will become a pedestrian walkway connecting the new Mountlake Terrace Freeway Station with the parking garage. (Photo & caption courtesy of Sound Transit)

Activity is picking up on the Capitol Hill construction site as the contractor, JCM-JV, prepares the 5-acre site for tunnel excavation. The station site is part of University Link, which is a 3.15-mile extension of the light rail line that will run underground from downtown Seattle to the University of Washington with stations at Capitol Hill and near Husky Stadium. (Photo & caption courtesy of Sound Transit)



Commitment to union-only labor on Highway 520 pontoon project

Copyright, 2010, Daily World, Aberdeen, Washington, reprinted with permission.

By Steven Friederich
The Daily World

Kiewit-General has committed to hiring only union labor to work directly on the proposed pontoon project in Aberdeen, according to the company's approved job proposal released by the State Department of Transportation. Kiewit-General was awarded the \$367.3 million contract to design and build the casting basin and related pontoons that will support the Highway 520 bridge over Lake Washington connecting Seattle and eastern suburbs. The company said it plans to work with local unions on Grays Harbor to hire as many people as possible. But the company also expressed some doubt that the Grays Harbor workforce could fulfill all of its needs and says it will be bringing in experienced workers and foremen who just completed the pontoon work for the Hood Canal Bridge. "While it is vital to assign and import key project personnel to the Grays Harbor casting site with relevant pontoon construction and design-build experience, our construction team will still utilize a significant number of local residents and businesses in all aspects of this project," writes Ken Riley, a senior vice president at Kiewit Pacific and Ron Morford, president of General Construction Co. of Poulsbo. The detailed proposal also reveals a breakdown of how the company plans to operate in Grays Harbor, all of the risks the company foresees and how the company plans to avoid those risks. The 374-page technical proposal was released to The Daily World under the state's Open Public Records Act. Although the contract was awarded in January, it took a couple of months for the state and Kiewit-General to finish the paperwork. This is the first time the public has had a chance to review the specifics behind the pontoon construction project. The company says it plans to work with Local 317 of the Carpenter's Union to find 150 carpenters, Local 252 Laborers to find 40 workers, Local 528 Masons to find 25 mason workers; the Local 302 Operating Engineers to find 20 workers and the Local 86 Ironworkers to find 85 workers.

But the company may have problems finding masons, since the union only identified 34 local members in Aberdeen and not everyone may be available. And, it will definitely have problems locating ironworkers, since there are only 40 identified members.

"Should the need arise, Kiewit-General will also leverage our union agreements in Western Washington to draw individuals outside of Grays Harbor into the area in accordance with agreements," according to the company's proposal.

John Warring, director of the Grays Harbor Central Labor Council, said he knew there would be some jobs that cause local unions to reach outside the county, but he never knew the specifics until told the numbers in the report by The Daily World.

“We have a lot of the building trade folks that are unemployed at the moment because work is slow, but they’re used to moving around,” Warring said. “The young folks in our community are really hurting.”

Still, Warring said the unions are ready to get to work.

“We can fulfill their needs,” he said. “This is an exciting time for Grays Harbor.”

Kiewit-General officials also said they have met with officials of the Quinault Indian Nation to make sure that Quinault members are included in the project.

The company identified several local vendors and subcontractors it could work with — “Lakeside Industries for asphalt paving, Bayview Redi-Mix for concrete for the pontoon casting facility, Brusco Tug & Barge for towing, Northwest Rock Inc. for aggregates and Quigg Bros. Construction for aggregates, trucking and moorage.”

“It was important to us that they made sure to include our local contractors and that we do, indeed, put our local people back to work,” said House Majority Leader Lynn Kessler, D-Hoquiam.

The entire report is based on the assumption that the project will be built in Aberdeen, at a former Weyerhaeuser log yard just east of the Port of Grays Harbor.

Kiewit-General says its proposed designs would also work for a potential site in Hoquiam that had been in the running for the construction site location. Aberdeen was chosen as the preferred site but the Hoquiam location is also moving through the environmental review process as an alternative in case Aberdeen doesn’t work out.

To get the contract, Kiewit-General pitched itself as the most experienced pontoon contractor in the state, noting it “has repeatedly delivered quality pontoons safely, on budget and ahead of schedule.” The joint company says it opened the State Route 104 Hood Canal Bridge Retrofit ahead of time last year and met expectations on the I-90 Lavey V. Murrow floating bridge replacement, opened to traffic in 1993 and the I-90 Homer M. Hadley bridge across Lake Washington, which opened in 1989.



Kiewit-General says it plans to build the pontoon construction facility in 10 months, which cuts in half the time the state thought it would take to build the casting basin and related facilities on the 55-acre log yard in Aberdeen.

Kiewit-General would only build pontoons at the Aberdeen site, deciding not to use the Concrete Technology Corp. in Tacoma, which had built the smaller pontoons for the Hood Canal pontoon replacement project.

There had been some local concern that a significant portion of the project would be built in Tacoma.

Mike Cotten, the State Route 520 project design-build manager, said this week that Kiewit-General's plans to build a reduced-scale version of the casting basins from what the state had originally envisioned will allow more pontoons to be built faster, thus eliminating the need to use the Tacoma site.

In fact, Cotten says none of the three contractors bidding on the work wanted to use the Tacoma site and all three contractors bid their project using only the Aberdeen location, despite being given an opportunity to find a different location for the casting basin.

The first pontoons will be delivered by May of 2012 with six pontoons delivered every five months.

Cotten says the delivery schedule will allow the state to proceed with the actual construction plans of the 520 bridge sooner than expected.

Cotten says the entire pontoon project remains on track, although a draft environmental review that was scheduled for public comment in February has been delayed until May. Cotten says the goal is still to get all of the permits and start construction of the pontoon site by the end of the year.

Kiewit-General pitched its proposal to build a smaller, shallower casting basin as a means to reduce costs and reduce the risk to the environment.

"Our basic concept eliminates 70,000 square feet of aquatic habitat impact, 38 million gallons of process water and nearly 6 million pounds of greenhouse gases through the elimination of over 78,000 truck trips on local streets," according to the proposal.

Reducing the size of the facility also reduced the number of pilings needed from 2,000 to fewer than 1,000 and the amount of soil that may be removed from 830,000 cubic yards to less than 308,000 cubic yards. Most of that soil will be stored on site. In fact, a landscaped berm is part of the design.

Some of the soil may be trucked away to off-site locations, including the Hoquiam Wastewater Treatment Plant Lagoon project, which is looking for fill dirt.

Hoquiam City Administrator Brian Shay said Hoquiam can take all of the 308,000 cubic yards of fill for its lagoon project, and even more.

The company says its truck traffic would only increase the overall traffic in Aberdeen by 8 percent.

Truck traffic would go from the Chehalis River Bridge down Wishkah to South Division St., back on to Heron Street and back to the Chehalis River Bridge.

To accommodate the increased traffic, the company has proposed infrastructure improvements to the area between the site entrance of the construction project at South Division Street as well as the intersection at South Garfield Street and West Wishkah Street.

The company has also proposed installing four railroad crossings at a cost of \$125,000 per crossing near the location of the construction site.

“By reducing the size of our facility, we greatly reduce the number of truck trips required to haul off soil,” the company’s proposal states. “This means less disruption to local businesses and roads, and demonstrates WSDOT’s commitment to reducing impacts to city streets. This increases support for the project and mitigates the risk of public safety concerns creating opposition to the project.”

Should the public object to the pontoon construction project in any way, the company estimates the cost to the company would be \$25,000 per day.

For instance, should complaints emerge over traffic concerns, the company estimates a 14-day delay could cost the project an additional \$350,000.

Should the public object to the planning process, 30 days of delay could cost the company \$750,000.

The company says it has hired a private public relations firm to engage in a “Public Outreach Plan” to help “build support for the project” and reduce the risk of objections.

“Some of the concerns we have incorporated into our design include: reduced truck traffic by storing excavated soils on-site, building a smaller basin to reduce pile driving noise, using vibratory hammers within the launch channel and scheduling work activities during normal work hours,” the proposal states.

Gov. Gregoire signing SB 6381 (520 Transportation Bill)





CHRISTINE O. GREGOIRE
Governor

STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 753-6780 • www.governor.wa.gov

April 8, 2010

RECEIVED
APR 12 2010
IUOE LOCAL 302

Daren Konopaski, Business Manager
Operating Engineers Local 302
18701 - 120th Avenue NE
Bothell, WA 98011

Dear Daren:

Last week I had the pleasure of signing legislation that continues the largest transportation construction program in state history and moves us forward on replacing the four-decade old SR 520 floating bridge. I want to thank you for your leadership and hard work in passing this bill and making this and other vital transportation projects happen.

As I stated at the bill signing, our task this year is to set Washington on a path for success. Despite the tough economic climate, we're building an education system that prepares our children for a competitive, global economy and trains our workers for modern demands. And we're working hard to help create jobs and lift our state out of recession.

The transportation budget I signed into law supports 21,000 jobs annually at the peak of construction. This two-year budget will have completed or started 1,400 projects by June 2011. This summer, we will put people to work on projects such as pontoon construction for SR 520, the Alaskan Way Viaduct from Holgate to King Street, Interstate 82, multiple rail projects, and building ferries.

These bills will help our communities and help get our economy back on track – and it wouldn't have happened without your contribution. Thank you for your service and commitment to the citizens of this great state.

Sincerely,

Christine O. Gregoire
Governor

IUOE 302
Loadline



Refining dozer skills at the training center



2010 Washington Legislative Priorities

Senate Bill 6381: Transportation Funding: Updates the 2009-2011 transportation budgets to an overall spending level of \$8.5 billion amounting to a billion dollar increase over the original biennium budget. *This bill has been signed into law.*

House Bill 2561: Jobs Act: A law that would create jobs by funding construction for energy cost saving improvements to public facilities by authorizing the State Finance Committee to issue \$861 million in general obligation bonds and must be approved by the voters in November for work in 2011.

House Bill 2836: Capitol Budget: The state's Capitol Budget for Construction Projects added an additional \$452 million adding up to \$3.7 billion for construction investments.

Senate Bill 6889: Convention Center: This bill deals with the governance and financing of the Washington State Convention and Trade Center. The Bill would allow for the creation of a public facilities district for the purpose of acquiring and operating the Center, giving them the ability to expand when financing is available.

House Bill 1614: Storm Water Clean-up: This bill's goal is to clean up the storm drains, culverts, streams and rivers of Puget Sound and the state by imposing a fee on petroleum products that contributed to storm water pollution. This impact fee would raise approximately \$100 million for the clean-up work, creating jobs.

House Bill 2805: Off-Site Prefabrication: This bill would require contractors and subcontractors on public works projects that are estimated to cost over \$1 million to submit information to the Department of Labor and Industries as a part of the Affidavit of Wages Paid forms. This will give our state the ability to gather information on how much prevailing wage work contracted in-state is sent out-of-state for off-site fabrication. *This bill has been signed into law.*

House Bill 2789: State Agency Subpoena Authority: This bill will allow the Department of Revenue, Department of Labor and Industries, and the Employment Security Department to issue subpoenas for records related to underground economy investigations. *This bill has been signed into law.*

Senate Bill 6789: Data Center Tax Exemptions: A sales and use tax exemption is provided for data centers. To qualify, the center must be located in a rural county, have at least 20,000 square feet dedicated to housing servers, and construction must begin between April 1, 2010 and July 1, 2011. *This bill has been signed into law.*

Senate Bill 6575: Underground Economy: This bill started with good support and high hopes. As it progressed through the process, there were so many changes and amendments it became hard to support. Although it passed, it is expected that the Governor will veto the bill as it will divert money from the state's general fund.

House Bill 1992: Prevailing Wage: This bill would extend prevailing wage requirements to construction projects that involve tax incentives, loans provided by a public entity, or public land that is sold or leased. *This bill died in committee.*

House Bill 2513: Credit History for Purposes of Insurance: This bill would have prevented insurance companies from using your credit history, income or education to determine eligibility for auto or homeowner's insurance. *This bill died in committee.*

2010 Alaska Legislative Mid Session Report



Unemployment Insurance

SB170 TITLE: "An Act modifying the Alaska unemployment insurance statutes by redefining the base Period for determining eligibility for unemployment benefits; relating to contributions, interest, penalties, and payments under the Alaska Employment Security Act; and providing for an effective date.

HB346 TITLE: An Act establishing the Workers' Compensation Advisory Board; and providing for an effective date.

SB159 TITLE: "An Act increasing the maximum funeral expenses payable as a workers' compensation death benefit; and providing for an effective date."

Crane Operator License

SB97 TITLE: "An Act relating to the licensing of crane operators; and providing for an effective date

Oil and Gas Production Tax

HB308 TITLE: An Act relating to the tax rate applicable to the production of oil and gas; relating to credits against the oil and gas production tax; and relating to the period in which oil and gas production taxes may be assessed

SB159 TITLE: "An Act relating to the duties of the Department of Labor and Workforce Development; relating to the tax rate applicable to the production of oil and gas; relating to a rebate of the production tax on oil and gas based on the employment of resident workers; relating to credits against the oil and gas production tax; relating to the period in which oil and gas production taxes may be assessed; relating to the interest rates applicable on certain amounts due related to various taxes, penalties, payments, and the Alaska Gasline Inducement Act; and providing for an effective date.

HB312 TITLE: An Act authorizing an advisory vote on use of Alaska permanent fund earnings for an in-state natural gas pipeline; and providing for an effective date."

Transportation Infrastructure

HB329 TITLE: "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."

HB356 TITLE: "An Act making a special appropriation to the transportation infrastructure fund; and providing for an effective date."

HB333 TITLE: "An Act directing the Department of Transportation and Public Facilities to develop and implement standards and operating procedures allowing for the use in the construction and maintenance of transportation projects and public facilities and in the construction of projects by public and private entities of gravel or aggregate materials that contain naturally occurring asbestos, and authorizing use on an interim basis of those materials for certain transportation projects and public facilities; and relating to certain claims arising out of or in connection with the use of gravel or aggregate materials."

Construction Outlook for 2010-2011

Article from the U.S. Bureau of Labor Statistics

Population growth, deteriorating infrastructure, and aging buildings will generate employment growth in the construction industry. Job opportunities are expected to be good for those construction workers with the most experience and skill.

Employment change. The number of wage and salary jobs in the construction industry is expected to grow 19 percent through the year 2018, compared with the 11 percent projected for all industries combined. Employment in this industry depends primarily on the level of new construction as well as renovation activity on older buildings, which is expected to increase modestly over the coming decade.

Residential construction is expected to grow moderately over the decade to meet the needs of a growing population. Particularly, as the oldest children of the baby boomers reach their peak house-buying years in the coming decade, demand for housing by them is expected to grow to meet their needs. Demand by an expanding older population for senior housing and healthcare residences will lead to growth in these areas. The renovation and expansion of older homes should prove relatively constant over the projection period.

Employment is expected to grow in the nonresidential construction sector over the decade as well. Replacement of many industrial plants has been delayed for years, and a large number of structures will have to be replaced or remodeled. There will also be a need for all types of medical treatment facilities to meet the demands of the growing elderly population. Construction of schools will continue to be needed, especially in the South and West, where the population is growing the fastest. However, the stress on many State and local governments' budgets may be such that new construction for schools will be postponed for several years until the economy recovers.

Employment in heavy and civil engineering construction is projected to increase due to growth in new highway, bridge, and street construction, as well as in maintenance and repairs to prevent further deterioration of the Nation's existing highways and bridges. Voters and legislators in most States and localities continue to approve spending on road construction, which will create jobs over the next decade. Another area of expected growth is in power line and related construction. Even with increased conservation and more efficient appliances, there is an increasing demand for power. Increase demand for workers will likely result from new power plant construction and connecting these new facilities to the current power grids.

The largest number of new jobs is expected to be created in specialty trades contracting because it is the largest segment of the industry and because it is expected to grow about as fast as the rest of the construction industry. The number of jobs will grow as demand increases for subcontractors in new building and heavy construction, and as more workers are needed to repair and remodel existing homes, which specialty trade contractors are more likely to perform. Home improvement and repair construction is expected to continue even as new home construction slows. Remodeling should provide many new jobs because of a growing stock of old residential and nonresidential buildings. Many older, smaller homes will be remodeled to appeal to more affluent buyers interested in more space and amenities. Remodeling tends to be more labor-intensive than new construction. In addition, the construction industry, as well as all types of businesses and institutions, is increasingly contracting out the services of specialty trades workers instead of keeping these workers on their own payrolls.

Despite 19 percent overall employment growth of the construction industry, construction trades growth is expected to vary. For example, employment of rail-track laying and maintenance equipment operators; first line supervisors of construction trades; and pipelayers, plumbers, pipefitters, and steamfitters is projected to grow faster than the industry average because their specialized services will be in greater demand. On the other hand, employment of structural iron and steel workers is expected to grow more slowly than the construction industry as a whole as workers become more productive. Nonetheless, nearly all construction trades are projected to experience some growth. Only helpers of roofers and of painters, paperhangers, plasterers and stucco masons are expected to experience a decline.

Employment of construction managers is expected to grow as a result of the increasing complexity of construction work that needs to be managed, including the need to deal with the proliferation of laws dealing with building construction, worker safety, and environmental issues.

Job prospects. Job opportunities are expected to be good, especially for experienced and skilled construction trades workers, because of the need to replace the large number of workers anticipated to leave these occupations over the next decade.

Experienced construction workers, and new entrants with a good work history or prior military service, should enjoy the best job prospects. A variety of factors can affect job prospects and competition for positions. Entering specialties requiring specific education, certification, or licensure are likely to improve job prospects for those willing to get the needed certifications, licenses, training, and education. Jobs that cause a worker to be at great heights, are physically demanding, or expose workers to extreme conditions are also more likely to have less competition for positions and often have high replacement needs. Occupations that have few training needs are likely to have increased competition and less favorable job prospects.

Certain occupations should have particularly good job opportunities. Because of the difficulty in obtaining certification as a crane operator, some employers have been unable to fill some positions. Electricians, plumbers, pipefitters, and steamfitters are also licensed occupations that should have a favorable outlook due to projected job growth. Roofers should have favorable opportunities due to job growth and difficult working conditions, which lead to high replacement needs. Boilermakers; brickmasons, blockmasons, and stonemasons; and structural and reinforcing iron and rebar workers should have excellent opportunities because of the skills required to perform their duties and the difficult working conditions. Installation and maintenance occupations—including line installers and heating and air-conditioning mechanics and installers—also should have especially favorable prospects because of a growing stock of homes that will require service to maintain interior systems. Construction managers who have a bachelor's degree in construction science, with an emphasis on construction management, and related work experience in construction management services firms, should have especially good prospects as well. Employment growth among administrative support occupations will continue to be limited by office automation. Construction laborers needing less training should face competition for work due to few barriers to entrance to this occupation. The outlook for carpenters will be heavily dependent upon residential construction activity, which is unlikely to grow as fast as in recent years. Painters should have good opportunities because of demand for their work, while paperhangers should have less favorable opportunities because of the reduced demand for their work.

The number of job openings in construction may fluctuate from year to year. New construction is usually cut back during periods when the economy is not expanding or interest rates are high.

General Rules & Instructions for 2010 - 2011 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, 2010. 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: **Malcolm J. Auble, Financial Secretary, IUOE Local 302, 18701 – 120th Ave. NE, Bothell, WA 98011-9514.**

JACK McDONALD SCHOLARSHIP

JACK McDONALD MEMORIAL SCHOLARSHIP APPLICATION
2010 – 2011 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 SCHOLARSHIP

SCHOOL STATEMENT FOR 2010 – 2011 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 of the applicant's official transcript, and mail both directly to:

**Malcolm J. Auble, Financial Secretary, IUOE Local 302
18701 – 120th Ave. NE, Bothell, WA 98011**

A MOMENT OF SILENCE

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

**ROBERT ANGILLEY
OSCAR BARRETT
ROBERT BISHOP
DONALD BRUMMOND
KENNETH BUHER
MIKE BUSBY
TED CEDERBLOM
DANIEL CHUBBUCK
THOMAS CRAIG
GARY DICKISON
VICTOR EST
MARTIN FETTIG
HOWARD FITZGERALD
ARVIN FLOWERS
ALLEN FOX
LEROY HALL
ANTON HILL
JAMES IVERSON
RAWLAND KELLEY
RICHARD KERN**

**LYNDON LEWIS
BOB MARSHALL
JAMES MARTIN
HERBERT NEUTZMAN
MICHAEL NOONAN
JOSEPH PERRIER
QUENTIN QUALLE
MARTYN RICHARDS
THOMAS RODIN
CHARLES RUSTIN
JIM SANDERS
JEFF SALCHENBERG
BILL SCHOLTEN, JR.
JAMES TEAGUE
GARY THUNSTROM
ROBERT TOWNSEND
SCOTT WILSON
JAMES WRIGHT
RONALD YOUNG
LARRY ZALOMSKY**



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



Jim Agnew
Training Director



Tami St. Paul
Training Coordinator



Sandy Winter
Training Coordinator

Washington Training Report

Brothers and Sisters,

The training program has been amazed at the tremendous response of members wanting training. We have added safety courses as needed to meet the increased demand and are working to ensure that no seat goes unfilled at the training center.



Pictured above left & right Haz-Mat class dressing out and doing practice decontamination drills

We would ask that if you are unable to attend a class you scheduled, please call us as far in advance as you can so we may give your seat to another of your brother or sisters who are on the waiting list for that class. For those of you who are on the wait list, we have been able to put some of you into classes when we have an opening and appreciate your ability to move quickly to take advantage of these opportunities on short notice.

Backhoe class at the training center



Using grade checking skills in the dozer course



Excavator course at the Training Center



APPRENTICESHIP & TRAINING

Because of high demand, we are looking at running some of the classes that filled so quickly on into the summer. If there is enough demand, we will continue to run CDL and Grade courses and will check with dispatchers at the Locals to see which other courses we may need to continue.



Crunching numbers in the Grade Checking Course at the training center



Planning the placement of the screen for the loader course

We added an additional crane to our fleet. It's a 22 ton Loraine with the classic lever style controls. The crane classes are also working on multiple crane lifting practice during their training courses.



"New crane added to the fleet"



Practicing multiple crane lift planning and execution

We graduated 43 apprentices from the training program in 2009 and wish to offer our congratulations, thanks and best wishes to:

Jennifer Allison

Scott Bennett

Don Cobb

Jeremiah Cunningham

Travis Dunn

Nathan Fegley

Danett Fouts

Matthew Haider

Ryan Keach

Anastacio Martinez

Joshua Mitton

Todd Olson

Jason Readell

Dan Talbot

Pat Beavers

David Bruzas

Kyle Coen

Sarah Cunningham

Jarrett Evans

Heather Fegley

Travis Fox

Tyler Harris

Jacob Lindquist

Taylor Mayfield III

Neal Mruphy

Nuutele Palaita

Joseph Sellers

Tiger Tasker

Robert Beckman

Jerry Byerley

Edwin Coleman

Michael Decluette

Paul Ewen

Brandon Ferguson

Joshua Gepner

Lucas Hursey

Kyle Locke

Jeremiah Meyers

Keith Neece

Nicole Ramharter

Paul Silvernale

Markeyces Wadley

APPRENTICESHIP & TRAINING

We wish them all the best as they enter the next phase of their careers and look forward to seeing them at the May meetings to collect their certificates and jackets. We hope the members who helped them succeed will join us at these meetings to help celebrate their accomplishment.

The work picture is again not what we hoped for so we are not able to bring in many, if any at all, apprentices this spring for training. We did proceed with testing and interviews in February of this year so that if the work takes a turn for the better, we can have a group eligible to bring in if we run out of our existing apprentices. If you know or recommended someone to our program, and they didn't get in, please encourage them to re-apply and hang in there. We are committed to ensuring that there are jobs for anyone we bring into the program. In this economy, that could take more time than it has in the past.

We continue to do limited outreach but have shifted our focus to educating middle and high school teachers and counselors about the learning opportunity that apprenticeship offers to their students as a valuable alternative to a four year institution. Many of the apprenticeships in Washington State have articulation agreements with accredited community and technical colleges that allow an apprentice who successfully completes their apprenticeship to take a few other required college level courses and earn a 2 year associate's degree. We want to get that word out to educators, parents and our communities in general that apprenticeship is an effective learning model and a great alternative choice for students who prefer to learn in a more hands on environment.



A group of Snohomish county teachers and counselors at a "Pathways to Apprenticeship" event where they learn about apprenticeship as an attractive alternative to the way they normally think about post secondary education.

Supervisor Training held in March.



The Supervisor training we held in Bothell in early March went really well. It was taught by Marcus Mann who we found through the AGC. He was very funny and knowledgeable and the class got very positive reviews from the participants. There were some great team problem solving exercises and the students seemed to really get a lot out of them. One student said it was a great training program and we should put it on more often and another commented that we need Operating Engineer supervisors on all jobs especially when working with or for the other trades. We heartily agree that we need more of our highly skilled experienced professional Operating Engineers making decisions out there in the field where they affect each of us every day so congratulations to those of you who took the course. We hope you will benefit greatly from it.

APPRENTICESHIP & TRAINING

Surveyor and past Grade Technician instructor Chuck Beach is back on board to teach our upcoming Grade Technician/Construction Site Survey courses starting in April and running through the rest of the training season. These classes will mainly be held in Bothell evenings and weekends. These are the courses that were originally scheduled at the training center earlier in the season which had to be rescheduled. The participants who were signed up for those courses are being offered first chance at these training opportunities. There may be openings if some participants who were planning to attend earlier in the season are unable to adjust their schedules. If you are interested in these courses, you should call the training center for more information and to sign up for them (1-800-333-9752 or 509-968-3203).

We'd like to welcome the newest addition to our training staff, Bryant Bullock. He is teaching the blade and paving courses for us. He has been working for Looker and Associates and Woodworth doing grading and paving for about 25 years and we are excited to have him on board. The blade classes have already begun and there are a few different levels of the class. A good understanding of grade is a requirement for taking any of the blade courses. We are hoping to be able to do some paving projects this spring either with the town of Kittitas or maybe even paving some of our main drags at the training center.

We recently hosted some of our contractors at the training center for a workforce development and contractor roundtable. It was a great chance to get to know some of our contractors' representatives better and give them a chance to see what the training program has to offer them. We strive to be the best return on investment for all our contributing partners and meeting with the contractors to discuss what we currently offer and what they see as training they will need in the future is a vital part of keeping our members at the forefront of our industry as the safest, most productive and professional workers we can be.

In closing, we want to remind you to **MARK YOUR CALENDARS!** The 2010 Top Hand competition will be here before you know it. Don't miss out on the fun or your chance at top hand prizes and bragging rights! There is fun for the whole family so load 'em up and head our way on June 19th (the day before father's day) because that's the day dad's get to have their choice of fun for the weekend.



**2010 OPERATING ENGINEERS
TOP HAND COMPETITION**
Saturday, June 19, 2010 - 10 am to 4:30 pm
Join us at the Ellensburg Training Center - 16921 Vantage Hwy, Ellensburg, WA.
Visit the Website for more info: www.ostraining.com

FREE Fun for the Entire Family:
FREE BBQ LUNCH, CHARITY EXCAVATOR CAR BASH, OPERATE HEAVY EQUIPMENT & SIMULATORS,
RAFFLE & DOOR PRIZES, JUMPY HORSES, HAY HUNT & GAMES FOR THE KIDS AND MUCH MORE!

Up for the Challenge? Competitor sign up is 9-10 am at Training Center
BACKHOE DOZER EXCAVATOR LOADER FORKLIFT CRANES
Can You Beat Last Year's TOP HANDS?

We wish you a safe and productive 2010 work season. Hope to see you at the training center.

The 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

Brothers and Sisters,

I once read that success leaves clues. After I processed that and reflected a while on our Local's history, I realized that the premise of that statement is truly the foundation of our business. The knowledge within our craft and the earned expertise has left us clues for decades. Those clues and that expertise are re-demonstrated on our jobs and during our training sessions where they are passed on. In the process, we continually refine what those before us learned and passed down and adjust accordingly.

The baby boomers we always hear about, those born between 1946 and 1964 are on the move, meaning retirement. There is a 46 million person difference between the baby boomers who are retiring and the next group called the Gen-X'ers. Why is that relevant? Because along with every retirement signature we lose a piece of our history and the clues I mentioned leave with them. As that happens, the non-union companies and quite frankly some of the other crafts see opportunity to poach our work. The training done in-house at our centers in Alaska and Washington give us the opportunity to help mold this next generation. Both centers work hard to recognize and train for the current needs of the industry and at the same time look down the road to prepare for what is coming. One of the increased focuses we have is teaching work ethic, a seemingly mysterious thought to some. So we put an emphasis on character development.

This year we added evening and some Saturday classes to the existing day classes for our apprentices. That helped maximize training hours and kept the free time occupied with good stuff. They had 2 hour sessions in personal finance and money management, rigging, man-lift, boom truck and some supervisor training, ultimately learning what is expected of them as a worker. Some of that was done using the Breslin workbook designed to make them think like high performance workers with a business mind. We teach them that skill is only one part of success, the other equally important if not more, is attitude and character. I learned a phrase when I dispatched and saw it true "your skills will get you hired, your attitudes will get you fired" and we have passed that on to each new group.

A New Training Center: Our current training site was built in 1989. It sits on 63 acres and is being surrounded by big houses and subdivisions. Classroom space is non-existent and it was time to make the decision to expand. The Board of Trustees, and myself, like the Administrator before me, worked diligently on finding property to meet our needs. We purchased 167 acres 2 years ago and have been developing the plans for the new site ever since. We have an excellent construction design and management team in place. Careful consideration has been given regarding the size and specific needs so we balance spending with the end goal; an expansion and not a mirror image of what we already have. We have clearly outgrown it. The new center will consist of staff offices, classrooms, a mechanic shop with an attached room (including 8 welding bays for training) and finally an indoor training building. No place needs one more than Alaska. We try to train our Journeymen and Apprentices at the same time in the spring after the ground thaws and that method has bottle necked us for years. We intend to release Phase I for bid at the end of April and the existing schedule shows a start date for the indoor building and shop by mid-July. We will build the new center in phases to monitor finances. The Trust will maintain control of our existing

facility until the project completes, allowing us a place to train without interruption.

In closing, as many of you know, one year ago I was at home at this time doing chemo therapy and radiation 5 days per week for head and neck cancer. I lost 38 pounds and learned a whole lot more about life. Since this is my first Loadline article since that time, I feel the need to say thank you to those who helped us financially and more importantly, with your prayers. I am sincerely humbled by the support I was given.



There is much more to share, but I shall save it for the next issue. Please be safe. I hope you have an excellent season.

Ken Peltier
Training Administrator
Alaska Operating Engineers/Employers Training Trust



(Left - to - right) Mike Holcomb, Kenny Loescher, Betty Jo Dibble, Curt Abbas, Quinn Vaterlauhs, Ken Peltier, Al Roskam



Lance Shaw, Field Mechanic - Quality Asphalt Paving in Anchorage



District 3 Representative George Garten and in front of the Elwha River Dam in the Olympic National Forest. The dam is slated for demolition in 2012. Bid proposal requests were sent out in mid-April, and the construction contract will be awarded by September 2010.

GOOD OF THE ORDER



Juneau



Juneau

Recent work on the Seattle Municipal Tower



Cory Mickelson, Local 302 Job Steward



Our Member Spotlight series continues with information about another outstanding Local 302 job steward, Cory Mickelson. Cory is a crane operator working for Sicklesteel Cranes based out of Mount Vernon. He's currently working at the Anacortes refinery - but also works around the state and occasionally in Oregon - operating different sizes of DEMAG hydraulic cranes. Cory is the main crane operator at Sicklesteel authorized to run the DEMAG 650 ton, which is also the largest hydraulic crane on the West Coast.

Cory Mickelson displayed a knack for lifting things accurately and carefully before he even knew there was an Operating Engineers union. He grew up in Sitka, Alaska, and while working for a non-union contractor there - Half Moon Construction - Cory

was hand-picked by the iron workers on the job to lift steel up to them. He was using a forklift with an extended boom for that work, and it occurred to him that he could probably be successful operating cranes. Cory joined the Operators in 2002 as an apprentice at Local 302's old training center in White Swan, where he gained a lot of seat time working with hydraulic cranes after his apprenticeship was changed to hoisting. When Local 302 agents came to the training center one day, asking the apprentices why they joined the Operators, he shared his story of "shotgun membership" - Cory jokingly said his future father-in-law, Mick Fletcher "forced" him to join. Cory was dating Mick's daughter at the time, who was also pregnant with Cory's daughter. Cory said Mick, who is currently a 20-year Local 302 member, just wanted to make sure his daughter and grandchild would be taken care of.

After his initial training at White Swan, Cory's first apprentice job was doing mainly dirt work for OMA Construction of Seattle. He then moved on to Sicklesteel after being dispatched there to help build a Manitwoc 4600 ringer. Once that job was complete, Sicklesteel decided to keep him on. Cory emphasized that he was trained on the job, watching, learning and proving himself. He also thanks his teachers and trainers for showing him the way: Bill Williams, Gordy Wiren, Larry Boetner and John Ernst.

Mickelson says his success so far in life has come from staying involved, especially when he needs to negotiate or create change. He proves it in his daily work by being a pro-active job steward, and by serving on Sicklesteel's Leadership Committee, a committee made up of operators and employer representatives. The purpose of this committee is to facilitate more effective communication between the employees and their employer. The committee members also give their opinions on equipment purchases. Cory sees himself as a liaison between the union and the company, and he can address both union and company issues with either side. One effective strategy he uses to maintain good working relationships is to periodically write up a list of members' concerns, problems or other issues and have the Leadership Committee review that list and find solutions. Cory was also instrumental in helping to mediate issues between Local 302 and Sicklesteel during the 2007 contract negotiations.



Deming Logging Show

Show starts at 1 pm

Admission

\$6.00 Adults

Seniors and Children

7 - 12 \$3.00

Children 6 & under Free

Over 30 events

Salmon, Chicken &

Roast Beef BBQ

Free Parking

RV Camping

\$10.00 a night

Exhibitions



48th Annual

The Deming Logging Show

June 12 & 13, 2010

3259 Cedarville Rd

Bellingham, WA 98226

www.demingloggingshow.com



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
Malcolm J. Auble, 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
Andy Snider, Field Representative
Rick Cunningham, Dispatcher
Tony Zempel, Dispatcher
Gabriel Chavez, Organizer
Ron Dahl, Business Representative

DISTRICT 2 - MT. VERNON

Brett Holley, District Representative

DISTRICT 3 - PENINSULA

George Garten, District Representative

DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

Sean Jeffries, Vice President & District Representative

DISTRICT 6 - ANCHORAGE

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

DISTRICT 7 - FAIRBANKS

Charlie Jurgens, President & District Representative
Kyle Brees, Field Representative
Mike Friborg, Field Representative
Don Lowry, Field Representative
Shawn Lowry, Dispatcher
Lake Williams, Organizer

DISTRICT 8 - JUNEAU

Rob Peterson, Treasurer & District Representative
Cory Baxter, Field Representative

EXECUTIVE BOARD

Daren Konopaski, Business Manager
Malcolm J. Auble, Recording/Corresponding and
Financial Secretary
Charlie Jurgens, President
Sean Jeffries, Vice President
Rob Peterson, Treasurer
Tony Hansen, Executive Board Member
Eric Bellamy, Executive Board Member
Taylor Mayfield II, Executive Board Member

LOCAL 302 LOADLINE is published quarterly
18701 120th Avenue NE, Bothell, WA 98011-9514
800-521-8882 or 425-806-0302

Daren Konopaski, Business Manager

18701 120th Avenue NE
Bothell, Washington 98011-9514



Non-Profit Org.
U.S. Postage
PAID
Seattle, WA
Permit No. 12494

DISTRICT MEETING SCHEDULE



DISTRICT 1 - BOTHELL

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

DISTRICT 2 - MT. VERNON

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

DISTRICT 3 - ABERDEEN

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

DISTRICT 3 - SILVERDALE

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

DISTRICT 3 - PORT ANGELES

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

DISTRICT 4 - WENATCHEE

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

DISTRICT 5 - ELLENSBURG

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

DISTRICT 6 - ANCHORAGE

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

DISTRICT 7 - FAIRBANKS

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

DISTRICT 8 - JUNEAU

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

