

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — Third Quarter 2017



**Daren Konopaski**

Business Manager

Brothers & Sisters:

As a graduate of our apprenticeship program, I am amazed and very proud of our top-ranked training facilities. One of Local 302's strengths as a local is our investment in our apprenticeship and journeyman training programs. If you were one of the many hundreds who joined us June 24 at our Top Hand Competition at the regional training center in Ellensburg, then you have witnessed first-hand some of our most highly-skilled members. You also saw the place where all those investments are put to work. You might also have noticed the number of kids trying their hand at running an excavator or other pieces of equipment. I wonder how many of them will follow in their parent's or relative's footsteps!

In addition to the Ellensburg Regional Training Center which brings together Local 302 and members, apprentices and contractors, we have an Alaska Operating Engineers Training Trust occupying 163 acres near Palmer, Alaska and the Western States Operating Engineers Training Center located nearby Cheney, Washington. The Palmer location has an 80' x 200' indoor training arena (the only one of its kind in the entire state of Alaska) where grade checking and heaving equipment operating training can be run from November to April when the ground outside is frozen.

First of all, let me thank all of our nearly 750 members, their families and guests for joining us and sharing a beautiful Kittitas County summer day. Congratulations to our Top Hand 1st, 2nd and 3rd place winners and thanks to all of the competitors. Thanks also to our contractors, suppliers and special thanks to Ole Fjellstad, the Regional Training Center staff and our many volunteers for their hard work in making the day a huge success.

I'd also like to extend a warm Local 302 welcome to our entry level apprentices who by now are heading out on their first jobs this summer. And congratulations also to our apprentice graduates who have journeyed out earlier this spring.

Former U.S. Labor Secretary Thomas Perez noted that apprenticeship program enable Americans to "punch their ticket to the middle class". He also noted "apprenticeships are a time-tested, earn-while-you-learn model that helps create opportunities for American workers to succeed while providing employers with the reliable pipeline of skilled talent they need to drive today's economy." Perhaps he had our apprenticeship programs in mind when he made this statement. Unlike traditional college and other post-high-school training programs, our apprentices pay no tuition, get free room and board when they are training, make a family-supporting wage while they learn on the job and when they graduate, they are typically debt-free. The same cannot be said for today's college graduates.

According to the latest (2015) Washington State Workforce Training and Education Board, apprentices who complete their apprenticeship program earned an average of \$20,000 per year more than those who didn't enroll in an apprenticeship program. They are also ten percent more likely to be employed two to three years following graduation than those who didn't enroll in an apprenticeship. Apprenticeship really is the gift that keeps on giving!

Just as doctors, lawyers, teachers or accountants must take continuing education courses to maintain their licenses, members of Local 302 need to keep up with new technology and certification requirements by continuing their training at one of our training centers. Unlike these professions, this training is available at no cost to our members. Our negotiated apprenticeship and training trust contribution is negotiated with our signatory employers. Clearly they see the value in keeping your training and certification current and you should too.

Once again, I'd like to thank all our training center administrators, instructors and other staff for the amazing job they do. The labor and management trustees of our jointly-administered apprenticeship and training trust provide valuable insight and oversight to all of our training centers and we're grateful for their support and guidance.

In 1947, Congress enacted Section 302 of the Labor Management Relations Act (also known as the "Taft-Hartley Act") in order to regulate payments from employers to unions who represent their workers. This section makes it unlawful for an employer to make payments to a labor union that represents its employees except for certain specific purposes, including membership dues or payments made to a jointly-administered trust fund which holds those funds for the sole and exclusive benefit of the members and their families (like pension, health and welfare and apprenticeship and training trusts). In other words, the existence of such a jointly-administered trust makes it possible for us to negotiate employer contributions into all our trusts. Additionally, such trust funds are covered by the 1974 Employee Retirement Income Security Act ("ERISA") which establishes standards of conduct for those who manage and administer the trust including fiduciary responsibilities of the trustees. ERISA provides Federal oversight of such trusts, requires annual reports, regular audits and disclosures to covered members.

I hope all of you in the field will make our new and recently-graduated apprentices feel welcome as well and pass on the skills and work habits that have made Local 302 a success for more than 100 years.

In Solidarity,

Daren Konopaski
International Vice President and Business Manager

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COVER PHOTO:

Trans-Alaskan Pipeline
Photo by Jim & Jan Plaquet

LOCAL 302

Bothell office
425-806-0302



Josh Swanson
Government Affairs

Brothers & Sisters:

As I write this article the Washington Legislature is still haggling over an Operating and Capital Budget. Thankfully, a Transportation Budget was passed during the regular session with \$8.7 billion allocated for spending on transportation needs. This figure represents almost an additional \$1 billion in approved transportation spending. The Legislature was bipartisan in its continued support and agreement that our transportation infrastructure is in desperate need of improvements. Also, there were some potential changes to the vehicle taxing that could have adversely affected the next phase of the Sound Transit (ST 3) project. So far, none of these efforts have gained any traction and ST 3 is fully funded (\$54 billion) to move ahead with over 25 years of work to expand this transit system.

Family and Medical Leave Insurance Program: Apparently, one of the final things holding up a budget deal in Olympia is the approval of a new Family Medical Leave Insurance program. While the details are still being worked out in the negotiations, apparently a deal has been reached to establish an entirely new program administered by the Employment Security Department (Unemployment). Like unemployment, the program will have maximum benefit levels (capped at \$1,000/week) for a specified amount of time (approx. 12 weeks) based on whether the leave is being used for disability or for family leave. Unlike unemployment and more like workers compensation, there will be an employee and employer deduction for the insurance. There are also provisions that limit the coverage based on employer size and provide employers to opt out of the system provided certain conditions are met. We understand that it may also be a subject of bargaining that can negotiated at the bargaining table.

Washington Sick Leave Law: This new Family Leave Insurance program, if it passes, will be occurring simultaneously with the new Sick Leave Law that passed by a vote of the people under Initiative 1433 last year. The Sick Leave law is currently in the agency rulemaking phase and will be administered by the Department of Labor and Industries. While the administration and enforcement details are scheduled to be worked out within the next few months, there is some question if Sick Leave will be allowed to be a subject of bargaining (like its local city of Seattle predecessor ordinance). Without certainty on this question some unions, which are currently in negotiations, have established leave programs in their contracts as a means of compliance with the new law. That said, there is much more to come on both of these new leave programs that we will be dealing with as a local with certain aspects potentially being negotiated at the bargaining table.

Unemployment Insurance: In closing, I wanted to check-in with any members that had unemployment challenges during the recent technology system changes. Frankly, the inquiries I'm receiving on this have drastically decreased; this suggests one of two possibilities. First, that everything worked itself out and your unemployment benefits were provided. Or it might mean that you said "to heck with it" and are already back to work. Hopefully it wasn't the latter and I wanted to let you know that I'm here to help.

One last time, let me emphasize the critical importance of getting on the OWL when you are laid off so that if unemployment does a compliance check or an audit that you are not required to repay benefits or be denied. We have full referral union hall status with the state and we do not want to run afoul of our contract in maintaining this status. This status is what eliminates the requirement for our members that are on the OWL from being required to do job searches.

If you have any questions about what's happening in politics or any other government related issues please don't hesitate to give me a call.

In Solidarity,

Josh Swanson
Political and Communications Representative



Competition at Top Hand, Ellensburg WA

LOCAL 302

Spokane office
509-624-5365



Curt Koegen
District Representative

Brothers & Sisters:

Our Apprenticeship and Training Center at Spangle Washington is still going strong.

The Spangle site comprises 60 acre site with a 7500 square foot Administration/class room building, a 15,000 square foot shop with 2 bays, one of which is drive-through. The floor above has a lunch room together with another classroom with a computer-compatible projection system and wireless A/V system.

On site, we currently have over forty pieces of equipment including 5 dozers, 5 loaders, 5 excavators, 2 blades, 4 scrapers, 6 cranes, including a tower crane and various trucks for CDL training. We also do GPS training and have one Blade and one dozer set up for GPS.

This spring we ran twenty-four new students through our “boot camp”; we’ve already put twelve of the new apprentices to work.

In our pre-apprenticeship training we give the students hands on experience on our dozers, scrapers, track hoes, loaders, including skid steer, forklift and crane training. The crane training is mainly limited to basic crane knowledge so we can send apprentices out as oilers. The entire class has received their OSHA 10 cards, signal & rigging cards and more.

Currently six operators and apprentices are completing our CDL class; twelve have obtained their CDL this year already.

At Spangle, we continue to train for our future.

In Solidarity,

Curt Koegen
District 5 Representative.

Training Center in Spangle



Brothers & Sisters:

The summer season has begun and work is picking up in the central Washington region. Although there aren't any major projects in our area yet, contractors are picking up smaller projects and our out of work list is getting smaller each week.

Scarsella Bros are finishing up the cut and fill scope of the Ice Harbor/Burbank overpass outside of Pasco and are on track to complete the project by October. Hanford work is steady and picking up a major focus on Tank Farm upgrade projects. The VIT Plant is going strong and has hired a few more operators to cover work. 618-10 has met a milestone and should be completed by September. Crews will be transitioned to the 324 mock up facility to train for the demolition and remediation of the contaminated soil under that building.

The ever present issues with vapor exposures in the Tank Farms continue and I can't possibly emphasize enough to our members working in that area to wear all your personal protective equipment and respiratory protection. With thousands of unknown chemical compounds flowing from the buried tanks, it's better to be protected today and every day, than to take a chance of being exposed to something unknown and suffer life long effects from an exposure.

I continue to fight for more ergonomic methods by which you use the SCBAs and Supplied Air while operating equipment within the farms but results are slow and your patience on this matter is greatly appreciated. Management over the tank farms is pressing hard to downgrade certain projects and relax the respiratory protection program, and to move fence lines to speed up production. When production comes before safety, it ultimately benefits the profit margin of the contractor. I can not and will not put member's safety in jeopardy for the sake of production. If the respiratory protection plans are relaxed it is your right as an Operating Engineer to request the maximum level of protection. There are many at the local, state, and national level fighting to insure you go home every night to your homes and families in the same condition you came to work in.

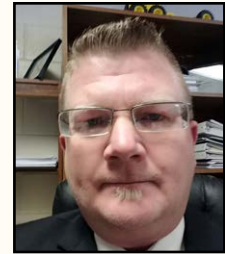
Politics and new administrators within our newly elected government are taking a hard look at Hanford and I would anticipate major changes to funding of the Hanford Cleanup Mission. This last week funding cutbacks were proposed for the PNNL which could result in the loss of as many as one thousand jobs there. The loss of these jobs will affect our local economy and opens the door to cutting more funding for Hanford. We must stand together and reach out to our elected representatives and demand the federal government continues to fully fund the clean up project. The recently collapsed section of Tunnel 1 at the Purex Plant is proof that the legacy infrastructure has been neglected for far too long and either remediation or maintenance of such facilities is needed more than ever.

Continue to set the bar high for yourselves and take advantage of any training opportunities as they present themselves. We are in need of blade/GPS blade operators in eastern and central Washington as well as experience large hydro crane operators. Scraper operators are also becoming rarity. Not all our jobs or calls are the most desirable but in order to become ever so stronger we must man our work and become the asset the contractors can rely on. Be safe out there and I look forward to seeing you on the jobsite or at our monthly union meetings.

In Solidarity,
Michael L Bosse

DISTRICT 5

Pasco office
509-545-1811



Mike Bosse'
Field Representative

DISTRICT 5

Spokane office
509-624-5365



James Garrett
Field Representative

Brothers & Sisters:

The 2017 work season in Spokane Washington, District 5 has put many Operators back to work and has opened the door for many new members as well. The demand for qualified Operating Engineers is up this year in the Spokane and Northern Idaho areas. With the extra demand for Operators, we have been able to put several apprentices in the field as well. The demand for mechanics has also increased this year as well.

We successfully signed NPL (Northern Pipeline) to another five-year agreement that will require approximately forty gas line operators at Avista gas utilities. I have also been working on several smaller contractors to sign the local AGC Agreement. I would like to thank Josh Swanson for his help in working with me on certified payroll request on several non-union contractors in the area. Paving work: Paving contractors in the area are very busy, due to the road conditions and the upswing in building in the area. We have also signed five paving operators from Interstate Paving in North Idaho; the new members are working with Poe Asphalt Paving out of Post Falls Idaho. Poe is working on Highway 95 just South of Coeur D' Alene, they also are busy in Pullman and will be working on Highway 95 in Moscow, Idaho. Inland Asphalt has several crews working and have traveled to the coast to help Icon with paving. Shamrock Paving has several crews working as well; their main paving crew has been up north near Lone, Washington.

Other work: Max Kuney and Zetin are busy on North-South Highway 395 building two new bridges and approaches. Garco Construction has several schools they are working on; Malcom Drilling is on site as well and Garco still has work on the Lower Granite Dam Fish Ladder. Apollo has work at the Coeur D' Alene sewer treatment plant and Pacific Foundations was on site as well. Infrasource has been working on a 6" gas mainline in Coeur D' Alene and could have work in North Spokane. Cameron Reilly has picked up the roundabout on Highway 2 for the new Costco Store project. MJM Grant has many projects in the Spokane area including the new Spokane Behavioral Health Building, Bouten Construction has signed an agreement for the project. In North Idaho, Goodfellow Bros. will return to the Kootenai River, working on river remediation projects and they will move into other areas of work, when the water levels drop this year. JH Kelly continues work at Clearwater Paper Mill in Lewiston Idaho along with Barnhart Crane and Rhodes Crane.

In Solidarity,

James Garrett
District 5, Field Representative

SPOKANE DISPATCH

Brothers & Sisters:

Here we are in the middle of 2017! The work season is going strong on the eastern side (District 5). We are looking for a few finish people over here so give dispatch a call to see if you will be a great fit!

Just a few reminders to all our members are willing to work in District 5. Everyone needs to be on the District 5 Out of Work List in order to be dispatched. You can't switch jobs and go to another without getting on the Out of Work List to get a formal dispatch! It is the responsibility of each member to have communication with the Dispatcher to inform them of what your plans are regarding work. We are more than happy to advise the proper way to get you out on a job.

Dues are due at the first of each month! Paying ahead a few months each time you pay would be a good plan. If you fall behind it is your responsibility to call and pay over the phone to get current. Spokane, Bothell, Anchorage, Fairbanks and Juneau can take phone payments. Don't be confused if you call one office and get another, we transfer calls to accommodate all of you that call in with payments and questions.

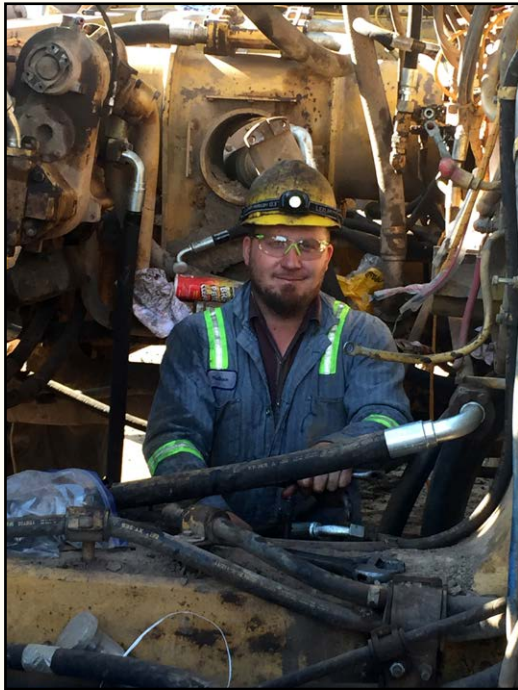
On a better note our weather has been a bit different this year from our past years. Hopefully our work season can stay strong until Thanksgiving time! If you have questions or have problems make sure you contact a Field Representative in the area or get ahold of dispatch to see if we can get them answered!!

Wishing you all a splendid work season!!

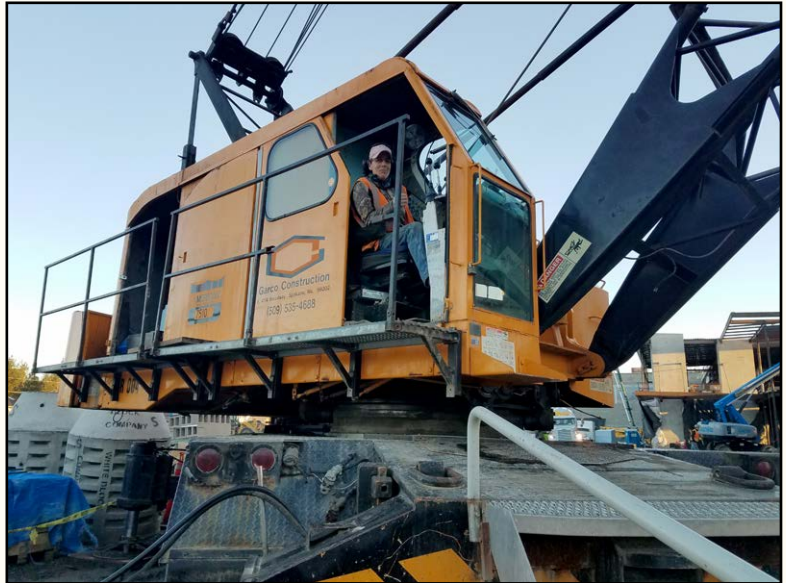
In Solidarity,

Shellee Street / Dispatcher / District 5





Degerstrom mechanic Nathan (Bo Bo) Sechser is preparing for a new engine install on a Cat 777 at the Blackfoot Bridge mine near Soda Springs Idaho



Julie Hull, Garco Construction



Tyler Giddings, Infrasorce MainLine North Idaho.



Mark Bockemuehl, Divison St.



*Tim Reeder, Leonard Adams, Terry Buckna, Shamrock Paving
New Hot Plant set up.*

Brothers & Sisters:

With the merger complete we are excited about bringing Local 302 to the Southern Idaho market. We have multiple union contracts in the region and Idaho being a right to work state, we have our work cut out for us.

Building Capacity: Leadership, leadership, leadership! We have been visiting our membership and identifying leaders in our bargaining units to help us organize. Strong union bargaining units are built from the inside-out and if we are to compete in a right to work state, we have to start with our own units first. We have started to add new stewards and completed our first steward's classes here in Pocatello.

N. A. Degerstrom, one of our largest contractors in Idaho operates a phosphate mine in Caribou County and with almost 200 operating engineers employed this summer they are very busy. This is one of the properties we are concentrating on building capacity with an internal organizing drive in progress now. We have added new stewards and appointed a chief steward to build capacity from the inside-out at this location.

Unfortunately, in a right to work state, if you are on a union job, you don't have to pay dues to enjoy a good contract or benefits. The law says the Union has to even represent non-members in a grievance hearing! These operators are enjoying the benefits paid for by union members who pay their dues and understand market share and union solidarity. The good thing is that once we get a chance to educate these non-members they understand the importance of belonging and they are joining Local 302. It's always an ongoing process but one we can handle with a good membership and a good organizing strategy.

All employers in Idaho have this issue, not just Degerstrom. In fact Degerstrom is working with Local 302 to help build membership because they know if they have the best labor contract they can recruit and retain the best operators in the area and therefore more productive and work safer.

The work at the INL nuclear site is busy with our contractors such as Western Paving laying down miles of new asphalt this summer. At the Advanced Mixed Waste Treatment Project, Fluor recently took over the contract and our bargaining unit is adjusting to the new management. Fluor is impressed with the way Local 302 operators conduct themselves and with around 19 stewards, including a chief steward and with over 300 bargaining unit members it is a large operation.

In Solidarity,

Rick Pound
Field Representative

DISTRICT 5

Pocatello office
208-232-8492



Rick Pound
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



Lake Williams
Treasurer &
District Representative
Executive Board

Brothers & Sisters:

I would like to thank the Alaskan membership that took the time to fill out the Alaska construction agreement membership survey. The surveys provide valuable feedback for the Union negotiating team as we prepare to go to the bargaining table with the Associated General Contractors (AGC) of Alaska to negotiate a successor contract. Our team is currently evaluating the surveys we received, and will continue to look for input at Union meetings, or from members that contact us directly.

According to its website (<http://www.agcak.org>), the AGC is a non-profit construction trade association whose mission is to “advocate, educate, promote” on behalf of its member and the construction industry. Its membership includes both Union and non-Union firms including contractors, suppliers, and associate members (i.e. banks, investment, engineering firms, etc.). In several respects, the AGC runs like a Union, funded primarily by membership dues and having an elected board of directors. The AGC is also responsible for negotiating master labor agreements for the Operators, Laborers, Teamsters, Ironworkers, Finishers, Carpenters, and Roofers.

It may strike you as odd that this organization’s membership and governing body is composed of both our Union contractors and their non-Union competitors; sometimes this creates competing interests. However, to their credit, the AGC negotiating team consists only of Union contractors and AGC staff. In previous negotiations, their negotiating team had Tony Johansen from Great Northwest, Todd Porter from QAP, Mike Pollock from Roger Hickel, Dana Pruhs from Pruhs Construction (spokesman), and John MacKinnon the Executive Director of the AGC.

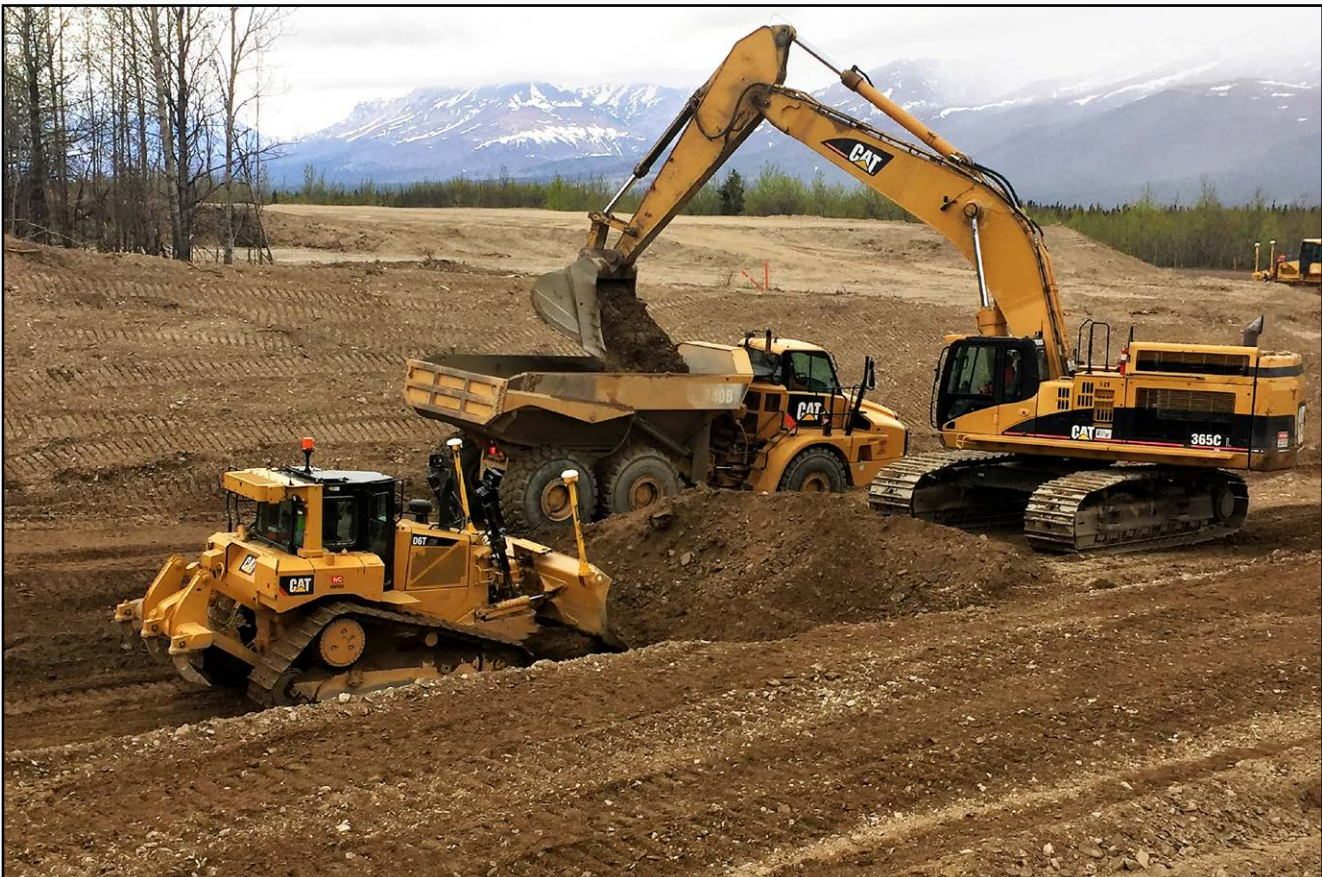
On the Union side of the table we had Business Manager Daren Konopaski, Jason Alward, Shane Linse, Corey Baxter, and myself. Even with our friends sitting across the table sometimes issues can get extremely contentious. In our last negotiations talked extensively about mandatory overtime, show-up pay, composite crew, penalty pay, group listings, and other contractual provisions that our Union contractors believe puts them at a competitive disadvantage. With the continued decline in State work causing more competition and smaller margins I would expect our negotiations this round to be very similar to the last.

Brothers and Sisters, in order to maintain the provisions in our master agreement or to make any gains, we must continue to prove to our Union Contractors that the savings our members provide through skill, professionalism, productivity, safety, training, apprenticeship, and availability by far outweighs the additional costs of having a represented workforce working under a collective bargaining agreement.

In Solidarity,

Lake Williams
District Representative

Great North West Ruby Creek Project



Alan Waldo - 365 Excavator; Brad Enters - D-6 Dozer, and Zac Haddow - Rock Truck

DISTRICT 7

Fairbanks office
907-452-8131



Avery Thomas
Field Representative

Brothers & Sisters:

Our summer got off to a little slower start than last year due to an unforgiving winter that left snow on the ground and cooler temperatures well into the month of May. As spring turned into summer and the road restrictions were lifted, most of the contractors quickly moved their crews and equipment into place to kick off all of the summer projects.

HC Contractors broke ground on the Noble Street project in downtown Fairbanks and city streets in South Fairbanks. They also have projects at Clear Air Force Base, Fort Wainwright and road work on the Taylor Highway. Along with many other organizations, they are in the beginning stages of the Newtok Village relocation project on the west coast of Alaska.

Great Northwest is replacing the Ruby Creek Bridge on the Richardson Highway and rebuilding the bike path on Front Street. They will be finishing up work on the University of Alaska-Fairbanks power plant this summer and moving on to projects at University Avenue and Chena Pump Road transfer site.

Exclusive Paving is working on many smaller projects around town to include the Cripple Creek culvert and Bjerrremark Subdivision. They are also doing repair work at Eva Creek and will start work on First Avenue downtown. They were recently awarded the work on resurfacing Farmers Loop Road and will kick that off later this summer.

Brice Inc. is completing projects on the Dalton Highway and the Pilot Station Airport. They are currently working at St. George and are busy with maintenance work on the Aleyeska Pipeline.

Toghotthele Native Corporation in Nenana and Midstate Equipment joined forces and formed a joint venture earlier this summer. We hope to have finalized an agreement with this new joint venture by the end of June..

Precision Cranes Inc. has been busy this summer with work at the UAF power plant, bridge girders on the Richardson and Taylor Highways. They are currently working on utilidors and will be doing dynamic compaction at Eielson and Fort Wainwright. They will also be working at Clear Air Force Station later this summer. With work at Fort Knox and Pogo gold mines and of course we can't forget the relocation of Santa Claus himself in North Pole, PCI has been very busy so far with plans to remain busy throughout the summer.

I hope everyone enjoys the summer and I wish you all safe travels.

In Solidarity,
Avery Thomas
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



Mark LaFon
Field Representative

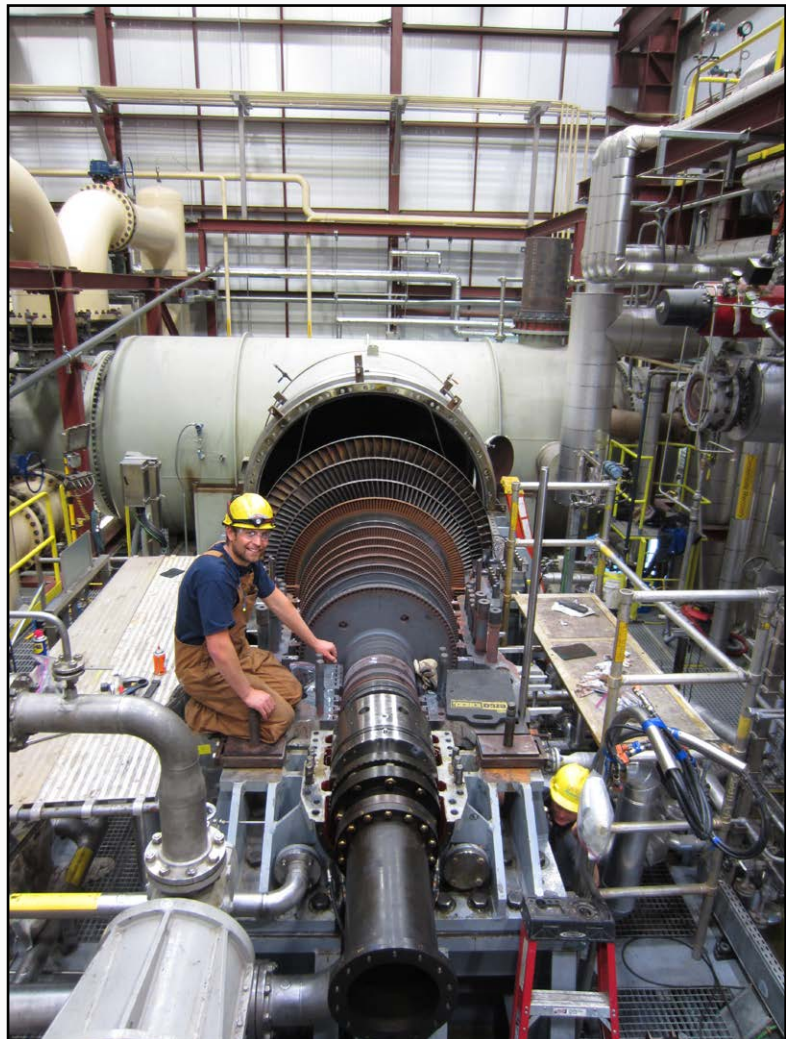
Brothers & Sisters:

As you probably already know, Local 302 holds the stationary charter in Alaska. Stationary units are an important part of our Union. Municipalities, power plants and service contracts on our state’s military bases make up a sizable workforce.

One example of this stationary work is Golden Valley Electric Association (GVEA) which employs twenty-eight hard-working Local 302 members. The Operator-Mechanic job duties there involve daily operation and maintenance of the power plants in North Pole and Fairbanks and includes annual overhauls and emergency turbine repairs at all locations. The System Dispatchers distribute power and dispatch line crew’s work. Their work insures the public has an uninterrupted power supply each and every day. The GVEA unit was organized by local 302 over 25 years ago and we have recently extended their contract another three years through 2020. I would like to welcome our newly appointed steward at GVEA, Virgil Bullard. Virgil completed the GVEA Operator-Mechanic Apprenticeship and as a steward his work will be important to maintaining a positive and constructive labor-management relationship on a day-to-day basis.

There is significant organizing potential for stationary units in Alaska including additional service contracts on our military bases, hospitals and large office buildings, just to name a few. Operation and maintenance of large buildings can take a good sized workforce to keep the many systems that heat and cool the facilities functional. Tapping into the stationary market can help the employees in need of representation and strengthen our Union for generations to come.

In Solidarity,
Mark LaFon
Field Representative



GVEA Steward Virgil Bullard performing a Turbine overhaul with Travis Kunkle

DISTRICT 7

Fairbanks office
907-452-8131



Shawn Lowry
Field Representative

Brothers & Sisters,

Recently the Alaska Petroleum Joint Craft Council (APJCC) met with representatives from ConocoPhillips and Houston Contracting Company (HCC), to review the first phase of the Greater Mooses' Tooth Unit project of the National Petroleum Reserve Alaska drill site #1 (GMT-1) that wrapped up this spring. GMT1 is the next step into the National Petroleum Reserve as the quest for new oil presses on to the west. HCC had the Vertical Support Member (VSM) and pipe work for the project while Alaska Frontier Constructors had the civil work and Ice Roads. Although HCC had some challenges with hours and payroll in the beginning, the project came in on time and under budget. Both reps from Conoco attributed that success to the professionalism of the craft hands on the project. Your hard work was duly recognized . They hope to have you back in the future, as they continue to plan and develop the GMT area.

Recent North Slope developments, like Colville Delta Drill Site #5 (CD5) have put new oil in the Trans Alaska Pipeline System (TAPS). The completion of GMT1 is anxiously awaited and should provide another round of good jobs next winter. This summer TAPS is busy with scheduled projects in several locations line-wide. Valdez Marine Terminal will be extremely active as many of the projects are scheduled on Terminal. Hundreds of craft hands work on TAPS year round, maintaining and helping to keep the system operational. The projects crews will increase the number of all crafts on the line.

Remember to stay safe and have fun.

In Solidarity,
Shawn D. Lowry

Ken Coston and the 120M series blade he is operating for Houston Contracting Company on the TAPS right of way.



FAIRBANKS DISPATCH

Brothers & Sisters:

Dispatch here in Fairbanks has picked up a bit since the start of summer season. Our Out of Work List has dropped to 53 for group one members, which is the lowest I've seen the last couple years. We are beginning to see a few open calls here and there, and several short calls. And I think that we all know a short call can lead to a long call. I personally took a short call scheduled for 10 days that lasted me about 2 years.

Please keep your certs up to date and registrations current so not to miss out on any employment opportunities. More and more contractors are implementing and insisting on tighter safety certification requirements such as OSHA 10/30, forklift cards, CPR/1st AID, CDL's, etc. as well as more stringent "fit for duty" examinations. Don't forget that registrations are only good for 90 days, so after 90 days your name will drop off the list and you won't be contacted for an open call (you need to re-register).

As Operating Engineers we represent ourselves to the contractors as the best. We promise skills and a work ethic above and beyond the non-union sector. Please keep that in mind on the job. Remember that you are representing 302. Don't cut each other down; lend a helping hand to fellow Union brothers and sisters when needed. Look out for our apprentices and pass on your knowledge. **Get involved!** Come to Union meetings, BBQ's, clean-up days and other events. You are the Union.

In Solidarity,

Crystal Tidwell
District 7, Dispatcher

DISTRICT 7

Fairbanks office
907-452-8131



Crystal Tidwell
Dispatcher



Wolf Creek Federal; Fort Greely; Airfield Maintenance Mechanic; On loader, Mike Ferguson

DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative
Executive Board

Dear Brothers & Sisters,

Summer in Southeast has been fairly busy this year. I wanted to give you an update on some of the current projects that are now underway and that will be completed this summer (the following information comes directly from State of Alaska and City of Juneau web sites).

Project Name	Contractor	Contract value
Fritz Cove Road to Seaview Ave	Secon Construction	\$13,700,000
Blueberry Hills Reconstruction	Arete Construction	\$826,000
Seawalk Bridge to Gold Creek Phase 3	Admiralty Construction	\$2,900,000
JNU Runway Safety Improvements Phase 2B	Secon Construction	\$3,900,000
JNU Snow Removal Building	Coogan Construction	\$13,300,000
Silver Street Paving	Pacific Coast Paving	\$447,000
Eagles Edge Subdivision Phase 3	Enco Construction	\$845,000
KTN Roosevelt Drive Rehabilitation	Secon Construction	\$1,600,000
Kake KeKu Road Rehabilitation	Miller Construction	\$4,100,000
Aspen Avenue	Secon Construction	\$1,500,000
West Douglas Pioneer Road	Enco Construction	\$1,500,000
West Eighth Street	Admiralty Construction	\$426,000
South Franklin Street	Arete Construction	\$1,500,000
Total value		\$46,544,000

On a very sad note, I wanted to recognize one of our fallen brothers. On June 15, 2017 Cory Michelson's life ended in a tragic logging accident while felling trees in Juneau, AK. Cory was born and raised in Sitka, Alaska until moving to Washington State in 2000. Cory has been a member of Local 302 since 2002 where he went through our apprenticeship program in Washington. He became an active member in Local 302 while quickly becoming a well-known and respected journeyman crane operator with Sicklesteel Cranes of Mount Vernon and Ness Cranes of Seattle. In 2015 Cory returned to Sitka. In June 2016 I dispatched him to Triplette Construction as a crane operator here in Juneau.

In the brief time I knew Cory he was a great 302 member and a hard worker. I learned from Cory's stepfather that Cory loved operating cranes and was a huge union guy and shop Steward for several years. There is no doubt that Cory had a positive impact on many people and 302 members' throughout Southeast Alaska, Northwest Washington and beyond. Cory left behind a 14 year old daughter and a 12 year old son. Cory will truly be missed and we mourn his passing.

In Solidarity,
Corey Baxter
District Representative



Cory Michelson



Cory Michelson

DISTRICT 6

Anchorage office
907-561-5288



Jason Alward
Vice President &
District Representative
Executive Board

Brothers & Sisters,

According to its website, founded in 1852, the American Society of Civil Engineers (“ASCE”) represents more than 150,000 members of the civil engineering profession in 177 countries. ASCE is considered a neutral, expert third-party evaluator and their quadrennial reports should be of considerable interest to Operating Engineers. These “Infrastructure Report Cards”, prepared and compelled every four years by ASCE since 1998 are fascinating reading. Their 2017 report card, <http://www.infrastructurereportcard.org>, was issued in March of this year. The United States as a whole received a grade of D plus for 2017, which is unchanged from 2013.

Here’s how their grading scale works:

- “A” means “exceptional, fit for the future”, where the systems’ infrastructure is in excellent condition, typically new or recently rehabilitated and meets capacity need for the future.
- “B” signifies “good, adequate for now”
- “C” means “mediocre, requires attention”
- “D” suggest “poor, at risk”
- “F” means “failing/critical, unfit for purpose”.

The “Infrastructure Report Card” computes grade point average (GPA) for each state by averaging the grades for sixteen different categories of infrastructure. You can download the detailed report card for each state from the above web page; within each state’s report card, you can download detailed information about each of the 16 infrastructure types and their corresponding grades.

In the latest report card, Alaska received a C minus for 2017. The Washington 2013 report card (2017 is not available yet), the state received a GPA of “C”. It’s a bit like your kid bringing home a bad report card that you weren’t prepared for. Aren’t you a little bit shocked?

You might ask: how do we compare internationally? You’re not going to like this either. Statista, a private consulting group, examined 2008 - 2013 infrastructure expenditures as a percentage of Gross Domestic Product (GDP) (<https://www.statista.com/statistics/566787/average-yearly-expenditure-on-economic-infrastructure-as-percent-of-gdp-worldwide-by-country/>). From 2008 to 2013, China has spent 8.8% of their GDP on infrastructure, Qatar (7.6%), India (5.2%), South Africa and Australia each spent 4.7%, Russia (4.5%), Japan (4.0%), Canada (3.5%), Indonesia (3.1%), Mexico (2.7%) and the United States, only 2.4% of GDP on infrastructure.

If we plan to compete internationally, grow our economy and attract foreign investment, we are going to have to invest heavily in maintaining and growing our airports, bridges, ports and highway system.

In Solidarity,
Jason Alward

Additional Benefits for being a member of IUOE Local 302**Brothers & Sisters**

Aside from the obvious benefits' of, health care, training, pension, hiring hall opportunities, etc... There are other discounts that are offered to you for being an IUOE Local 302 member. The easiest way to check out money saving discounts is at www.unionplus.org. They offer multiple services, including a credit card; however you are not obligated to have their credit card to receive the discounts listed on the website. A few of the more popular ways to save:

Mortgage Program: Purchasing or refinancing, we have had several members take advantage of this already. I have heard many good things about the rates they offer. In addition you receive a \$500 gift card at closing and eligible to use a mortgage assistance program if you become disabled, laid off, or go on strike.

Car rental: With our IUOE group rate, you get up to 25% off of car rentals from several car rental companies. Just go through Union Plus's website to book your reservation. They will provide you with a discount code.

AT&T Wireless: Members can save 15% on qualified monthly wireless plans. Go to the Union Plus website and download the coupon.

In addition to the above, Union Plus also has discounts on auto and life insurance, Budget truck rentals, theme parks, movies, restaurants, and more.

Other opportunities:

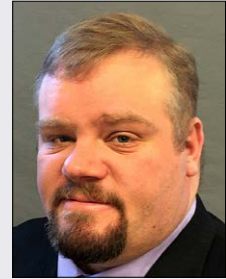
Alaska Industrial Hardware (AIH) in Alaska: Any Union member can show their membership card and receive a discount. The amount saved depends on the item, but it is usually worth it.

Diamond Airport Parking in Anchorage: This is a new program we have offered to us. Simply use Diamond Airport Parking (only available in Anchorage) and show them your membership card. You will receive the group rate discount, which at the time of this writing was a savings of about \$3.50 per day!

Hopefully you can use some of these savings just for being an IUOE Local 302 member.

In Solidarity,

Shane D. Linse
Field Representative



Shane Linse
Field Representative
Executive Board

DISTRICT 6

Anchorage office
907-561-5288



Kyle Virgin
Field Representative

Brothers & Sisters:

This construction season in Alaska has flown by with far more work than any of us could have predicted, particularly given the State budget issues. Federal construction dollars have stretched the rather limited state dollars significantly, providing a respectable amount of new work to the bid list. Projects that recently seemed like a pipe dream are now being pushed forward with real potential for being put out to bid.

In the South Central region of Alaska, the Seward Highway is arguably one of the most heavily congested and dangerous roads anywhere in the United States. There are two upcoming projects I will help ease some of the pressure in the most accident prone areas.

The Windy Corner Project will realign the highway and railroad between mile 105 and 107. This particular area is the most accident prone due to wildlife viewing and traffic changing speeds to turn off of or onto the highway. It would become a two lane, divided highway with additional space to access recreational facilities and wildlife viewing areas.

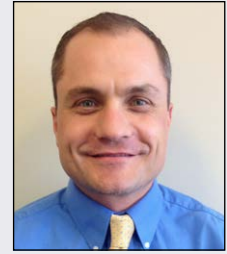
Milepost 75-90 Seward Highway Rehabilitation Project is being moved forward to improve its service life and overall highway safety. This project will resurface the entire 15 mile stretch, straighten curves to improve sight distance, improve Portage Glacier Road intersection, add 5 new passing lanes, construct new parking areas for the hooligan fishery and enhance recreational access for Placer River and Portage Creek. In addition, eight bridges will be replaced that were ruled deficient under their last inspection. This project is large enough; it will likely be let in three separate phases over the next few years.

A great resource for anyone looking ahead at projects the State is considering should look at the Statewide Transportation Improvement Program (STIP) website. The STIP is a comprehensive overview of every project being considered as a viable improvement to the current infrastructure. You can find it at: <http://dot.alaska.gov/stwdplng/cip/stip/index.shtml>

In conjunction with the current workload on the Seward Highway through Anchorage and the Sterling Highway Project, traveling south from Anchorage should be more pleasant and much safer for everyone after these jobs are completed.

In Solidarity,

Kyle Virgin
Field Representative

DISTRICT 6Anchorage office
907-561-5288**Jamie Mack**
Dispatcher**ANCHORAGE DISPATCH**

Brothers & Sisters,

Before I go into the work load for this summer I'd like to take a minute to say thank you to our Local 302 retirees. I'd also like to remind them to come to the August retiree luncheons that each Hall puts on in appreciation of your service. Please spread the word and we hope to see you there!

Originally we were expecting a slow summer season in Alaska in District Six, but luckily there has been a decent amount of work awarded to signatory contractors throughout the state. With some successful bids being as close as three hundred dollars from the next bidder, it shows how competitive the process has been. The late release of several sizable projects that came out in mid May will not have a start date until August by the time all the permits are in order. This could mean if the weather permits us to, we will be working later into the fall before shutting down.

As active working members, please do not forget to check with all the contractors you might have an opportunity to work with and see if there are any new certifications you will need to get prior to employment. As you make those current, make certain the Hiring Hall gets a copy so the computer can be updated. When an open call comes in the computer only brings up the names of the people registered on the Out Of Work List with all the specific qualifications and certifications the contractor is looking for. At the end of each season after you take a little break and relax, stay active many of the companies here in Alaska are going to a "fit for duty" examination. This is a pre-employment test just like a drug test you need to be able to pass to go to work. So remember to thank a retiree and stay in good enough shape to enjoy life and go to work.

In Solidarity,

Jamie Mack
District Six Dispatcher



DISTRICT 6

Anchorage office
907-561-5288



Bill Sims
Field Representative

Brothers & Sisters,

A component of old GPS technology was recently developed to increase productivity and accuracy on every paving project. It's called 3D Millimeter GPS Paving. This new positioning system has the potential to make vertical measurements far more accurate than standard GPS systems.

Some of the features of the 3D Millimeter GPS Paving System are:

- High accuracy grade reference covers the entire project, eliminating string line
- Provides precise vertical measurement for multiple machines and grade checkers
- It can use up to four transmitters to extend work area
- Pave transitions, even through horizontal and vertical curves
- Works with existing Topcon GPS+ systems

One of our contractors, ASRC Civil Construction (ACCL), was tasked with tearing out the old concrete intersection of the north/south and east/west runway on Joint Base Elmendorf-Richardson and reconstructing it with three courses of concrete asphalt base and then paving it with three courses of asphalt. All the base course work was done with a paver. The vertical tolerances for this type of work are very minimal and accuracy is of the utmost importance. Surface drainage and cross slope is at a minimum at this intersection and therefore accuracy needed to be spot on.

That's why ACCL utilized the services of Topcon and their 3D Millimeter GPS Paving System to get the job done. In terms of accuracy, this system can produce a finish grade that is within a few millimeters. If the subsurface below the paver matches the design, the 3D paving operation is able to minimize asphalt usage and achieve the smoothest surface possible. By using this system ACCL can expect the finished product after 6 courses of base and asphalt to be exactly as the project was designed.

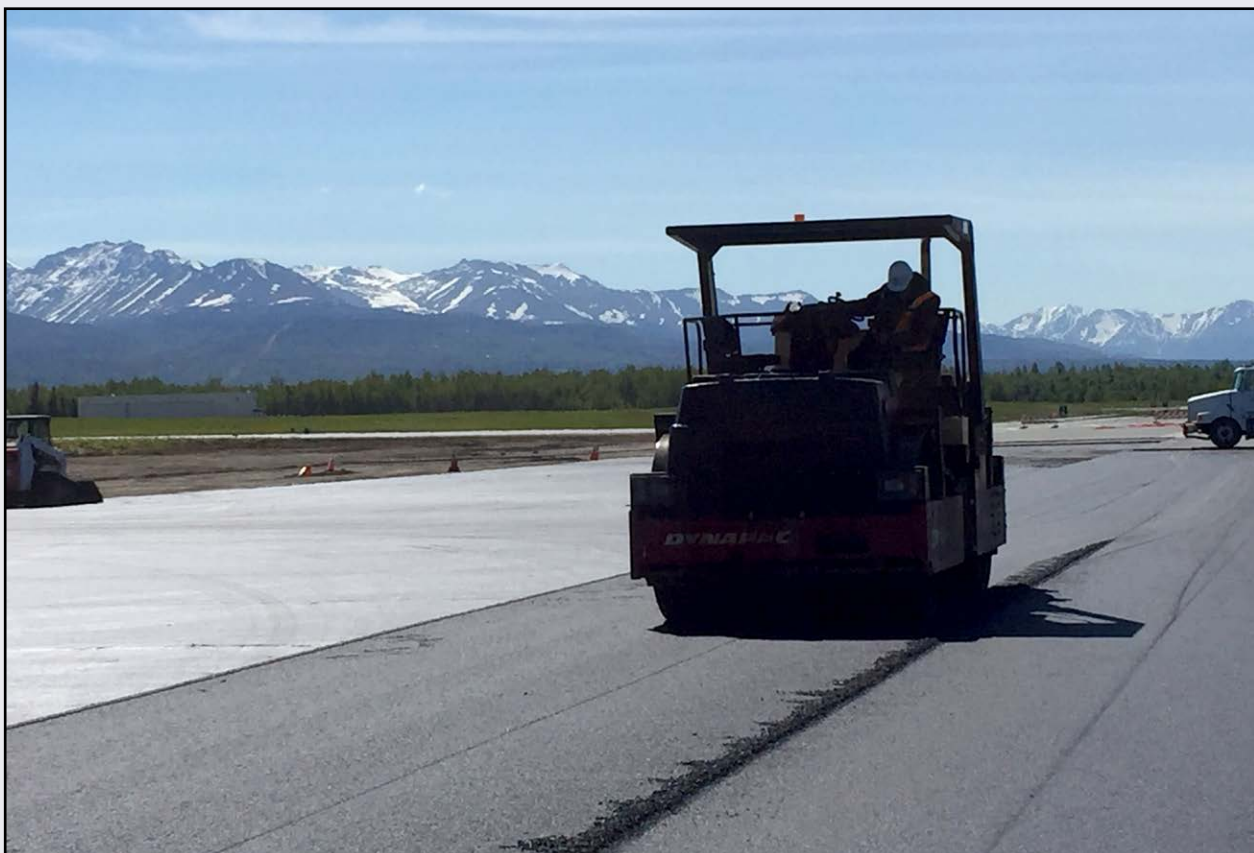
ACCL equipped their Roadtec paver with the 3D Millimeter GPS Paving System and has stepped up their game to improve productivity and accuracy and is the first and only contractor in Alaska to utilize this technology in their paving construction.

In Solidarity,

Bill Sims
Field Representative



ASRC Civil Construction / Topside Paver Operator Dale Schram and Screed Operator A.J. DUBY paving on runway on JBER utilizing Topcon's 3D Millimeter GPS System



ASRC Civil Construction / Breakdown Roller Operator Bernie Hughes paving on runway on JBER.

DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

Brothers & Sisters:

District 3 is getting busier by the day and I want to reiterate the importance of having your qualifications up-to-date. If you have proper qualifications and you've kept them current with us, it ensures that when you get that call for a job, you're eligible to accept it. There is nothing more frustrating for a District Rep then when I am unable to send a member to a job because their qualifications are not current. The legal dispatch protects you the member to ensure that there is a record of the dispatch in case any questions about your benefits come up. Equally as important, is to be sure that if you are laid off that you get on the Out-of-Work list before drawing your unemployment.

Like most of our other district, within District 3 we are getting busier and we are always looking for possible member referrals. If you know of someone that has the skills, interest and desire to be an Operating Engineer, please send them my way. You might consider the "I could I work with him or her test" to determine whether they may be a viable candidate for membership. In addition, if you know of a contractor that may be considering going union or that we should be talking to, please let me know.

In my area, Roglins and Ceccanti are working in Grays Harbor. The Olympic Peninsula/Kitsap area is also busy. Pivetta Brothers is doing the dirt work for Howard S. Wright at the new Silverdale hospital. Skanska is building the new Central Kitsap High School with Ceccanti doing the dirt work. Interwest, Olympic Peninsula Construction, and Orion Marine have also picked up jobs in this area. Clallam County is also getting busier with Interwest doing the dirt work on the new Grant Street School in Port Townsend and jobs in Discovery Bay and at the Port. Bruch & Bruch also has several jobs in the area. PCI is still working on a good size job in Carlsberg. Lakeside is keeping busy paving all throughout District 3.

So far it is looking like it is going to be a hot summer, so please stay hydrated, protect yourself from the hot sun and heat and be safe out there.

In Solidarity,

George L. Garten
District 3 Representative

Brothers & Sisters,

We get lots of questions from our members and others about Pipeline work. There are at least two different types of pipeline work under two separate International Union agreements: (1) the *Main Line* agreement and (2) the *Distribution* agreement. These agreements are separate and distinct from our AGC Master Labor Agreement.

The International negotiates the Main Line Pipeline Agreement with the Pipeline Construction Association (PLCA); the negotiating partner on the Distribution Pipeline Agreement is the Distribution Contractors Association (DCA). The Main Line Pipeline Agreement covers higher pressure and larger diameter pipe used for transporting commodities such as oil, natural gas, water and various petroleum products over long distances. The Distribution Pipeline Agreement covers smaller lines that connect the main lines through metering stations with homes and businesses.

Most all of the Pipeline work in this country is built by Union Labor. It requires a high standard of safety, attention to detail, organization and skill. When a signatory contractor wins a bid for Pipeline work they are obligated to notify the International's Pipeline Director who then sends out a notification to the Local Union(s) where the job will be located. A Pre-job meeting is required. The pre-job is held to establish the local conditions, manpower requirements, pay rates, benefits and dispatch rules. Stewards have a significant role on these types of jobs and receive special training and guidance from the Local and the International.

Some members follow Main Line work all over the country. There is additional compensation for per diem and sometimes the ability to rent your own vehicle to the contractor. Main Line jobs are known for having lots of hours and overtime. Distribution work is typically more local in scope. Pay and benefits are about more like local scale. Distribution pipeline work also requires specialized skills and safety training and above average backhoe skills and a CDL to haul that backhoe from job to job. These operators work alongside other crafts, including Pipefitters and Laborers, to install or repair poly gas service lines to homes and businesses. Our Local has over a hundred operators doing this work and there is a need for more.

The International offers Pipeline training through the Locals training centers all across the country. To sign up for the classes you need to go to the Internationals website, www.iuoe.org/members/pipeline. When you visit this site, you must be an IUOE member to enter and you must register an account, which will require you to verify your membership and set up a username and password. The new class schedule will be out in late August. You will need to follow directions carefully to complete the application and it needs the Business Manager's approval and signature. The International website also has Pipeline job postings.

In Solidarity,
Rick Cunningham

DISTRICT I

Bothell office
425-806-0302



Rick Cunningham
Field Representative

DISTRICT I

Bothell office
425-806-0302



Denny McKinney
Field Representative

Brothers & Sisters,

When was the last time you saw a picket line? Clearly, there are fewer and fewer of them. However, when you do, please first call your business agent before you do anything else

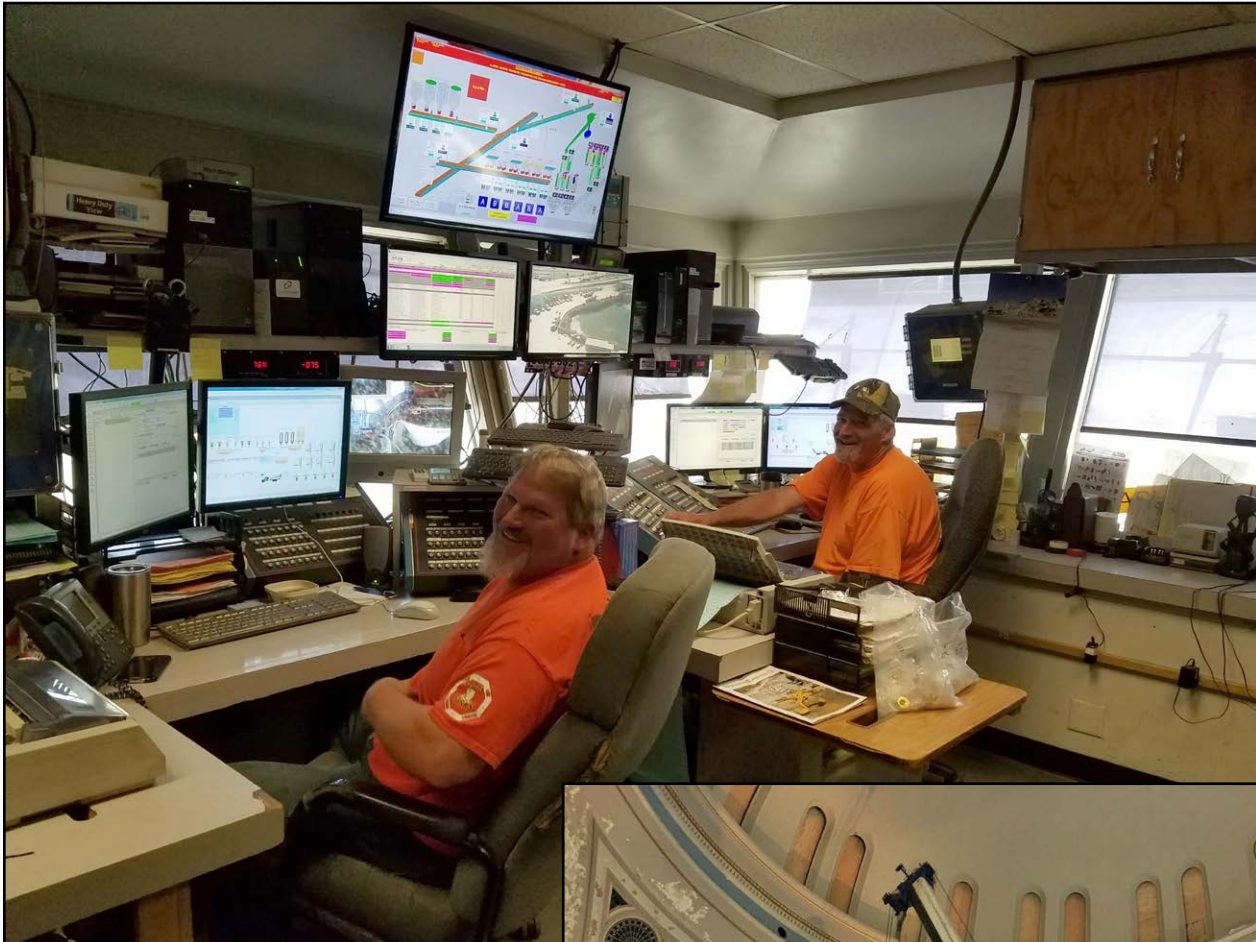
Picketing comes in different shapes and forms and there are complex court rulings that focus mostly on the *impact* of picketing. Whether it's informational picketing or strikers picketing a contractor at your work site, it's hard to get accurate information from the picketers themselves or from the employer. The picketers want you to refuse to cross their picket line and the employer definitely wants you to come to work. The picketing union wants to inflict economic harm on the contractor involved and the contractor involved wants to minimize or eliminate that possibility. There's a good chance that this entire matter will wind up before the National Labor Relations Board (NLRB) or the courts. That's why we urge you to call your agent first before you do *anything*. When the employer sees pickets at their project site, their instinctive reaction will be to establish a "dual" or "reserved" gate in addition to the main gate. The craft with the picket will be restricted to the "reserved" gate and everybody else will come and leave via the main gate. Needless to say, that reserved gate is usually located as far away from the main gate as possible so as to minimize the impact of the pickets. If nobody can see the pickets in the first place, then there is little likelihood of any disruption.

In the dual gate system, both the picketing union and the employer are monitoring the situation very closely. The union is watching to see if either gate becomes "contaminated" by crafts or suppliers who aren't using the gate(s) reserved for them. The employer is watching to see if any workers not directly affected by the picketing or suppliers refuse to cross the line. Incidents like these are carefully documented for possible later using in an NLRB or court hearing.

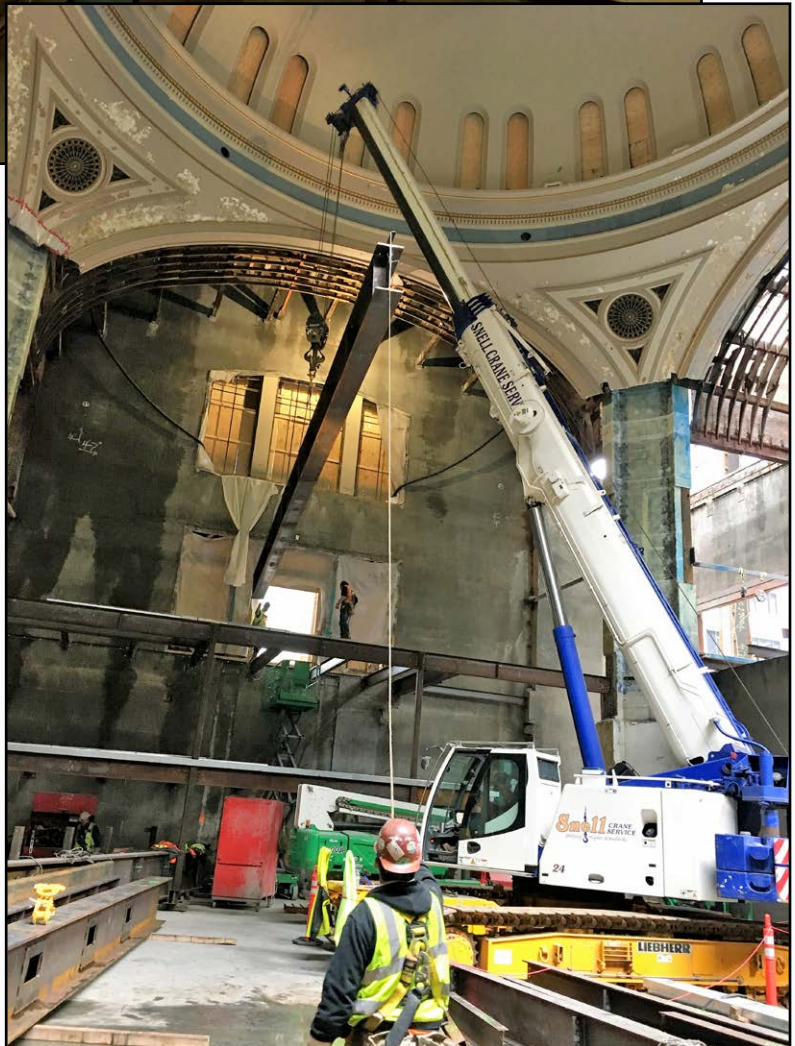
Sometimes picketing by one craft is coordinated in advance with other building trades unions, and sometimes it's just a spontaneous, spur-of-the-moment thing. If there is advance notice of the picketing, your business agent will be able to advise you of the situation. If there is no advance notice of the picket, that's all the more reason to speak with him or her first.

In Solidarity,

Denny McKinney
Field Representative



*David Padon and Terry Anderson
Operating the batch plants at Cal Portland*



Local 302 crane Operator Mike Kloempken working for Snell Crane Service inside the old First United Methodist Church Sanctuary building on 5th Ave & Marion St.

DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

Brothers & Sisters,

Too many of our members are not active with our Union and training. They're what I call dues payers: they don't vote on contracts, they don't come to union meetings, they don't use the training center, nor involve themselves in any way with their Union except to pay their monthly dues.

Then there are union members. They vote in contracts, they come to meetings, participate in activities, come to Top Hand Competition, help recruit new members and companies, and more.. They know that increasing their skill level increases their chance of working, and to stay working.

Which one do you want to be? As the old saying goes," cream rises to the top". Why not be the best you can be?

Open up your contract book and look at all the classifications that we dispatch under. Make a list of what you are a journey level operator of. Be honest... How many pieces of equipment do you see that with a little training, you could be dispatched on? How much do you think this could increase the amount you work in a year?

Apprenticeship is only the first step: don't stop training once you journey out.

Summer is here again and work is plentiful. Companies are having a hard time filling some jobs, such as paving, members with CDL's, OSHA 10, or current HAZMAT qualifications. Training for the next season is what our members should be looking at for this fall and winter. Are you having a slow year? Are you limited on your skills? Talk to your agents and dispatchers and training centers to find out what skills are in short supply in your area. Ask your foreman or superintendent what you could improve on to stay working more. Plan on taking classes during the next training session to make yourself more valuable next season.

Don't wait till the last minute. Classes might be full and you may lose out in getting a place with a steady employer. This is your life and future, and that of your family. Are you really doing all that you can to provide for them and care for them? Do you know about programs that the Union has to provide family support, provide training, help with college, and more? Most members don't. Remember, your Union isn't just about work, it's about family.

In Solidarity,
Larry Gregory
Field Representative

DISTRICT I

Bothell office
425-806-0302

BOTHELL DISPATCH

Brothers & Sisters:

The busy season is already upon us. The Group 1 list was already down to 117 as of the end of June. All four groups total to around 260.

Be safe—on and off the job: With all the work going on now, we need to focus on safety both on and off the job. We all like to enjoy ourselves when we can but we need to be careful. Nobody wants to have to call us to let us know they are laid up because they thought they could still do the triple back flip. Likewise, we hate to call a member with a job only to find out they're laid up and can't work.

Keep everything current with the hall: We know a lot of you have taken advantage of the school over the last year. Remember it's your responsibility to get this information to us. The school will not send us your certificates. Also, please make certain we have all your current phone numbers and that you have registered on the list if you are not working.

New dispatcher: I'm pleased to introduce our new dispatcher, Richard Lines. Richard has been a member for 18 years. He worked at Rabanco for 21 years and was instrumental in organizing the unit. He served as Local 302's job steward there for 16 years. Thanks for your support as Richard takes on this new challenge.

In Solidarity,

Bill Albin
Dispatcher District 1



Bill Albin
Dispatcher



Richard Lines
Dispatcher



DISTRICT I

Bothell office
425-806-0302



Al Cummins
Field Representative

Brothers & Sisters:

As many already know Bob Franssen retired April 1st as the public sector field representative and I have taken over his area. Many thanks to Bob for his support and guidance and best wishes for a well-deserved retirement.

The units that I am responsible for include:

- King County
- Woodland park Zoo
- Vigor Ship yards,
- Naval Air Station-Whidbey and the Smokey Point Facility
- Seattle Iron & Metals Bloch Steel
- Republic Services
- I also work jointly on Associated Catholic and Foss Ship Yards.

There have been many challenges with the King County agreement and we now have a tentative agreement to have our members vote on after 2 ½ years of difficult negotiations.

At Naval Station Whidbey and Smokey point our members have been notified an Ability One contractor (Skookum) will be joining up with Chugach services on a new agreement this fall. Chugach will retain some of our employees and the Ability One contractor will assume the rest. The issue here is the Ability One contractor will need to have a work force that is 75% blind and or severely disabled. Many of our members stand a chance at losing the jobs they have had for many years which isn't fair and I am pursuing this issue on multiple levels. Negotiations are underway for Vigor shipyards. This collective bargaining agreement is an International agreement that covers multiple unions in many different locations.

At the Woodland park zoo in Seattle the joint crafts have ratified a new agreement.

I attended the Top Hand at our training facility on June 24; it was a great opportunity to showcase the training facility and the equipment we run to friends and our families and anyone interested in becoming an operating engineer.

In Solidarity,

Al Cummins
Field Representative

Brothers & Sisters:

I hope you are having a great summer season. We have a lot of PLA work in the Seattle area.

Lately, I have been getting calls regarding safety on the jobs and specifically, what to do when you encounter hypodermic needles on the job. If you find them on your project, it's your employer's responsibility to handle them. If you find them on a City Right of Way you should consider using the "Find It, Fix It" smartphone app, <https://www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app>, that offers mobile phone users a channel to report selected issues to the City of Seattle.

With Find It, Fix It, reporting an issue is as easy as opening up this app, snapping a photo with your smartphone, adding detailed information, and hitting submit. The map's "drag and drop" feature or the phone's own technology can be used to pinpoint the location. If you click the link above, you can download the app from Google or iTunes.

The app offers the following service request categories:

- Abandoned Vehicle: report vehicles parked in a public right-of-way more than three days.
- Graffiti Report: report graffiti, including what it is on — parking meter, utility pole or building — so it gets automatically routed to the appropriate department for response.
- Illegal Dumping: report illegal dumping — junk, garbage or debris — on public property, including roadsides, open streets and paved alleys.
- Parking Enforcement: make an inquiry regarding a parking concern.
- Pothole: report a pothole.
- Sign and Signal Maintenance: report damaged street signs and malfunctioning traffic signals.
- Streetlight Report: report a streetlight outage or damaged streetlight.
- Other Inquiry: this miscellaneous category is for making an inquiry or request not listed above, which will be processed by the City's Customer Service Bureau. Mobile users should choose this category to provide feedback.

You can also use "Find It, Fix It" to report hypodermic needles on city property. Don't take any chances with this hazard; if you see something, say something.

In Solidarity,

Ron Dahl
Business Relations



Ron Dahl
Business Relations

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Brothers & Sisters:

As we are in the full swing of summer season, I can't help but think about the upcoming Labor Day holiday. It's summer's "last hurrah", a three-day weekend for most of us, and we'll probably be out camping, at a picnic or just spending time with our families.

But what are we really celebrating on Labor Day? While it's been a state holiday in Oregon since 1887 and was recognized by 23 more states by 1894, it wasn't until June 28, 1894 that Congress unanimously passed an act making the first Monday in September of each year a paid holiday. While nobody minds a paid holiday, passage of this law may be viewed also a reaction to the Pullman Strike which was taking place at the same time.

The Pullman Strike: The Pullman Palace Car Works was located south of Chicago and on its property was a company town where its workers were required to live. The company town was built and run by company president George Pullman. Pullman charged for workers to use the town's library. Clergy had to pay rent to use the church (or as one wag put it, you had to "pay to pray"). In 1893, because of a nationwide depression, wages at the factory fell by 25% but rents in Pullman's company town stayed the same.

The American Railway Union (ARU) began to organize the Pullman workers and on May 11, 1894, nearly 4,000 Pullman workers began a strike in response to these wage reductions. On June 26, some ARU members refused to allow any train with a Pullman car to move, except those also hauling U.S. Mail cars. Twenty four railroads announced that any switchman who refused to move railroad cards would be fired. When this threat was carried out, by June 29, fifty thousand workers had walked off their job. On the same day, railroad workers began to support the strike, which ultimately idled 250,000 workers, mostly on railroads west of Detroit.

The railroads wanted President Grover Cleveland to call out federal troops, but he responded he would only do so if a state governor requested him to do so. Governor John P. Altgeld of Illinois refused to do so because he believed workers should have the same rights as their bosses.

Not to be denied, U.S. Attorney General Richard Olney successfully obtained a Federal injunction against the strike on July 2. This was the first time a Federal injunction had been used to break up a strike; it was to become a frequent tactic used by employers until passage of the Norris-LaGuardia Act. When the strikers failed to return to work the next day, President Cleveland sent Federal troops to Chicago. Finally, on July 10, four ARU leaders were arrested for interfering with the US mail, and even though released in a few hours, they realized continuing the strike was a lost cause because of Federal troops.

Taking our present-day rights for granted: Overtime wasn't set up to be premium pay but a penalty for working into family time. The thought behind an eight hour work day was eight hours work, eight hours with the family and eight hours of rest. Initially, overtime laws were intended to *penalize* employers for taking workers away from their families and rest. Do we understand the sacrifices our brothers and sisters who built not only this great local but our entire labor movement made so we can have the conditions we work under today? When you work through lunch and go home early, do you think about the struggles our early members made so we can have a lunch break? Do you understand how hard it was to negotiate for a lunch break, for the penalty pay that goes with a missed meal? Many of our members like to work through lunch so they can leave early without ever considering who died for our conditions. Do we truly understand how hard it was to get a 40 hour workweek, or holidays and the rest of our conditions we often take for granted. Our forefathers and foremothers fought, got beaten, and some ultimately died for our rights.

Died--really?

The 1937 Republic Steel Massacre: On another holiday, Memorial Day of 1937, the Chicago Police Department shot and killed ten unarmed striking steelworkers and their supporters. The strike began the four days earlier when 85,000 steelworkers walked out of 37 mills, including 22,000 in five Chicago area mills. On Memorial Day, 1937, a group of strikers and their supporters gathered at Sam' Place, where strike headquarters was located. After a round of speeches, the group marched across the prairie toward the Republic Steel mill where they were met midway by the Chicago Police Department. As the confrontation developed, police fired into the crowd and pursued the people as they fled. Mollie West, a union member present at the event, recalled the police telling her: "Get off the field or I'll put a bullet in your back". Ten demonstrators were killed and another 60 were injured.

So this Labor Day, let's remember the sacrifices made by our brothers and sisters who fought for the rights we enjoy today.

As I jump down off my soap box I hope to see many of you in the field and wish you a very happy and safe Labor Day.

In Solidarity,
Marge Newgent
Field Representative

Kenny Gareber at STP



DISTRICT I

Bothell office
425-806-0302



Gabriel Chavez
Field Representative

Brothers & Sisters:

We are seeing jobs popping up all over the eastside and I'm hopeful that it will be a very busy construction season with several projects getting underway. So far this season paving has been extremely busy with Lakeside and Watson Asphalt doing jobs throughout my area. In addition, commercial work is also busy with Hos Brothers, Northwest Construction, and Pacific Civil Construction doing work throughout Bellevue, Kirkland, and Redmond. Road construction is also picking up with Scarsella Brothers, Mid Mountain, Johansen Excavating, JR Hayes, and Goodfellow Brothers all picking up new work throughout the area. Mid Mountain just recently picked up the Redmond Downtown park with a bid of just over \$10 million.

Sand and Gravel is also really busy with Glacier (Snoqualmie) going full steam and Cadman recently opening up its Bellevue plant full-time in addition to Redmond and Issaquah.

As I reported to you in my last Loadline article, we have been busy signing up more contractors, particularly smaller contractors. Recently, we signed up a new drilling company that will increase opportunities for our members working on drilling crews. The company, REV Drilling (see inset), is already picking up new work and now they have ready access to our qualified drillers.

I want to say a special thanks to all of our stewards. As you know, stewards are critical on projects to ensure that the agents have additional eyes and ears on the ground in case issues arise.

If you have any questions about jobs in my area don't hesitate to give me a call.

In Solidarity,
Gabe Chavez
Field Representative

Don Baus from REV Drilling



DISTRICT 2

Bellingham office
360-336-2615



Tony Zempel
Field Representative

Brother & Sisters:

As an agent for 302 and working for you our members is exciting, every day I hear from our members how proud they are to be Union. On occasion I get an earful from a disgruntled member who always asks “what has the Union has done for me?” or complains “the Union never helps me”. I do hear a lot of trash talking out in the field especially when talking to the non-union but when one of our *members* says that to me, it’s like a punch in the gut.

First the Union negotiates a family-supporting wage job so you and your family can live above the poverty level. Non union workers that I talk to make significantly less, somewhere between eighteen to twenty-five dollars an hour. For the ones that I talk to who want a better life, I tell them they need to get on the books and we’ll see if we can change their life.

The Union has a pension plan that is one of the top pension plans in the nation, so when you retire you and your family won’t have to live in poverty. The negotiated health care plan that is provided is far above average. If you are non-union and can obtain health care through your employer, you’ll probably be paying at least twenty percent or more of the monthly premium, which in all likelihood only covers you and not the rest of your family. The coverage you get with that plan may have high deductibles and co-pays and only cover catastrophic events. I can go on and on about what Local 302 does for our membership from our lobbying efforts in Olympia to our 1600 acre training facility in Ellensburg even the merger with Local 370. Even at the federal level Local 302 is involved to make sure our Union brothers and sisters get jobs so we all can work.

From now on I will be asking our disgruntled members what they have done for Local 302? I’d like to know how many times last year did they work thru lunch and not charge the contractor for it. Eight and skate is a common practice and folks justify it so they can beat the traffic. I can tell you from personal experience that rush hour doesn’t end.

When was the last time you talked proudly of your union to anybody? Damaging equipment and failed drug tests are a big black eye to Local 302. These cost our contractors money and if they aren’t competitive or go out of business that costs our members jobs. It is that simple.

My point is the Union provides all of us a very comfortable lifestyle but the union is not your babysitter. As a Local 302 member I set the bar high for myself. I will work hard for what I earn and I will take responsibility for my shortcomings like an adult.

In Solidarity,
Tony Zempel
Field Representative



DISTRICT 4

Ellensburg office
509-933-3020



Sean Jeffries
President &
District Representative
Executive Board

Brothers & Sisters:

I would like to report a successful end to a long hard struggle. It began in January 2016, when Central Pre-Mix opened its East Valley sand and gravel mine near Yakima. By June 2016 we obtained enough signed bargaining cards from the workforce to file an election petition with the National Labor Relations Board (NLRB) office in Seattle.

Because the Teamsters Union already had a contract with Central Pre-Mix in other locations, they filed for intervenor status which meant a relatively quick election was not going to happen. Following a hearing in late June, the NLRB Regional Director in Seattle ruled this new mine was actually *a relocation* of an *existing* mine in Toppenish, which was already represented by both Local 302 and the Teamsters.

At the suggestion of the NLRB, I met with the Teamsters in Yakima suggesting we might not appeal the NLRB decision if they would let us represent the front end loader at Toppenish. They rejected this offer and we then appealed the Regional Director's decision to the NLRB national office in early August. Our position was that East Valley was a new location, not a relocation of an existing mine; you can't really *relocate* a mine like you can a factory

By December 2016, with no decision on our appeal, we filed additional testimony and photos and finally, in late January 2017, the NLRB ordered its regional director to re-open the hearing for additional testimony to determine if this was indeed a relocation or a new facility. We made the same offer to the Teamsters, but once again, they rejected it.

In their new ruling, the Regional Director reversed himself and called for a March 24th election for all employees, including the fuel and water truck drivers, at the East Valley facility. However, there would be three choices on the ballot—IUOE Local 302, Teamsters or "no representation."

Ten ballots were cast in this election: one for no-representation, two for Teamsters Local 760 and seven for IUOE 302. The results of the March 24 election were certified on April 3 and, I'm pleased to report, we successfully negotiated and ratified a new labor agreement for East Valley.

I would like to acknowledge and thank all the Operating Engineers who work under this new contract it was a long drawn out process and we could not have done without their support and efforts. THANK YOU!

I hope everyone has a safe and prosperous work season. Please attend our union meetings in District 4. The Ellensburg meeting is the 2nd Wednesday of the month at 7:00 p.m. in our Ellensburg hall and the Wenatchee meeting is the 2nd Thursday of each month at 7:00 p.m. in the West Coast Hotel on Wenatchee Ave.

In Solidarity,
Sean Jeffries
President/District Representative



Brad Jevons at the Mt Vernon Water Tower working for Ward-Hinshaw



New member Wes Wallen working for Granite Construction in Hamilton on Highway 20

“THE STORIES WE COULD TELL”

Can you remember *word for word* the last time you talked about your union?

Can you remember who you talked to about your union and what you had to say?

We have opportunities every day to talk about our union to lots of different people. But what story are we telling?

Back in 1941, Pete Seeger and the Almanac Singers were touring union halls and strikes around the country with their newest hit, “Talking Union”, telling the story of how working together, a union could negotiate higher wages, shorter hours and paid vacations. Their story was strong, passionate, heard by millions of workers and union members who built a mighty labor movement.

Many union members today, like their parents and grandparents, continue to tell that positive story, in their own words, to many different people. They tell their neighbors about Local 302’s great health insurance or pension coverage. Most U.S. workers have to pay a significant part of the monthly health insurance premium; this cost is included as part of the compensation package negotiated for Local 302 members.

Millions of Americans have no pension coverage and those who do only have a 401(k) program that their employer is not obligated to contribute to. When they retire, there are no guarantees what annuity they’ll receive. Yet you have a defined benefit plan . In both cases, that’s extra money in your pocket. Isn’t that worth talking about?

And what about an apprenticeship and training program that is tuition free (with free room and board)? How many of your friends, family and neighbors have to pay full boat for job training? And what about those with college-aid kids who are looking at huge tuition, room and board expenses with a lifetime of debt. Our apprentices graduate with a job and no debt. Not many college students can say that. Isn’t that worth talking about?



Some members tell a different story.

They may never attend a meeting, vote in an officer election, call the hall, or read the *Loadline* but they have plenty of opinions about what their union is doing wrong or isn't doing at all. They may have journeyed out years ago and haven't attended a single training since, but that doesn't stop them from complaining about why they can't find the right job.

If this is the story you're telling, keep in mind your listeners don't just hear what you're saying but who is saying it. You might think you're talking about your union but what your listener usually is hearing and seeing is you! Like it or not, most of the public who has no direct contact with a union, so to them, you are the union. To them, one member telling a negative story about their union wipes out all the good that unions have done and will continue to do. You might think it's somebody else's job to tell the positive story—to lobby, negotiate, organize and educate. But that's not the way it is: the union is neither a building nor a business agent. The union is you. For better or for worse, the union is you.

Our union was founded in 1905 by several dozen steam engineers with very little money and a lot of hope. They survived tough times, the Great Depression, strikes, wars, recessions and they built the dams, highways, floating bridges, marinas, airports, ferry terminals, pipelines and power plants we take for granted today. They sweated, sacrificed; they cursed and contributed. We owe them for what our union is today; but we owe it to ourselves to make sure that we have something even greater to turn over to future generations of Operators tomorrow. When you tell that positive story, you are the union, and you are paying it forward and at the same time, you're paying it back.

For those of you who feel you must tell the negative story, we have one favor to ask. Please talk to us first! Come to a meeting, call the hall, talk to your job steward or business agent. Maybe you need some information or some help. That's what we're here for.



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.

RETIREE F/L NAME
MICHAEL BARR
PERRY BEECHER
CLIFFORD BERKSHIRE
BRIAN BLEVINS
GLEN BONNER
JACOB BOOTH
FRANKLIN BOWER
RICHARD BROOKSHIRE
JAMES BROWN
JOHN BROWN
ROBERT BROWN
CLINTON DEFRIES
DONALD DEMOSS
BRIAN ENNENGA
JAMES FRUHLING
CURTIS GLEAVE
GREG HALVERSON
MAURICE HAMERLY
MARK HUDDLESTON
MARK HULL
NEIL LAMOUREAUX
ERROL LUPIEN

EDWARD MARTIN
MIKE MISCOVICH
JIM MULETTA
MICHAEL MUNDELL
KEVIN OVERSTREET
BRIAN PALMER
NATE PERKINS
COLLEEN PETERS
JEFF PLUMMER
FLORENCIO REPUYA
HOWARD RHODES
TROY RIAN
LONNIE STRICKLAND
KENNETH THERRIAULT
JAMES VANLUE
JOE WELLS
DANIEL WINDER



Retirement Awards - June 1, 2017 - Jim Benedict, Clyde Wilson, Wallace Parker, Don Sicklesteel, Scott Lybeck, Robert Howland, Doug Brazel, Elmer Ferrier, John Hill, & Daren Konopaski

Voluntary Political Contributions

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

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

1. The failure to contribute to;
2. The failure in any way to support or oppose; or
3. In any way supporting or opposing a candidate, ballot proposition, political party, or political committee

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

1. Name and address of employer's contact; or
2. Name and address of person or entity who is responsible for disbursing wages or salaries

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

ROBERT J BABJACK
GERALD K BAHR
PAUL E BAKER
GAIL R BAUMGARTNER
PHILLIP C BLAND
WILLIAM BRADFIELD
DONALD R BROCK
ANDY N BUSHNELL
JOHN C DAVIS
RONALD R ELLIOTT
LLOYD A FOSTER
GARY L HANDY
DAVID C HILDEBRAND
PETE HRYCENKO
ALFORD L JUDKINS
GUY KEITH
BERT L KELLY
ERIC D KENT
RUSSELL W KENTNER
C V KING
DAVID S LARSON
JUNIOR J LARSON
RAYMOND C LING

ERNESTO F MARTINEZ
ROBERT J MC COY
CORY MICKELSON
WILLARD R MINTON
RUSSEL L MONROE
STEVEN E MURRAY
ROBERT L QUINN
JOHN S RATIGAN
RONALD E RAVER
BETH REAGAN-CURTIN
DAVID ROSEBOOM
RONALD R ROWLEY
DAVID E SCOTT
GARY A SHOOK
DENNIS SHORT
TED C SMITH
GARY L WAMPLER
DANA R WARD
DANIEL J WEBER
KENNETH WEISMAN

DUES CLUES

helpful hints from your dues office...

June 5, 2017

Dear Brothers and Sisters:

Delegates to the 38th General Convention in 2013 of the International Union of Operating Engineers approved an amendment to "Article XI Section 1. Per Capita Tax" of the IUOE International Constitution as follows:

Notwithstanding the above, the General Executive Board shall have the authority, if it believes it to be necessary to adequately protect and preserve the interests and welfare of the International Union, to increase annually the per capita tax in the amount up to and not to exceed \$.50 per member per month on July 1, 2013, July 1, 2014, on July 1, 2015, on July 1, 2016, and on July 1, 2017. If the General Executive Board declines to authorize such increase or a portion thereof in any year, it shall not have the authority to cumulate the amount in a subsequent year.

Under the above amendment, the General Executive Board has determined that it is necessary to increase the monthly per capita dues **effective July 1, 2017** by fifty cents (\$.50) per member per month. Therefore, unless you work under a bargaining agreement that states otherwise, the new dues rate for Washington and Idaho members will be \$29.50 per month; Alaska members and retirees new rate will be \$19.75 per month.

Please contact your local Dues and Membership office prior to submitting payment to confirm the current rate or if you have any questions regarding your monthly membership dues.

Bothell: (425) 806-0302
Fairbanks: (907) 452-8131
Spokane: (509) 624-5365
Pocatello: (208) 232-8492

Juneau: (907) 586-3850
Anchorage: (907) 561-5288
Pasco: (509) 545-1811

Members who have pre-paid their dues for a period of time beyond the July 1, 2017 increase date will not be expected to pay the \$.50-cent dues increase retroactively.

In Solidarity,



Daren Konopaski
Business Manager & General Vice President

**Operating Engineers
Regional
Training Center**

Ellensburg, WA
1-800-333-9752



Tami St. Paul
Training Coordinator



Lacy Hall
Training Coordinator

Brothers and Sisters,

Well, the sun is shining and the graduation jackets are distributed, the entry level apprentices have their starter set of keys in hand and are hitting the job sites across Western and Central Washington State. Please take them under your wing and help mold them into our future skilled workforce. The Top Hands have been decided for another year and it looks like everything is about to get crazy busy for the summer.

Pictured Below are the 1st place Top Hand Winners from the 2017 competition pictured with the latest addition to the training center's equipment fleet that arrived the very morning of the competition.



Top Hand Winner Honors (with full Bragging rights) go to:

Competition	1st place Top Hand	2nd Place	3rd Place
Backhoe	Aaron Crosby	Matt Kuzior	Rick Lindquist
Grader	Ted Carlson	Phil Pedersen Jr	Jeremy Jones
Excavator	Jeremy Jones	Phil Pedersen Jr	Rick Lindquist
Forklift	Marcus Keenan	James Morrison	David Jones Jr.
Loader	Kevin Rabbitt	Jim Blosi	Dakota Rust
Truck and Trailer	Dave Johnson	Tony Zempel	John Bussert
Dozer	Phil Pederson Jr	David Jones Jr	Jon Mayerl
Lattice Crane	James Morrison	Mark Edwards	Ryan Cooper
Hydraulic Crane	Ryan Cooper	James Morrison	Austin Sheely



Families and Friends enjoy getting to operate some of the equipment on site at the Top Hand that is set up for them to try. Entry level apprentice Mark Sherwood is supervising one of the excavators.



Training Program Director, Ole Fjellstad announcing the winners of the Top Hand competition, introducing the entry level students, and Thanking the staff, instructors and volunteers who worked so hard to put the day together.



Left: Entry Level Apprentices after a job well done at the Top Hand Competition. One more week at school before they hit the job sites ready to begin the next phase of their training under the guidance of our journey level operators in the field.

The Graduates in Bothell



Pictured left: The 2017 Operating Engineers Regional Training Program's staff and instructors ready to welcome literally hundreds of IUOE Local 302 & 612 members and their friends and families to the training center for Top Hand. Well done everyone. We had nearly 750 members and their guests at the training center this year. We are pretty sure it's the largest turn out ever at our Top Hand event and the weather was truly fine.



Pictured Left: Business representative Gabriel Chavez and current apprentice Luis Lerma congratulate Francisco Lerma on his graduation from the apprenticeship.

Pictured Right: Apprentice Natasha Grant's dad, Dennis Grant, flew in from a pipeline job in Minnesota to see her graduate from the apprenticeship program in Bothell May 4th.



Mechanic Instructor Ken Pagel took his advanced mechanic apprentice class on a tour of 1959 USCGC *Comanche* that is located at the Tye Marina in Tacoma. It was first a WWII tug called the USS *Wampanoag* and then the Coast Guard got it and it was renamed the *Comanche*. You can see more of its history at the links here.

[https://en.wikipedia.org/wiki/USS_Wampanoag_\(ATA-202\)](https://en.wikipedia.org/wiki/USS_Wampanoag_(ATA-202))
<http://www.uscg.mil/history/cutters/143/Comanche1959.asp>

Ken had this to say about their field trip, "David Howard, who is one of the many volunteers involved in maintaining and restoring the *Comanche*, contacted the Training Center to see if our Mechanic Training program was interested in having a tour of the ship. The apprentice mechanics and I were interested in the engines and propulsion system and history of this ship. So we took David Howard up on the tour offer and we spent a Saturday touring the ship and learning the history of it. Locals 302 and 612 provided the local's logo that they attached to the side of the ship. If any of the membership is interested in volunteering to help with the restoration of the *Comanche* please contact David Howard (360 864-8887) or the people involved with keeping the ship restored.



<https://www.facebook.com/COMANCHE202>



Despite all the other things going on, we did manage to do a little outreach this spring. Pictured Left: is apprentice Steven Neese who was sent by Barnhart Crane and Rigging out of Mt. Vernon to staff their donated crane and show area High School Juniors and Seniors for Snohomish, Skagit, Whatcom and Island Counties what it feels like to run a crane for real.

Pictured Below: Several apprentices are working on Archer's project in Everett building a new FedEx Facility. Running haul truck is entry level apprentice Timothy McGurren Jr. and ensuring proper compaction on the roller is another entry level apprentice, Tawnda Kerle



During these busy summer months, with all the hustle bustle of work, family, friends, camping, fishing and bar-b-que... We at your Operating Engineers Regional Training Program would like to remind you to be constantly vigilant about your safety and that of your families both at home and at work. We are all commuting and working long hours and trying to also have lives with our friends and families and enjoy the area we live in when it is at its most glorious. It is easy to forget to take care of ourselves. Please be sure to get enough rest, stay hydrated and alert and watch after yourself and your brothers and sisters on the job sites and on your adventures off the job. We want you to have a safe and prosperous summer.

Fraternally Submitted,
Tami St. Paul – on behalf of the Operating Engineers Regional Training Program staff



Spangle Training Center



IUOE Regional Training Center

Palmer, AK
1-877-746-3117



Mike Holcomb
Administrator



Justin Quakenbush
Apprentice Coordinator



Adam Ferguson
Apprentice Coordinator

Brothers and Sisters:

Reaching out to fellow Alaskans and recruiting qualified individuals is extremely important to the future health of our organization. The Apprenticeship program accomplishes its recruitment goals through several means. We partner with multiple agencies to offer “outreach training” that introduces individuals from a multitude of communities to our union and its related apprenticeship program. If not for the outreach opportunities, many of these folks would not otherwise be exposed to the Operating Engineers. We also advertise through social media, job fairs, middle school and high school visits, career center presentations and the like. With all of these efforts, perhaps our best recruitment tool is still word-of-mouth. There’s no arguing the excellent benefits and training opportunities our union has to offer. You, the members, do a great job of sharing this information with people in your lives that you see as potential practitioners of our trade. I commend you for these efforts. I can’t count the number of people that inquire about our program after getting some initial information from a fellow Operating Engineer. When you believe in an organization, it’s easy to promote it. I take great pride in our organization and I’m thankful that so many others do as well. It was built by the tradesmen before us and we work as a team to improve it for the generations yet to come. This summer, the training center staff and its instructors are partnering with Alaska Works, (Women in the Trades) and Partners for Progress, (Delta Training Academy) to introduce many more fellow Alaskans to the world of heavy equipment operations. If previous years are a sign of what’s to come, this year’s outreach will spark an interest in equipment for several young men and women. Every year, we see apprenticeship applications as a result of these training efforts.

Remember that the Alaska training calendar will be released on August 15th. Make sure and sign up for classes early, as many fill up fast. If you’re in need of health and safety refreshers, it’s best to take care of them early in the winter so you’re good to go come spring! As always, if you have any questions regarding training opportunities, feel free to contact our office at: (907) 746-3117 in Palmer and (907) 546-5421 in Fairbanks. Stay Safe!

In Solidarity,
Adam Ferguson
Coordinator



**IUOE Regional
Training Center**

Palmer, AK
1-877-746-3117



FAIRBANKS — According to the Fairbanks paper, a single-engine plane crash near Butte Creek, fifty miles east of Fairbanks on Saturday, May 27, claimed the lives of two Local 302 signatory contractors, Howard A. “Buzz” Otis, 63, of North Pole, and Sam Richard Brice, 81, of Fairbanks. Sam Brice was a founding member of the Brice family of construction businesses. Buzz Otis was a founder of general contractor Great Northwest Inc (GNI).

According to the company website, Mr. Otis started Great Northwest Inc. in 1975 as a residential landscaping company that evolved into a major construction firm specializing in road and airport construction, site development and reclamation, underground utilities and other area.

GNI under Mr. Otis’s leadership developed and maintained strong ties to the local and statewide community supporting many civic, youth, sports and community organizations.

Jim Dodson, CEO of the Fairbanks Economic Development Council recalled Buzz Otis as “a tireless advocate for the community of North Pole and the North Pole area and was always working to improve it. You couldn’t say enough good things about Buzz.”

According to Alaska Business Magazine, the three Brice brothers, including Sam, were born and raised in central Florida but moved to Alaska in the late 1950s intending to set up a lumber company with their parents. The company quickly transformed into a clearing contractor and grew rapidly as such during the clearing of the right-of-way for the Trans-Alaska Pipeline and developed into five standalone companies: Brice Inc., Brice Environmental, Brice Marine, Brice Equipment and Browns’ Hill Quarry, all based out of Fairbanks.

Sam attended Columbia University where he wrestled and played Ivy League Football. After graduating from Columbia in 1957, he enlisted in the US Marine Corps and served until 1960, honorably discharged with the rank of captain.

Both GNI and the Brice companies were Local 302 signatory companies and we’d like to join many others in extending our heartfelt condolences to both families. Both Sam and Buzz will be truly missed.

Final Raiseup for GMTI Phase 1 - Houston Contracting Company



TARGET ZERO **New Distracted Driving Law**

Effective July 23, 2017



Research shows that phone conversations reduce visual attention. Pass your phone to the passenger, put it in the glove box, or turn it off before you drive.

No hand-held cell phone use

- Drivers may not use hand-held cell phones while they are driving, stopped in traffic, or at a stop light. This includes tablets, laptops, games, or other hand-held electronic devices.
- Drivers may not watch video while they drive.
- This does not apply if a driver is contacting emergency services.
- Drivers can use hand-held devices when they are parked or out-of-the-flow of traffic.

Hands-free use is allowed

- Hands-free use, such as through Bluetooth, is allowed as is a single touch to start a function. Start GPS or music before you drive.

Dangerously distracted

- You can also get a \$99 ticket for other types of distractions such as grooming, smoking, eating, or reading if the activity interferes with safe driving and you are pulled over for another traffic offense.

Not included

- Some things are not included in the law. Transit and emergency vehicle drivers are exempt. Drivers of commercial vehicles must follow federal laws.
- Two-way radio, citizens band radio, or amateur radio equipment are not included in the law.

Costs

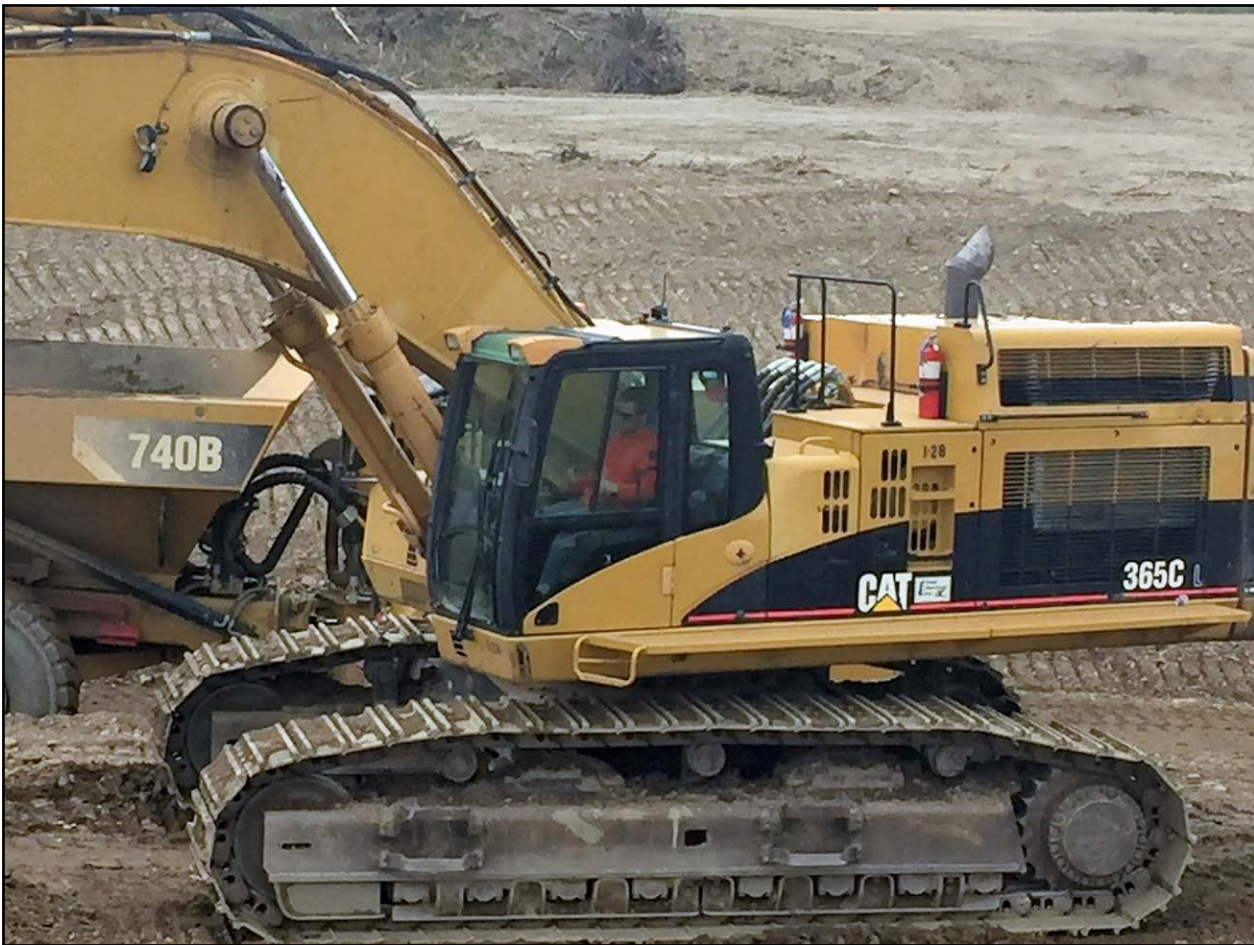
- The first ticket will cost at least \$136. Get a ticket again within five years, and those tickets cost at least \$234. Unlike current law, which exempts cell phone violations from being reported to insurance companies, all violations will be available to insurance companies.



On snow blower, Marvin Ford - Wolf Creek Federal - Fort Greely



Apprentice Jaye Kesler Walls on the dozer at the Ellensburg Training Center.



GNI's Alan Waldo at Ruby Creek



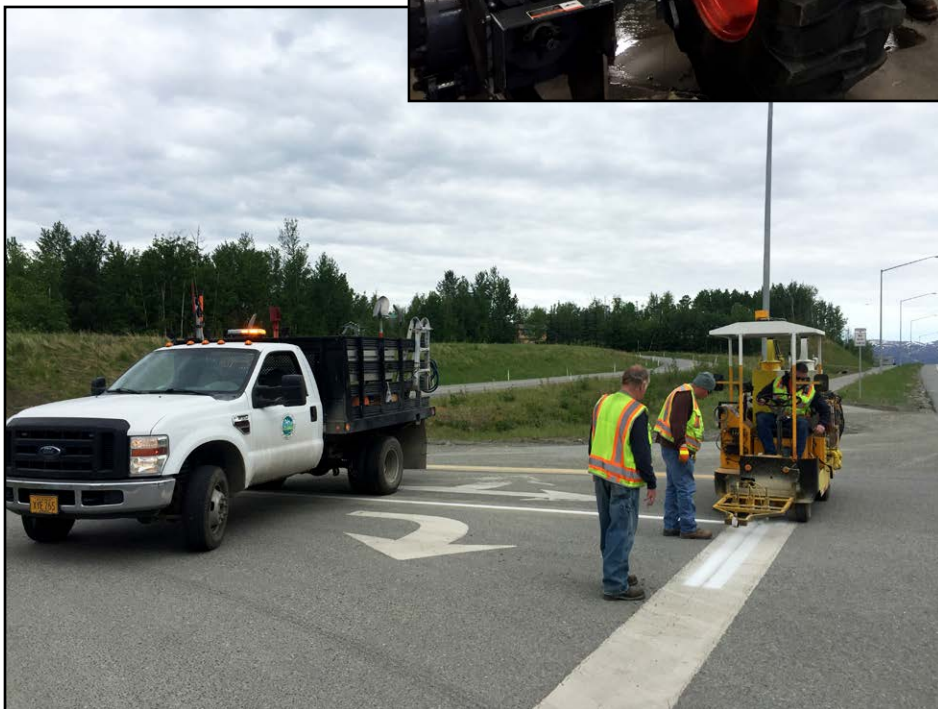
Paving Products - Fort Wainwright - Mike Carlson Topside - Tim Reese Screed



*Tristan Child, Steve Sisler
Murphy Bros.*



*Lead Mechanic, Robert Spinks
Wolverine Services - Fort Wainwright*



City of Wasilla Stripping Crew - Jack Mc Guire, John Smith and Lee Wolfe

LUCE 302
Loadline



Larry Pickle Batch Plant Operator and Steward at Lakeside Bellville



No Hill Too Steep - Merlino



Brad Jevons working for Ward-Hindshaw Mt. Vernon Water Tower



Precision Cranes - Owner Fred Kuykendall, Operator Jimmy Blevins, Tim Shorey Sr. and Kole Kuykendall



Rhodes Crane & Rigging Blooms Day Run Weekend - Spokane, WA



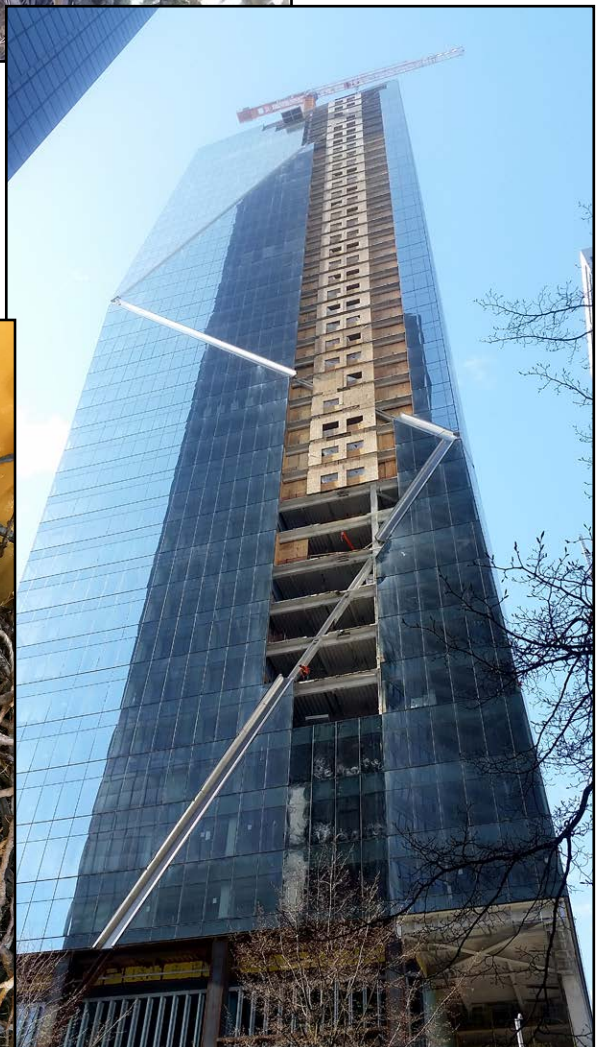
Ryan Meats - Mid Mountain



302 members Danielle Miller, Dave Cloudy, and Robert McDowell working for Glacier state Contractors in Ketchikan.



Raven eggs nesting (above) and hatching (below) in the spewing ring of a Liebherr 100LC tower crane - Seaburg Construction at James Street job in Seattle



Pictures by John Stelfox

Member Spotlight: Gil Splaine

Following his graduation from O’Dea High School in Seattle, Gil Splaine joined Local 302 in 1941, following his dad’s footsteps, a shovel operator for Local 302. Gil’s father worked on many of the Seattle re-grades, the Grand Coulee Dam and many other projects up and down the West Coast. Sometime in his teen years, Gil once asked his dad why there was a candle stuck on top of the dashboard of his car. His dad replied that working on the Grand Coulee Dam they had quite a few icy mornings and the candle proved to be a handy defroster.

Gil ran shovel until 1956. During a stint on the Upper Baker Dam project (which was completed in 1959), he and a buddy were asked by the foreman who wanted to run cable rig and who wanted to run shovel. Gil felt obliged to let his buddy have first pick but not until he first claimed he was tired of running cable rig. His friend returned the favor and offered to take the cable rig, which put Gil on shovel. The next photo shows the shovel that Gil ran on the project.



Photo courtesy of Puget Sound Energy Archives, Bellevue, WA

Gil also recalls how he and several operators rented a cabin from a fellow Operator near the Upper Baker Dam. One night, he was woken up by one of his buddies who advised him the wood stove’s chimney was on fire. “We all made it outside and decided it was the oiler’s job to break the bad news to the cabin’s owner.”

Eventually, Gil shifted over to Mobile Crane where he worked for over twenty years. “They were a good union company—even the salesmen were 302 members.” Gil liked the variety offered by a crane rental firm, always moving around, with new challenges and opportunities. One of the jobs he worked on was the original King Dome in Seattle.

During one of these jobs, he recalled he left his crane about five minutes early to go across the street for lunch. However, on this particular day, a gate had been constructed “and there was this kid who told me I couldn’t leave the worksite until 12:00 o’clock sharp. It didn’t take long for the Irish in me to come up and I went right over to the operator’s shack and told the 302 members don’t you any of your guys go through that gate until exactly 8:00 am. It took about two days and then...no more gate.”

Gil retired at 62 on Christmas Day. “I was lucky”, Gil concluded. “I had a good life with the Operators and I loved what I was doing, I looked forward to going to work. Sure it was hard work and that’s why I’m in pretty good shape for my age. I just quit last year from playing softball. I also recently had to give up seniors’ track and field.” Pretty amazing for a guy that’s 95 years old!



*Trans-Alaskan pipeline and drilling rig at Prudhoe Bay
Photo provided by Jim & Jan Plaquet*



LOCAL 302 REPRESENTATIVES

DISTRICT 1 - BOTHELL

- Daren Konopaski, Business Manager
- Josh Swanson, Government Affairs
- Larry Gregory, Field Representative
- Marge Newgent, Field Representative
- Rick Cunningham, Field Representative
- Gabriel Chavez, Field Representative
- Ron Dahl, Business Representative
- Denny McKinney, Field Representative
- Al Cummins, Field Representative
- Bill Albin, Dispatcher
- Richard Lines, Dispatcher

DISTRICT 2 - BELLINGHAM

- Tony Zempel, Field Representative

DISTRICT 3 - PENINSULA

- George Garten, District Representative

DISTRICT 4 - WENATCHEE/ELLENSBURG

- Sean Jeffries, President & District Representative

DISTRICT 5 - SPOKANE/IDAHO

- Curt Koegen, District Representative
Recording/Corresponding and
Financial Secretary
- James Garrett, Field Representative
- Mike Bosse', Field Representative
- Steven Pogue, Field Representative
- Shelle Street, Dispatcher

DISTRICT 6 - ANCHORAGE

- Jason Alward, Vice President & District Representative
- Shane Linse, Field Representative
- Kyle Virgin, Field Representative
- Bill Sims, Business Representative
- Jamie Mack, Dispatcher

DISTRICT 7 - FAIRBANKS

- Lake Williams, Treasurer & District Representative
- Shawn Lowry, Field Representative
- Avery Thomas, Field Representative
- Mark LaFon, Field Representative
- Crystal Tidwell, Dispatcher

DISTRICT 8 - JUNEAU

- Corey Baxter, District Representative
- Kelly Grant, Dispatcher

EXECUTIVE BOARD

- Daren Konopaski, Business Manager
- Curt Koegen, Recording/Corresponding and
Financial Secretary
- Sean Jeffries, President
- Jason Alward, Vice President
- Lake Williams, Treasurer
- George Garten, Executive Board Member
- Corey Baxter, Executive Board Member
- Shane Linse, Executive Board Member

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 OR PENSION:

Local 302 Members (Districts 1-4 & 6-8):
Operating Engineers Health & Welfare Trust
P.O. Box 34684, Seattle, WA 98124-1684
Phone: (206) 441-7574, (206) 441-7314
or (877) 441-1212
www.engineerstrust.com

Local 302 Members (District 5 Only):
Washington-Idaho Operating Engineers &
Employees Health & Security Trust
111 W Cataldo Ave, Ste 220, Spokane WA 99201-3201
Phone: (509) 534-5625 or (800) 351-6480 &
Fax: (509) 534-5910
www.zenith-american.com

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

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DISTRICT MEETING SCHEDULE

DISTRICT 1 - BOTHELL

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

DISTRICT 2 - BELLINGHAM

Third Thursday of each month, 7:00 p.m.
1700 North State St.

DISTRICT 3 - ABERDEEN

Second Thursday of each month, 7:00 p.m.
Eagles Hall, 208 W. Market St.

DISTRICT 3 - SILVERDALE

Third Wednesday of each month, 7:00 p.m.
Union Hall, 3525 NW Anderson Hill Road

DISTRICT 3 - PORT ANGELES

Third Thursday of each month, 7:00 p.m.
Eagles Hall Aerie No. 483, 2843 E. Myrte St.

DISTRICT 4 - WENATCHEE

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

DISTRICT 4 - ELLENSBURG

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

DISTRICT 5 - BOISE

Fourth Tuesday of each month, 7:00 p.m.
Union Hall, 225 N. 16th Street

DISTRICT 5 - LEWISTON

Second Wednesday of each month, 7:00 p.m.
Central Labor Council, 1618 Idaho Street, Suite 102

DISTRICT 5 - POCATELLO

Fourth Wednesday of each month, 7:00 p.m.
Union Hall, 456 N. Arthur Street

DISTRICT 5 - SPOKANE

Second Monday of each month, 7:00 p.m.
Union Hall, 510 S. Elm Street

DISTRICT 5 - TRI-CITIES

Second Tuesday of each month, 7:00 p.m.
CBC Health Science Center, 891 Northgate Drive

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, 7:00 p.m.
Union Hall, 9309 Glacier Hwy., Suite A-105

