

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — First Quarter 2012



Tools of the Trade
An On-going Challenge for our Union



Daren Konopaski
Business Manager

Dear Brothers & Sisters:

First, I would like to congratulate General President Vincent J. Giblin on his recent retirement. He announced his retirement on November 15th to the General Executive Board, effective January 1, 2012. Giblin has been in office since 2005, and during his tenure he was a tireless advocate for the interests of the Operating Engineers. His efforts on the political and organizing fronts were critical in the growth of our membership and providing good family-wage jobs.

On the legislative front, Giblin fought against attacks on Davis-Bacon (Prevailing Wage) and supporting increasing highway construction. He also worked on expanding organizing efforts in the south and was very supportive of all of our efforts to grow as Locals as a means of ensuring more good union jobs for our members.

We would also like to congratulate Tony Hansen for his retirement from Local 302; Click Bishop for his retirement as the Alaska Labor Commissioner; and Duane Lee from the Washington Training Center. Finally, we want to congratulate and welcome the new General President, James T. Callahan and the new General Secretary-Treasurer, Brian Hickey. We look forward to working with them and following their direction for the continued success and growth of the Operating Engineers Union.

Now, on to other Local 302 issues, signs are good that we are going to have a busy summer. For those of you that read the International newsletter you may have seen the article about the Federal Navy project at Bangor, Washington. This \$600 million project was the first Project Labor Agreement ever agreed to by the Federal government. We worked tirelessly with our National Construction Alliance II partners and the Navy to make this monumental project a success. We are looking forward to a lot of much needed jobs on the Washington Peninsula.

Another significant successful piece of news for our membership is the recent actions taken by Alaska Governor Parnell to direct the Department of Transportation and Public Facilities to move the Juneau Access Improvement project forward. This \$500 million project has been buried in environmental attacks through the courts since 2009, which has halted many good paying Operator jobs. Also, the Governor, in March announced that two major milestones have been met in the state's effort to bring Alaska's natural gas to Alaskans and markets beyond. First, the State of Alaska resolved its long-running litigation with ExxonMobil and other leaseholders regarding the Point Thomson field, which holds a quarter of the North Slope's known natural gas. And, second, the three major producers – ExxonMobil, ConocoPhillips and BP – delivered a letter to the Governor announcing that they are now aligned with the Alaska Pipeline Project (APP) parties, and working on a gasline project focusing on bringing North Slope gas to tidewater in Alaska. We look forward to working with the Governor to make this project a reality and get the work underway.

Speaking of getting work underway, this edition of the Loadline includes a piece about protecting our work and a common theme our members are hearing referring to "Tools of the Trade." Essentially, certain other crafts and some contractors are arguing that some equipment, particularly the smaller iron, belongs to other crafts because it is a tool of "their" trade. Obviously, this is blatantly false. For construction, all equipment falls within our jurisdiction. If you have been to a union meeting recently or have talked to any of the agents you know that we are extremely focused on protecting our work.

You might be concerned that if you say something to the other craft person or the contractor that you will be punished. Obviously, you can always contact the agent for the job and ask for their assistance in dealing with the issue. I have also heard reports that some members are knowingly letting other crafts run our equipment because they think it's a good idea to let another hand learn how to run the equipment. This is simply not the case. If they want to become an Operating Engineer there are avenues for them to become a member of this union. Working on our equipment and being underpaid is not the way to go about it – as this could adversely affect the rates paid on Public Works projects. All that being said, I'm asking you to be vigilant in protecting our work and if you see a problem don't be afraid to call for help. Protecting our jurisdiction and being the highly trained and skilled operators that we are ensures our future. While the agents can't always be right there, alerting them to the problem will ensure that we are on the look out for it so that it can be dealt with.

Now, on to the upcoming Washington bargaining efforts that I know all members are interested in knowing what's happening. You recently received demand letters attempting to identify your wants and needs as we head into the next round of collective bargaining. We are reviewing these to ensure that we can represent your desires at the bargaining table. I am pleased in the number of responses and I wanted to say thank you to all of the members that took the time to respond to the request. We had our first opening meeting on March 27th. It was essentially an opening meeting to begin the negotiations and set some of the ground rules. I want to express to you that the bargaining team is committed to getting you the best contract that we can. I know full well that we haven't seen raises since the last contract and we will be fighting hard for the membership. Also, the Alaska contract will soon be up and we will be beginning similar tough negotiations on the Alaska contract.

Lastly, I want to say that I look forward to seeing all the retirees at the retiree lunches over the summer time. The schedule is included in this Loadline and I want to say that I value spending this time with you and I truly appreciate your continued support for this union and value your input and perspective on the issues that the Local is facing today.

Wishing you all a safe and productively busy summer!

Fraternally,



LOADLINE
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COVER PHOTO:

Tools of OUR Trade



Kyle Brees
Financial Secretary

Dear Brothers and Sisters:

While attending a membership meeting a few months back a member told me that we were not paying his medical bills and he was going into collections. There is no reason that I can think of as to why you should ever find yourself in this situation. If a claim is not being processed there is a reason and all it usually takes is a call to Welfare and Pension Administrative Service, Inc. (WPAS), to figure it out. The fact of the matter is that over ninety percent of our clean medical claims are processed within thirty days, and rest assured WPAS is paying our medical claims. Last year they processed over 241,000 claims which totaled over \$62,000,000.

So how do your medical claims get paid? When you go to the doctor usually the first thing that happens is that the receptionist asks you for a copy of your medical card. This card has your identification informa-

tion on it, and it also has the billing information on it that the doctor needs in order to send the claim to the proper place.

Once the visit is over, the doctor starts the claim process by sending the bill electronically through the Emdeon (electronic medical) system or by mail. All claims submitted electronically or by paper are electronically routed to either First Choice or Beech Street (depending on which state the claim is coming from) for PPO pricing. Once the claims have been priced through the Emdeon system they are forwarded electronically to WPAS.

When they arrive at WPAS they are validated against the membership, dependent and provider records maintained by WPAS. Any minor incorrect or missing data is corrected and forwarded on for processing and decision-making. Claims that have major discrepancies or are missing data are rejected. Rejected claims result in a letter to the provider listing the reason for rejection. The provider reviews and corrects the claim, which can then be resubmitted. Once a claim has been validated (pre-processed) it is assigned a claim number and it is sent to the claims staff for processing.

This is where the claims are reviewed for coverage. If after this review further information is required such as injury details, verification of dependent status, custody status and or primary insurance information, the claim goes into what WPAS calls a "Pending" status until the information can be obtained. If your claim pends, WPAS sends out a letter asking for further information to either the patient or the provider depending on what information is required and they also send out to the other party a delay letter the day the claim is pended. It is very important to return this requested information as soon as possible. You see, if the information does not get back to WPAS within forty five days, the claim will be denied for lack of response. If the information is returned in a timely fashion the claim is checked for coverage criteria, such as medical necessity and preauthorization. If this all checks out, the claim is processed and a check is cut and sent out as well as the explanation of the benefits.

I would like to make a few suggestions that will help to ensure that your medical claims are processed quickly and timely:

1. Make sure you have your medical /prescription card (ID Card) with you when you go to the doctor. If you haven't seen your doctor or been to your hospital for a number of years, check to make sure that they have your current ID card on file. Updated cards were sent out in 2010 for all members and Retirees. Medicare Retirees received new cards in 2011.
2. Make sure that your doctors and hospitals have your current address on file as well. This is where they will send you their billing statements.
3. Make sure that your spouse's and dependent's information is up to date.
4. Make sure that WPAS has your current address and phone numbers on file. If they don't have a good address on file, you may not be aware that there is a problem with the submission of your claim.
5. Open the mail that comes from WPAS and return requested information in a timely fashion.
6. If you receive a "pend" letter this is your indication that something needs addressing on your claim, call WPAS.
7. If you haven't seen an explanation of benefits for your claim within thirty days, call WPAS.

I realize that this can be an aggravating process because we all think that it is a simple case of I go to the doctor and WPAS pays the claim. I wish it was that simple, but the fact of the matter is processing medical claims is a very complex process. So please be patient, pay attention, be pro active and remember that WPAS is working hard to pay your claims for you every day.

Fraternally,

Kyle Brees
Financial and Recording Secretary

Contact WPAS

Phone 206-441-7314
Toll Free 877-441-1212
Fax 206-505-9727
Web www.engineerstrust.com



Randy Loomans
Government Affairs

Brothers and Sisters:

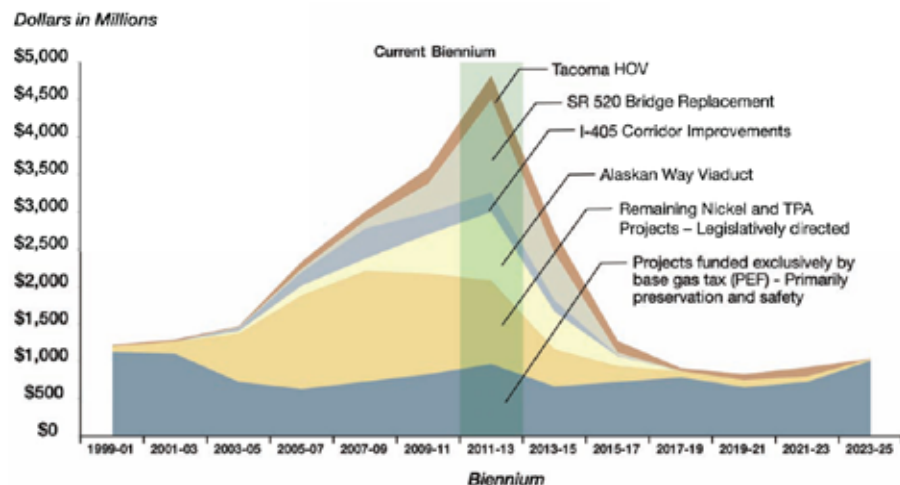
The 2012 Legislative session just recently adjourned. This was the short session lasting 60 days. In odd numbered years we have the long session lasting 105 days. Initially this was intended to be a fast paced session with bills that did not pass last year still in play this year. This included 2 bills on Crane Legislation and several bills on Prevailing Wage.

This year, as in the past 4 years, the State is facing another \$1.5 Billion Dollar budget deficit that must be reconciled with cuts to education and basic safety-net programs or tax increases.

Our focus was on the JOBS Bonding Bill and Transportation Funding. When those of us in the construction industry work; the state prospers. Local 302, along with the Washington State Labor Council AFL-CIO and the AGC supported a JOBS package bonding bill that sought to create about \$1.5 to \$2 Billion dollars in funding for infrastructure projects that will repair our schools and other public structures waiting to be built or be repaired. The final bill that passed was approximately \$1.1 billion and is expected to create 20,000 new jobs. Over \$50 million was added to the \$9.8 billion Transportation Budget for transportation related projects with fees being increased or added to fund the new spending. This is only a short term partial filling of the approximately \$3.6 billion that the Governor proposed for transportation.

Transportation funding was one of the biggest challenges that the state grappled with. After 2015 transportation funding falls off the cliff (SEE CHART). The Department of Transportation does not believe there will even be enough money to do general maintenance on the roads or other structures currently built or in the construction phase (i.e. SR 520 and the Viaduct). Local 302 participates in several transportation groups that are looking at ways to fund transportation projects in the future. The consensus of all these groups is that the current way of funding transportation by gas taxes will not sustain our state's Transportation System after 2015.

Major projects are in construction phase



Source: WSDOT Capital Program Development and Management Office 2010.

We fully expect a Transportation Funding Package on the ballot this November for a vote of the people. This package will support Local 302's livelihood, creating and sustaining Our Operators work.

I urge any of our members who are not registered to vote to go on line to the Secretary of States website (www.soc.wa.gov) and register online or pick up a registration at the Hall or a Post Office.

Every Vote Counts! and this will be a vote for our future of work.

We were very proactive in defending Prevailing Wage, Apprenticeship, Safety and Health, Unemployment Insurance, Workers Compensation and other laws that protect the Workers of Washington. There was successful passage of an Apprenticeship bill, which provides over \$1 million in funding for growth in Apprenticeship for women and minorities. In addition, there were several anti-Prevailing Wage bills that we were successful in fighting off. Finally, we were also successful in passing a bill to put environmental appeals on hold for the SR 520 project to keep the projects moving forward.

While it took a few Special Sessions to deal with all of the budget issues and an extremely political environment, I am happy to say that they did adjourn providing new transportation and other construction funding and no reductions in worker protections.

My hope for you and yours is a Prosperous, Safe and Healthy 2012.

Fraternally,
Randy Loomans
Government Affairs



DISTRICT 7

Fairbanks office
907-452-8131



Rob Peterson
Vice President &
District Representative

Dear Brothers and Sisters:

Hopefully the entire membership enjoyed the winter and can look to the summer season ahead. Even though we are in our industry's slowest season of the year, there has actually been quite a bit of work going on. The Fairbanks district has seen a significant increase in winter work this year with projects like the Manley Airport, Tanana River Bridge project, and work in Prudhoe Bay. With oil prices remaining around \$100 a barrel the State of Alaska continues to have a strong capital budget for construction projects and we are seeing more and more new exploration on the North Slope.

I commend the membership for coming to union meetings and staying informed on vital information that affects all workers across the state. With every Alaska Legislative district Senator and House Representative up for re-election next year expect one seat in Juneau held by Senator Eagan and of course the Presidential race we all need to pay close attention to issues that directly impact our wallets such as Right to Work, attacks on prevailing wage laws, and health care reform.

As a Pension and Health and Welfare Trustee there will be plenty of battles ahead. Health care issues will continue to be the main focus nationally and of high importance within Local 302. We can only control so much on an individual level but one way is the daily effort to exercise and take care of ourselves. Use the health fairs and get a yearly physical as part of a preventive care program for you and your family. Studies show that preventative care can reduce overall individual and plan costs by catching medical problems early such as high cholesterol, high blood pressure, diabetes, and some cancers. On the pension side, watching the stock market is like watching a ball bounce up and down for hours at a time. The volatility of the markets can be scary especially if you watch it like we do on a daily basis. It's probably easier said than done, but try not to get too wrapped up in it all. As the equity markets are only a part of the total portfolio of our plan and simply a snapshot in time. For example, after the first two quarters of the year the plan was positive and after the third quarter we were flat at best.

For those of you asking the questions, thank you. Keep reading our quarterly publication, check out the web site, and come to union meetings for political recommendations about ongoing legislation and candidates. As a union we must continue to seek information and get the right answers, not rumors. Our jobs and way of life depend on your involvement and knowledge of the issues. A positive attitude will help you on the jobsite and strengthen our union
Fraternally,

Robert Peterson
Vice President
District 7 Representative



Raise up 24 inch Kuparuk Basin

DISTRICT 7

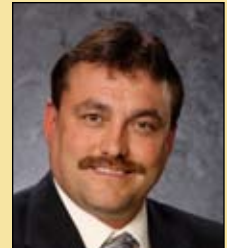
Fairbanks office
907-452-8131

FAIRBANKS DISPATCH

It has been a pleasure getting to know a lot of the members coming in and calling. I'm getting a better grasp on how the hiring hall works and would like to share some of the things that I have learned. For instance, we all know that we have to register on the out-of-work list when we are laid off and then re-register every 90 days so that we do not "fall to the bottom of the list". But did you know that if you turn down three dispatches this also puts you at the "bottom of the list"? I do not want to be the bad guy, but policies have been voted on and changed to better help the membership as a whole. We want to send out the best hands in Alaska and in order to do that we have certain rules that are enforced. Also, if you register in Fairbanks, you will only be registered on the Fairbanks list. You will need to register with each hiring hall (Fairbanks, Anchorage, and Juneau) if you want to work in those areas.

Please also know that when you take a safety class you must bring in or fax a copy of your certification so that I can add it to your qualifications. A great example is the NSTC card. This card is required for you to go to work on the North Slope. If you take the class and never let me know, I will assume you do not have it and continue down the list to those that have put it on their card. This is a "you help me, I help you" situation. Come and see me (or fax) when you've taken any classes that can help you go to work.

Fraternally,
Avery Thomas
Fairbanks Dispatcher



Avery Thomas
Dispatcher

DISTRICT 7

Fairbanks office
907-452-8131



Shawn Lowry
Field Representative

Dear Brothers and Sisters:

Exploration work is the name of the game and the driving force behind putting our members back to work on the North Slope. With companies like Brooks Range Petroleum, Great Bear Petroleum, Linc Energy, Pioneer, Repsol, and Savant drilling, we are looking at the second largest drilling season on the North Slope and we have seen an increase in Ice road construction and oil field support. With all that said, the indication is that next winter looks to be even more active as drill rig availability has put some limits on this year's plans for some. Recently, the powers that be (Corps of Engineers, EPA, BLM, etc.) have decided to approve the bridge over the Colville River opening up access to the NPR to exploration and development. This is a positive sign at a much needed time to finally see a resolution come to pass on this issue. As a result, we should see more work open up now to the west that was locked up waiting for this bridge.

Doyon Associated, LLC has the S-36 LDF pipeline replacement for BP - consisting of replacing 33,000 feet of 24-inch production line from S-Pad and GC2. This project will include a river basin crossing and will require 142 new VSMs.

Doyon Associated recently announced that it was awarded the EXXON contract to build a pipeline to Point Thomson. This is a big multi-year project that will require hundreds of craft hands as they build ice roads and install VSMs for a year and then build the pipeline the next. I will update you as more details become available.



As several of you in Alaska already know the negotiations for the North Slope Maintenance and Construction agreement resulted in a maintenance rate at 8 percent less than the construction rate. This multi-craft agreement was negotiated in an effort to capture some of the year round maintenance work that is prevalent on the North Slope at this time. Unfortunately, we have not been a part of this work for a very long time and competitiveness has been the claimed reason. It appears that this decision may begin to bear fruit soon as BP has \$450 Million worth of maintenance packages that they have begun to release. As a result, we are seeing our contractors taking place in bid package processes that previously they have not been. We applaud BP in their conversations and efforts with us to address this issue in a fair competitive market environment and look forward to our contractors picking up some of that work providing Local 302 families a good living wage.

The last topic of discussion is the Oil tax debate here in Alaska. Whichever side you are on this is a hot topic at the moment. I personally feel we need to find some sort of middle ground on the issue as I have researched the topic. I encourage all of you to research it for yourselves and let your voice be heard.

Until next time, be safe, be well, and be great at what you do.

Fraternally,
Shawn D. Lowry
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



DISTRICT 7Fairbanks office
907-452-8131**Lake Williams**
Business Relations

Dear Brothers and Sisters:

I want to take a few minutes to remember the past. We have lost several great Local 302 leaders over the last couple of years. In the Fairbanks District alone, we said good-bye and thank you to three notable retirees: Apprentice Coordinator, Leland “Corky” Corkran; Business Agent and State of Alaska Commissioner of Labor, Chuck Mahlen; and District Representative Dave Rasley. In every Loadline and at every Union meeting there is “A Moment of Silence” to remember the Brothers and Sisters that we have lost throughout the year. Many times we do not know the honored individuals personally, but their actions as Operators continue to impact the Local 302 and our existing membership positively, even after they are gone. I want to pay tribute to one of those unsung heroes. Without the influence of this incredible man, I and many others would not be the people we are today.

He may have stood small in stature, but he was the toughest man that I have ever known. Tom was my best friend, he was my idol, and he was my Grandfather. He was Thomas “Tommy” Lyle Richard, and he and others like him should not be forgotten. Friends describe him as a “mountain of a man” because his laugh, his will, and his heart were enormous. He was a man that never asked for fame or fortune. He loved his family, friends, and Local 302 immensely. He was a man who walked and talked about participation in something he truly believed in, while exemplifying what it means to be a member of Local 302. He preached Union as if it were gospel everybody should know about. A family friend once told me, “Tom talked every kid on the block into joining Local 302.” I believe we can all learn from the example he set during his 50+ years in the Union.

After graduating from high school in 1949, Tom and his brother, Dick, traveled to Alaska to find work. While in Alaska, Tom joined the Operating Engineers Local 302. He became an oiler and later a Master Mechanic....After his discharge from the Army, he planned to return to Alaska for just two years. Like so many Alaskans, two years stretched into a lifetime. Tom worked on the Dew line up north, at Clear when the base was being constructed, at NC Cat and from Pt. Barrow to the border.

He was always on the go. In the late 60’s Tom went into business with Evans Houk and Frank Legerat repairing heavy equipment in their shop, Alaska Tractor Service, and working on the slope. At one time he was at a remote lodge repairing a generator. He needed some parts so he called on a radiophone to order what he needed. The lodge badly needed power so he asked if the parts could be flown and dropped. The pilot made the drop but the package hit a rock and large and small parts flew across the tundra. It took him a day and a half to retrieve all the parts, but he got it together regardless. It was said that in his day, he was the best mechanic in the state.



Photo from the July 27, 2005 Union meeting at the Fairbanks hall. Normal order was suspended to honor 50-year members (left to right) Norm Thomas, John Crossman, Tom Richard, Dave Rasley, John Greenway, and Bobby Brown.

Tom was proud of many things in his life including his fifty years in the Operating Engineers Local 302, and his sons' and grandson's establishment in that union. He was proud to be a Democrat and would argue an informed point with anyone. As a husband, father, grandfather, and friend, Tom had an unmatched enthusiasm for the successes of others.

With Unions coming more and more under attack all over this country I hope we all understand that being "UNION" is more than a good paycheck with good benefits. We are a ragtag family from all different backgrounds who come together and stand steadfast to support each other, our family, our community, and our Country. As we say goodbye to our past leaders, the next generation must step forward and take the reins. Who knows - you could be the next Business Agent in your District, the next Foreman at work, or an on-the-job mentor for other journeymen and apprentices. Local 302 needs your stewardship – as a member of the union – to thrive.

Fraternally,

Lake Williams
Business Relations

DISTRICT 7

Fairbanks office
907-452-8131

DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative

Dear Brothers and Sisters:

The battle for a Juneau Road Extension has been fought since the mid 1970's. Even then, Governor Jay Hammond saw the economic possibilities of connecting Alaska's capital to the mouth of the Katzechin River by building 51 miles of new road. Many Alaskan politicians have seen this road connection as a roadway for the region's prosperity. But detractors find it unnecessary.

These detractors argue that it is redundant to Southeast's existing marine highway system. A half-billion dollar boondoggle susceptible to avalanche, landslide and destined to wreck environmental havoc.

With full support of current Governor Sean Parnell, the Juneau Road Connection may soon become a reality after the EPA finishes its Environmental Impact Statement (EIS). The project was halted in 2009 by the 9th Circuit Court over the EIS.

In Governor Sean Parnell's press release, he directed the Alaska Department of Transportation and Public Facilities to move the Juneau Access Improvements Project toward construction stating that "the Juneau Access project is a critical infrastructure project for Juneau and Southeast Alaska. It's time to move it ahead."

Building the road would provide Juneau with both short and long term economic benefits that would help sustain the community well into the future. A draft of the supplemental EIS is expected by late 2012, with public hearings in January 2013, and final EIS completion by June of 2013. Hopefully, it will then proceed to construction.

Fraternally,
Corey Baxter
District 8 Representative





Nothing like hanging steel in the middle of winter. Eric Henricksen operating an 18 ton boom truck for North Pacific Steel Erectors on DIPAC's new warehouse in Juneau.

DISTRICT 6

Anchorage office
907-561-5288



Jason Alward
Treasurer &
District Representative

Dear Brothers and Sisters:

As some of you might be aware, District Representative Tony Hansen has retired from the Anchorage office. I would like to take this opportunity to thank him for his years of dedication and service to the Local as both an Operating Engineer and as a leader of the Local office. Congratulations Tony and we wish you the best in the years to come. I hope you stop by for coffee and cookies at a future Union meeting, but no heckling from the cheap seats.

I am very proud to help lead part of the Local and future decisions for our south central membership. We have been very busy here the last few months negotiating and updating contracts with our contractors. I am excited about the upcoming challenges and opportunities, and feel this journey will be a smooth one due to our excellent Anchorage office staff.

We here in Alaska continue to be much more fortunate than our brothers and sisters across the country. As far as work is concerned, the biggest thing affecting Alaska in the near future will be what happens this Legislative session in Juneau. A possible restructure of ACES or Alaska's Clear and Equitable Share will definitely be the topic of greatest concern. I urge the membership to read up on the issues because taxes from the oil industry supports in excess of the 90% of our economy. Ultimately, I am hopeful that the session will result with a maximum benefit to Alaskans.

I hope everyone has an excellent new year and a prosperous upcoming season.

Fraternally,
Jason Alward
District 6 Representative

Doyon Associated Kuparuk River



Dear Brothers and Sisters:

With Tony Hansen's retirement, I will be stepping into the role of Field Representative and eventually taking on additional responsibilities associated with Jason Alward's contracts out on JBER, the Port of Anchorage, Merrill Field, and the Municipality of Anchorage's streets department. I will also continue my role and duties as an organizer as well.

I have had several out-of-state contractors contact me about doing work here in Alaska and becoming signatory with Local 302. This is surely an indication of how the economy is in the Lower 48. Most recently, I have been talking to a crane service rental company out of California about not only doing work in Alaska, but about opening a shop here in the Anchorage area.

If you have any information on any non-signatory contractors, please contact the organizing department at your district office.

I would like to leave you with this quote:

"History is a great teacher. Now everyone knows that the Labor movement did not diminish the strength of the Nation but enlarged it. By raising the living standards of millions, Labor miraculously created a market for industry and lifted the whole Nation to undreamed of levels of production. Those who attack Labor forget these simple truths, but history remembers them."

Martin Luther King, Jr.

Fraternally,

Bill Sims
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Bill Sims
Field Representative

Danny Roland Stringing 24in with 583 Side Boom



DISTRICT 6

Anchorage office
907-561-5288



Shane Linse
Field Representative

Dear Brothers and Sisters:

The 2012 construction season is here and so far things are looking good. There are several projects that should be bidding this year that could indicate a strong year for construction jobs. Included on the State of Alaska projects tentative bid schedule that may bid this spring are several airport projects around the area. To name a few: Birchwood runway rehabilitation; Dillingham airport improvements; Unalaska Airport improvements, Tununak Airport relocation; Talkeetna Airport relocation and pavement rehab projects, and 3 separate projects at Anchorage International Airport including drainage repair, new drainage, and reconstruct of Taxiway E. If all these projects are to bid, it could be close to \$100 million in work alone.

QAP is off to a good start by winning the bids for New Seward Highway reconstruct from Tudor to Dowling and also Dowling road reconstruct from old Seward to C Street. Left over from last year, they will continue to work on Seward Meridian reconstruction and Richardson Highway flood repair projects. Granite Construction will continue to work on the Richardson Highway near Sourdough, and they were also the low bidder on the Jewel Lake and International Airport Road improvement projects, as well the Hatcher Pass access road, which should begin this spring. Also in the Matsu Borough, Bristol Construction was awarded the next phase of the Port Mackenzie Railroad spur, and Scarsella Brothers will be starting Phase II of Trunk Road.

I would also like to take a minute to say thank you for supporting us on the job sites. When issues or concerns arise and the agents are notified to handle these problems, it is important that we have the support of the members on the job sites. Recently, we had a jurisdictional challenge on a local project. With continued support from the members on the job keeping us informed, both members and staff were able to keep pressure on the contractor, and ultimately we were able to maintain our jurisdiction and keep other crafts from doing our work. It is up to the members to be mindful and watch for concerns, then notify your business agent when there is an issue so that we can address the problem. It is a constant battle to keep our jurisdiction, but with the help of YOU, the members, we will prevail.

Fraternally,

Shane Linse
Field Representative



Dear Brothers and Sisters:

As we look forward to another productive season the work load is looking well for 2012. Alaska has seemed to weather the storm that the down turn in the economy brought America. We are all blessed for that. Here are a few projects on the list in the southern area:

- Seward Highway MP 89 to 96 resurfacing which is from Girdwood to Bird Creek - \$5,000,000 to \$10,000,000
- Unalaska Airport Improvements which includes a safety area, extension, resurfacing and upgrades as required - \$20,000,000 to \$30,000,000.
- Holt-Lamplight Road Resurfacing which is from MP 0 to 8.3 of the Kenai Spur Highway - \$5,000,000 to \$10,000,000.
- Annual maintenance dredging and disposal of material at Homer Harbor and additional options to include Ninilchik Harbor - \$5,000,000.

In Cook Inlet, oil and gas exploration is look very promising in the near future. There are three independent companies, Buccaneer Energy of Australia, Escopeta Oil Co., and NordAq Energy that have made gas discoveries in 2011 in Cook Inlet. These discoveries will need further testing in 2012 to become a reality for further development. Buccaneer will supply gas to Enstar Natural Gas Co. if the quantities are found. With more gas in the market this could potentially lower utility cost for our members' households. Also, in Cook Inlet, Apache Oil Corporation is continuing their 3D models of a 1,200 square mile area of the leases they own. Apache plans on drilling in 2012 if the results are favorable. What this means for the Operating Engineers is work for our local union contractors who pioneer the roads and build the pads for the companies to build their infrastructure. Some of our companies have been fortunate enough to perform the maintenance work at these facilities, which we hope to see.

On another note, I would like to bring up a topic that we as good hard working Americans seem to overlook, and that is our off time away from the job. A fantastic part of being a member of a strong Union such as IUOE Local 302, is to enjoy the time away from work with our family and friends. Most of us take pictures of ourselves while hunting, fishing, boating, or camping. Don't forget about the kids playing sports or other activities. If you have some pictures, video, old or new then send them to loadline@iuoe302.org and you just might make it on the next calendar, Loadline or the website.

I hope for you all a productive and safe season. God Bless.

Fraternally,
Carl Gamble
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Carl Gamble
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Mark Charlton
Dispatcher

ANCHORAGE DISPATCH

Dear Brothers and Sisters:

Dispatch for south central Alaska have been somewhat slow, but it is getting busier. The good news is that the Out-of- Work List for Group 1 is down from last year. Last year we had over 500 members on Group 1, this year we had only 386 as of January. I hope this has a lot to do with the North Slope and all the work that Cruz, A.F.C.I. and Nanuq have been performing.

As I reported in my last Loadline, the work season for 2012 looks good due to the widening of the New Seward Highway from Tudor Road to Dowling Road. This job they will be raising the road bed fifteen feet and replacing five bridges. There is also the rerouting and widening of Dowling Road with the replacement of every old culvert system with a bridge from Old Seward Highway to C street. There is also the next phase of Truck Road in the valley with current jobs, such as Akutan air strip and King Cove still to be finished up

For those of you who would like to work on the North Slope please remember you must have a N.S.T.C. card with all the current updates and also be registered on Fairbanks Out-of-Work list. Please remember to stay registered in Fairbanks and Anchorage, if you re-register every 2 months you will not fall off the Out-of-Work list.

The state of Alaska has a new requirement for those of you with a Commercial Drivers' License (CDL), as of January 1, 2012, you will be required to have a current Medical Examiner's Certificate before issuing a renewal, original or duplicate CDL license. If this is not done before January 30, 2014, your CDL will be canceled.

I have been disappointed to see that members are not taking advantage of our NCCCO Signaling & Rigging certification classes, I have had members ask me time and again how to get into running cranes and crane operators continue to ask about getting oilers back on cranes. Training and certification is the way to make both happen. We need to take advantage of training being that our training center has the only certified instructors in the state at this time. Taking advantage of the training is one of the best ways to help us get back to work.

The last thing I would like to touch on is that if you see another craft doing YOUR work let us know. Besides stealing your work, they're also are stealing from your Pension and Health plan.

Fraternally,
Mark Charlton
Dispatcher

DISTRICT 6

Anchorage office
907-561-5288



DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

It has been a busy season on the Washington Peninsula (District 3). We have seen more work this season than we have in several years and many of the jobs are multi-year. That being said, if you are not on the District 3 list and you are interested in working on the Peninsula please contact me to get you on the Out-of-Work list and make sure your qualifications are all up-to-date.

Now on to some of the bigger projects, Kiewit-General a Joint Venture is still working heavily on the SR 520 pontoons in Aberdeen. While there have been a few minor issues on this job things are going generally well and we have secured a lot of work for our members. We also have work continuing on the Manette Bridge with Manson-Mowat a Joint Venture. JH Kelly was awarded the work for the installation of a bio-mass generator at the Nipon Paper mill in Port Angeles. We also have several of our larger contractors that are just beginning to re-gear up from the winter shutdown so I am hopeful that the work on the Peninsula will continue to thrive.

It is also important to note, we continue to sign-up contractors that are interested in hiring our well-trained hands to work on their projects. Some of these contractors are multi-generation and are realizing the value and cost savings of hiring highly-skilled and trained workers. I will continue to update you as these new contractors garner work for our members to perform.

Lastly, and probably most notably, you may have heard that the U.S. Navy has agreed to a Project Labor Agreement for the Submarine Wharf Project at Bangor in Silverdale. This is the first PLA of it's kind in the country for a project that is estimated between \$600-800 million. Not only with this work ensure that our members will go to work, but it will also ensure that we have access to the project to ensure that everything is going as it should. The effort to get this PLA took a few years and was no small task. Special thanks should go to Daren for his efforts and to the Congressional delegation that helped to convince the Navy that this was a good idea and the best way to ensure that well qualified hands were available and the work was completed on-time.

Other than that, be safe out there and have a great summer.

Fraternally,

George Garten
District Representative



I hope that you all had a wonderful holiday and winter season as we get underway in 2012. Most of the projects that I have been reporting on for Snohomish County throughout last year have finished. There are a few new projects for 2012 including a large WSDOT Design-Build for I-405 widening from Kirkland to I-5 in Lynnwood. Sound Transit is making plans to extend Light Rail north into Snohomish County all the way to Lynnwood, and eventually Everett. We look forward to expansion at Boeing, Paine Field, the Port of Everett and the Tulalip Reservation, all hot beds for growth and Jobs.

I also wanted to give an honorable mention to one of our members, Jim Billings winning the October 8th Case Rodeo Series "Triple Threat Rodeo" Western Division in Reno, Nevada. Jim was part of a two-person team sponsored by Gary Merlino Construction to compete in the competition. The other Operator was Cory Marvin, a Local 612 member. Pictures and details on the competition can be found at www.caserodeoseries.com.

Also, on the good news front, we recently resigned Foushee and Associates Company Incorporated. Foushee was formerly signatory with us so we are glad to have them back.

The on-going projects for my area include:

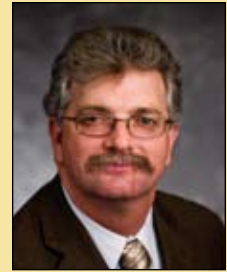
- The Brightwater PLA project
 - Jay Dee/ Colluccio at Richmond Beach and Ballinger Way.
 - Vinci/Parsons/Frontier at Kenmore.
 - Kiewit Infrastructure at the Influent Pump Station in Bothell.
 - Hoffman and Kiewit Infrastructure at the Treatment Plant in Woodinville.
- Marshbank Construction – Shoreline SR 99 and Bothell SR 522.
- Johansen Excavating – Woodinville Waste Management facility expansion.
- Scarsella Bros. and SB Structures - New Snohomish River Bridge and SR 522 widening to four lanes into Monroe project. Malcolm Drilling and Hayward Baker are subs on-site.
- Granite Construction -New bridge on SR 539 at Ebey Slough in Marysville. New Bridge on 240th Street in the Canyon Creek area of Bothell.
- Northwest Construction - Widening SR 9 in Clearview.
- Tri-State Construction - Everett 41st street extension and roundabout. Bothell at 228th street SE improvements between 39th Avenue SE and SR 9. Wetland Mitigation project on SR 9 for WSDOT.
- West Coast Construction - Bothell on 45th Avenue SE Improvements between 240th street SE and 212th street SE.
- Atkinson - Smoky Point on I-5 Building a new overpass. Malcolm Drilling and Hayward Baker are subs on site.
- Interwest Construction Inc. – SR 9 and SR 531/172nd intersection improvements round-about.
- KLB – Mukilteo Water District - Paine Field water main and booster.
- Kiewit/General/Manson JV –SR 520 Evergreen Point Floating Bridge Project, and the Kenmore site for anchors and assembly. Sub-Contractor OMA Construction is doing the dirt work and site preparation.
- Skanska – Boeings new Everett Delivery Center. Dubbed the "EDC" is a 50 million dollar project serving as the hub for delivering the 747, 767, 777 and 787 commercial airplanes.

Have a great Spring and Summer and stay safe.

Fraternally,
Rick Cunningham
Field Representative

DISTRICT I

Bothell office
425-806-0302



Rick Cunningham
Field Representative

DISTRICT I

Bothell office
425-806-0302



Eric Bellamy
Field Representative

Dear Brothers and Sisters:

Work continues to improve in the Seattle area with several projects large projects currently underway and on-going. Husky Stadium's \$230 million renovation is now in full swing with the demolition portion completed and excavation scheduled to be completed soon. Steel erection for the football operation building on the West side of the stadium will start in May and erection of the South stands will begin in June. The grand opening of the new stadium is scheduled to be September 7, 2013 when the UW Huskies will play Boise State Broncos. Go to www.huskystadium.com to view the progress on their live web-cam.

The Mercer Street project has reached a milestone, opening a portion of the new lanes North bound and thus changing Mercer from four lanes to three. Several more closures and detours are slated in the coming months. Boren and Terry Avenue were re-routed to 8th and 9th Street making the commute an ever-changing challenge. The project should be completed by the fall of 2012.

State Route 99's Southern Mile project has another year worth of work before completion in 2013. Now that demolition of the old viaduct is complete, work can continue on the northbound lanes which are scheduled to be opened in 2013.

Groundbreaking for the 1st Hill Street Car Line will be in April. The two and a half mile route will start in Pioneer Square and run to Capital Hill. The \$130 million project will also have a 20,000 square foot maintenance building at 701 South Dearborn Street.

The long awaited storm water system dubbed "The Swale at Yale" is set to start early this year. The system will treat as much as 190 thousand gallons of storm water every year that now flows into Lake Union. The project is a public/private partnership with Seattle Public Utilities and Vulcan Enterprises. It will be built along four blocks of Yale and Pontius Avenues. The swales will look like small gardens between the sidewalk and the street. They will range between ten and fifteen feet wide. This will allow the water to be filtered through the soil trapping contaminants before flowing into pipes below the surface. Vulcan is contributing \$1.2 million. Another \$1 million is being funded from a State Department of Ecology grant. The remainder of the funding will come from the state. The system will remove twenty-five cubic yards of sediment and pollutants annually from storm water.

The west approach of the SR 520 bridge should start soon. A portion of the new roadway will have a landscaped lid. The work also includes development of a wetland for storm water treatment in an environmentally critical area. The overall height of the new bridge ranges from 21 to 60 feet from the waterline to the top of the hand railing. Construction will include temporary work bridges and grading of 154,916 cubic yards of material and off-site mitigation. The

Montlake Bridge portion consists of a second draw bridge, three lanes wide east and parallel to the existing Montlake Bridge in an environmentally critical area. There will be 6,929 cubic yards of grading and new approaches on the north side and south side of the Montlake Cut. On the Portage Bay side, the approach will be 2,700 ft in length. It will be 84 feet from the waterline to the top of the guardrail on the west end and a height of 27 feet from the water line to the top of the guardrail on the east end. There will be 50,341 yards of grading, temporary work bridges and off site mitigation.

A Nordic Heritage Museum is in the works for Ballard. The \$55 million project on Market Street will be a 65,000 square foot building that will have exhibit space and galleries, event space, classrooms and a restaurant that serves Nordic food and a shop with Nordic wares.

Get set for a prosperous 2012 with more and more work starting in the coming months.

Fraternally,
Eric Bellamy
Field Representative

DISTRICT I

Bothell office
425-806-0302

Lease Crutcher Lewis - Twin 20 Story Apartment Towers in Downtown Seattle



DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

I hope the holidays and winter months were kind to everyone. While the winter months slowed down much of our work, with many jobs being completed and pits and maintenance shutting down, we are now heading back into the busy season.

There are several school and road projects coming underway. The Highway 18, I-5 interchange phase 1 should be completed this year also. I have heard that Phase 2 of the project may be on hold due to lack of funding. We are hopeful that this is taken care of and added to the WSDOT list of projects to be coming out in the ensuing Transportation Budget.

The Sound Transit Project Labor Agreement (PLA) work is beginning to head farther South, including the South End of King County and Tacoma (Mid Mountain). As this work picks up, I will be shifting territory with Marge Newgent to free up time for her to focus on the various PLAs that are moving forward. That being said, I'll be moving my border up to Spokane Street and covering the non-PLA work. So don't be surprised if you call and get referred to me if you are working in the South and West Seattle areas.

We've fielded several questions at our union meetings in the past about organizing and who we are working on signing. All of the agents work on organizing companies and work together to share information about possible candidates. We also do a lot of research on our potential contractors to find out exactly what they do, how stable they are, what kind of workforce they have, etc. We are careful not to talk about these companies much as we may have someone helping us gather information and wouldn't want to put their jobs in jeopardy. We get great tips from the members so please let us know if you know of a company that may be a viable contractor. Don't be upset if you don't get a lot of feedback from us because remember that there may already be something in the works and we need to keep the information fairly quiet.

As far as targets for organizing go, I concentrate on different parts of the industry at different times of the year. Spring and summer are to me, the best times to work on construction companies and others such as pavers. It's best to work with them when their demand for a workforce is high. Fall and Winter is when I concentrate more on municipalities, stationary units, and support units such as surveyors, concrete pumping and sand and gravel. I consider them support because they are supplying jobs with products and services, but are generally not under our master agreement. Signing project only agreements with companies can be a great way to start. The contract they sign is specific to one job and location. This lets a contractor feel us out and helps get rid of a lot of the old myths that some may have about unions and how we work. You as our members are the biggest tool we have when doing project only agreements. Your conduct, professionalism and productivity are major factors in whether a contractor wants to do business with us or not. So, if you find that you are on a project only site, please do everything that you can to convince the contractor that we are the best resource for the work. Show them why being union makes sense and that we are more productive and proud of how we do our work. Feel free to educate them on our training programs, and how they aid in making us more qualified workers. Ultimately, they will make more money in the long run by being union. Don't look at it as a project only where a contractor won't be back, but as an opportunity to prove ourselves to a contractor and hopefully to help secure many more jobs for yourself and other members in the future.

It is a pleasure to be a part of and represent a Union that the membership has such great skills, abilities, and pride in their work. I hope everyone has a great and safe Spring and Summer.

Fraternally
Larry Gregory
Field Representative

BOTHELL DISPATCH

Spring and summer are upon us and hopefully as the Loadline hits your mailbox you are already working. This spring and summer should be more productive than the previous couple of seasons. The job outlook is bright and our members are ready; they have been getting educated over at the training center and filling their wallets with all the cards they will need on the job sites this year. Hazmat 40 and OSHA 10 classes being in high demand I want to give kudos to the training center. What a team we have over there, they have stepped up and provided the training that we need to succeed out there. Everyone has a great time there also what a fantastic facility.

Remember your unemployment requirements, they are looking for reasons to disqualify you, so make sure you are following all these rules. Another topic I have been informing members of is to check your beneficiary card with Welfare and Pension. You will want to be sure the correct person is getting your death benefits.

This season contractors have been requiring two pieces of identification to meet there I-9 requirements. There are several, but mainly a Passport, driver's license, or birth certificate - I have the full list at dispatch if you have questions. All Sound Transit jobs require steel-toed boots so you might round up all of your identification and get your new boots greased and ready when I call.

Another item that needs repeating-- PLEASE check your phone number(s). Nothing is worse than when we can't get a hold our members for a job because his/her phone number is incorrect or disconnected. Also, make sure you have checked your card to see if everything you want for a job is listed, and all of your new cards are on file.

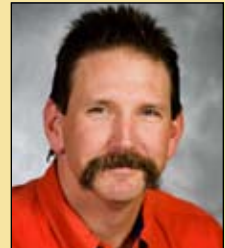
I know everybody is vying to get on the Deep Bore Tunnel Project and it should be a very interesting job, but remember that isn't the only work we have headed our way, we should have a very busy year. I say this because, as always, we have a lot of members wanting the first 20 jobs – Seattle Tunnel Partners isn't going to hire a 100 people the first day they are open for business. There is a lot of other work coming so please answer your phones.

As you get working out there I always like to remind you that we are all professionals and act as such. We have a responsibility to ourselves, to our Union and to the contractor, never forget that. Be safe out there this year.

Fraternally,
Tony Zempel
Bothell Dispatcher

DISTRICT I

Bothell office
425-806-0302



Tony Zempel
Dispatcher

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Dear Brothers and Sisters:

It has been a very busy year for work on Project Labor Agreement (PLA) work in the Seattle area. Sound Transit has 2 tunnels completing boring right now. Traylor-Frontier Kemper (TFK) is ahead of schedule on the tunnel from UW to Capital Hill. They are completely bored out now. The cross passage work should be complete by the end of the year. JCM has started their second tunnel and should be bored out by early summer. They have also started their cross passage work and it should be completed by early next year. Hoffman is over half the way complete with the UW Station.

The Capital Hill Station won't start construction until early next year. There have been 4 teams shortlisted for the \$383 million design build for the South Link rail extension project. They are PCL, Bechtel& Conti, Mowat & Stacy Whitbeck, and Granite & SNC- Lavalin. This 1.6 mile project will extend light rail on elevated tracks from the airport to South 200th street. This project is expected to be awarded in the fall, with work beginning early 2013.

The Deep Bore Tunnel (viaduct) has begun work. JP Harper has finished up with demo work. Coluccio is still working on utility relocations. Seattle Tunnel Partners is excavating the pit for the tunnel boring machine (TBM). This phase of work should last approximately 18 months. The tunneling portion of this project should begin in August of 2013.

The Port of Seattle has a few projects under a PLA - The 8th floor Weatherization Project, Air Chiller Project, the Escalator Replacement Project and the Runway Improvement Project. We are anticipating a PLA for at least part of the \$1 billion Yestler Terrace Project. There has been a consultant hired by the Seattle Housing Authority to determine the feasibility of using a PLA for this project. The use of a PLA on this large residential project will guarantee jobs for our members.

There are a number of projects in my area that are not under a PLA. Some of the larger projects include:

- ARGO RR Bridge replacement-Mowat
- South Transfer Station-Mortenson
- South Park Bridge replacement-Kiewit/Massman
- Boeing Plant 2 (Phase 2)-Merlino
- Vashon High School replacement-Skanska
- Transit Priority corridor improvement (West Seattle)-Tri State

Well that's it for now brothers and sisters. Please work safe and remember to keep up on your training. Also, please make sure dispatch has your current phone numbers and qualifications.

Fraternally,
Marge Newgent
Business Agent

Dear Brothers and Sisters:

There are several projects on-going and underway in my area. Particularly, I am pleased with the work Cadman and Lakeside have done in both Issaquah and Redmond – keeping several of our members working through the winter months. In addition, Glacier kept several members working on the Snoqualmie project. I also want to extend a sincere thank you to the stewards for their help and assistance at the plants.

As for the work that is occurring in my area:

- GLY has three jobs going underway - Two of which are at the Snoqualmie Ridge project subcontracting for Northwest Construction, Active Construction, and DMI drilling with the other job in Redmond subcontracting to Earthworks.
- Atkinson Construction is working on I-405 and SR 520 subcontractors include KLB, Totem Electric, Malcom Drilling, Versatile Drilling RW Rhine.
- Eastside Corridor Construction (PCL and Granite Construction) are working on a \$307 million project for SR 520; subcontractors include KLB, Malcom Drilling, NorthCreek Environmental.
- Tri-State Construction has the job in Redmond by Eastlake Sammamish, a \$1.4 million job in Issaquah, and a \$1.9 million job in Kirkland.
- Scarsella Brothers is working on two jobs in Redmond - One on Novelty Hill Road and the other on 185th NW; subcontractors include: Pile Contractors, BR Bernethy Construction.
- Gary Merlino Construction has the I-90 on Mercer Island and one on I-405 in Kirkland with Versatile drilling as a subcontractor.
- Hos brothers has the Snoqualmie Ridge job.
- JR Hayes has two private jobs going with one on Snoqualmie Ridge and the other on Issaquah Highlands.
- Westcoast Construction has a \$1.7 million job in Bellevue on 108th Ave.
- KLB has a \$3.4 million job in Bellevue on 145th Ave and a \$4.2 million job in downtown Redmond.
- Shoreline Construction has a job in Kirkland.
- Puget Sound Utilities has a job in downtown Kirkland.
- Mortenson has the Benjamin Rush Elementary School in Redmond with BME Construction as a subcontractor.
- JE Work, Inc. is working on a private job in Sammamish.
- Pellco Construction is working on Redmond High School.
- Continental Dirt is working on Bellevue High School and Hellen Keller Elementary in Kirkland.
- JR Hayes and Archer Construction are working at Lake Washington High School.
- Washington Complete Construction is working in Kirkland with Kulchin Drilling and DBM Drilling as subcontractors.
- The \$200 - \$250 million dollar project for the I-405 toll lanes went to Scarsella and Flatiron Constructors.

All and all, the work is picking up and we as the weather improves and I'm hopeful that it will continue through the summer.

Fraternally,
Gabe Chavez
Field Representative

DISTRICT I

East King County
425-518-2069



Gabriel Chavez
Field Representative

DISTRICT I

Bothell office
425-806-0302



Bob Franssen
Field Representative

Dear Brothers and Sisters:

I was recently assigned three additional work units. They are Todd Shipyard, Seattle Iron and Metal, and Bloch Steel. Todd Shipyard was recently acquired by Vigor Industrial. We have one year left on the Todd contract and are now in the process of negotiating a successor agreement. Our Operators operate very large cranes and other equipment at the expansive site. They assist in building ferries and barges, repair Naval Ships, and repair fishing and cargo vessels. It is a very large operation and our members perform very important functions.

My second new unit is Seattle Iron and Metals. It is a full service metal recycler. Aluminum, Brass, Copper and other non-ferrous Metals are processed, sorted, and packed for easy handling for purchasers. They have a guillotine shear that possesses 1300 tons of force. It has the ability to slice through 5 inch steel plating. Our Operators run the shear, grinders, specialized magnetic track hoes and other equipment.

The third company is Bloch Steel. Bloch Steel has been a buyer of ferrous and non-ferrous metal for over 75 years. They have direct access for trucks and railroad cars. Bloch Steel specializes in Industrial and demolition scrap. Our Operators work with state of the art equipment for un-loading and processing of all kinds of scrap metal.

I'm looking forward to a busy summer season for our members and please work safe out there.

Fraternally,

Bob Franssen
Field Representative



Dear Brothers and Sisters:

It has been a very busy few months negotiating contracts with public units and the cemeteries as well as some new first time agreements. The public units have a lot of funding issues in this economy that are very problematic for both sides. We completed one cemetery agreement with several months of negotiations and a lot of late nights in Federal mediation and ultimately reached an agreement at 11:00 pm that we could recommend to our members. This set the stage to negotiate the second cemetery agreement which we accomplished in one half-day session. Both agreements were voted for nearly unanimously.

There have been some issues with new contractors trying to get a first agreement. I have found several union members working for these companies. Having a union member working for a non-union company can be the best organizing tool there is, but when done without our knowledge it can be a disaster that may result in those members being brought up on charges. For your protection, if you are working non-union you need to contact myself or the agent in your area so we know who is working on the particular job. In these economic times, I know how hard it is to keep a paycheck coming in to support you and your family. All we ask is that you let us know where you are working. This is also very important if you are working in an industry we may not typically represent. You may be asked for information on your benefits, if any, or your wages and company policies. You might be surprised by what one good union member can accomplish.

On the good news front, we recently signed DBE Electric to the Master Labor Agreement. DBE is a fairly new electrical contractor that has equipment that our members will now be operating for them.

We recently had a class provided by the International regarding Prevailing Wage and the benefits that are paid on public projects. Allen Smith from the International provided a comprehensive presentation to representatives of IUOE Locals 612, 370 and members of the Northwest Construction Alliance II. We found that there are some creative ways the non-union companies have come up with to avert there employees out of there benefits. By doing this, they have a competitive advantage over our Union companies that are playing by the rules. We are currently investigating companies that may be doing this and we will keep you informed of our efforts as the progress.

Fraternally,

Ron Dahl
Business Relations

DISTRICT I

Bothell office
425-806-0302



Ron Dahl
Business
Representative

DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
President &
District Representative

Dear Brothers and Sisters:

As always this time of year everyone is wondering how the work looks for Spring and Summer and trying to figure out what might be their best options. The largest of course is the Interstate 90 Expansion on Snoqualmie pass. Both phases of that project will be going this season with Kuney's contract from Gold Creek to the snow shed. Atkinson will be starting the next phase at the snow shed to approximately the end of the Lake. With both phases going there will be Operating Engineers throughout the projects. There are several other smaller projects also, but it doesn't look like as many job opportunities as we may have had last year here in District 4 & 5.

Again, I would like to welcome a new signatory contractor here in Eastern Washington. Fowler General Construction has signed a full compliance with us and we look forward to working with them. They are based out of Richland but have several projects in Yakima moving forward. They are a true general contractor who self perform the civil and building projects. Please help me welcome and show them the benefits of being signatory to Operating Engineers, Local 302.

This year will be a very busy year for negotiations with our Master agreement being up the end of May and almost all of our Sand and Gravel contracts. The best way to have input into your wages, benefits and working conditions is to fill out your demands survey and/or communicate your ideas at your membership meeting. The meetings also help keep you informed how negotiations are going if there is anything to report due to nothing being final until we have a full proposal from the Contractors. Here in District 4 & 5 we have our meetings every 2nd Wednesday in Ellensburg and 2nd Thursday in Wenatchee both at 7pm. Also in between going to meetings keep in communication with your Job Steward if you have one working for your Employer.

Be safe on and off the job and I hope all is well with you and family!!

Fraternally,

Sean Jeffries
President
District Representative



Dear Brothers and Sisters:

We have had a pretty good 2011 in District 2. I am proud to say that the majority of our fellow members have been able to stay pretty steady right here in there own backyard. Over the past few years we have been able to slowly increase our Union density in the North counties and in doing so create a more competitive market for our longtime signatory contractors as well as our newly signatory contractors to bid and acquire work more effectively.

We have had, and continue to have, some decent projects going on in the area, including: the Collector Tank on Lake Shannon being done by Skanksa and the Power Plant at the Lower Baker Dam being done by PCL. Dutra dredging is currently working on the Marina Clean-up project located at the Port of Bellingham. Dutra was running 24 hours a day and 7 days a week to get it done by the deadline. ICI also has work all over the area and continues to pick up more.

As many of you all know (especially you crane operators), Sickelsteel is currently working on a couple of turnarounds Bellingham. I can not stress enough the importance of ensuring that your NCCCO, TWIC, and C-Stop qualifications are up-to-date and on file in dispatch. All told, Sicklesteel took approximately 80+ members for 6-9 weeks of work.

The upcoming year is looking very good as far as local work for our members. If we continue to be the highest skilled operators out there, I am confident that we will continue to gain ground in district 2.

Fraternally,
Brett Holley
District Representative

Mcquire Building Demo



DISTRICT 2

Bellingham office
360-336-2615



Brett Holley
District Representative

TOOLS OF THE TRADE?

An On-going Challenge for our Union



We are continually hearing from contractors and other crafts that our equipment is a “Tool of their Trade.” While we continue to battle with other non-union and unscrupulous contractors running equipment and not paying prevailing wages and violating other worker protection laws, the tool of the trade argument is one that is hitting us both by non-union workers as well as from within the labor movement. That being said, it may not always be a deliberate act on the part of the other union craft members - they may merely want to learn or the contractor may be instructing them to do so. In either case, the strength of our future relies on protecting our work.

Remember that oftentimes these are signatory contractors with us that must adhere to the terms of their contract. Our contract does not allow for other craft person(s) to run equipment that falls within the scope of our Master Labor Agreement. We have all seen situations in the field where another craft is performing our work. Oftentimes, even when the contractor isn’t signatory with us there are various things that we can do to influence them to put Operators on the equipment and/or ensure that the workers performing the work are making our rates if they are working on a public work project.

There are several reasons for protecting our work. First, we are the men and women that are the best trained and qualified workers to do this work. Second, we need to protect our jurisdiction at all times because if we allow other crafts to do our work contractors begin to believe that they can pay a lesser wage and may very well attempt to bargain this work away from our craft. Obviously, with a declining economy, every single job is at stake and important to the membership. This is exactly why we continue to fight hard in many arenas to prevent any scope creep by other crafts. And lastly, allowing other crafts to perform our work at lesser wages may very well decrease prevailing wages when the State and Federal government perform their wage surveys and set the rates.

“Don’t be afraid to tell another craft that wants to run our gear that they should consider apprenticeship or talk to the Local about job possibilities.”

We do:

- Run all heavy equipment
- Run mini-excavators, forklifts, Brokks, Skid-Steers
- Perform all mechanic and service work on our equipment
- Construction-site surveying
- All drilling operations

We don't:

- Bend iron
- Do framing
- Pull wire
- Install plumbing



While we don't see this happening on all of our equipment, we do see a lot of it occurring in the smaller pieces of equipment. Mini-excavators, forklifts, Bobcats, Brokk, back-hoes, drill-rigs, and survey (line and grade) are some of the most common areas where we are seeing other crafts creeping into our jurisdiction. That's not to say that we haven't seen attempts on other pieces of equipment – trust us when say that it's occurring on all of our equipment. However, the primary targets are the smaller pieces of equipment, particularly in demolition and dirt work.

As a union, we have always maintained respect for the other crafts' work, but that is not to say that we aren't afraid to fight the good fight if we are pushed. To that end, the majority of our success in maintaining our jurisdiction is in the hands of the membership. You are the working men and women that are on the ground and have the ability to see what's happening out there in the field. Every member has their own comfort level about approaching another craft or talking to the superintendent, but you are not alone. This is why we have field agents patrolling these jobs and taking action on a daily basis to either influence contractors to do the right thing, or making them if we have the ability. As a membership, it is all of our jobs to work together in ensuring that we are the ones out there running the iron.



“I've seen fellow operators let other crafts run pieces of equipment that they didn't want to run and/or training other crafts to run our equipment because they like the person and are trying to get them to move up the ladder.”

“The biggest myth out there is that other crafts are allowed to run our equipment for less than 4 hours.”

TOOLS OF THE TRADE



Husky Stadium - Larry Locke -Turner forklift



Husky Stadium - Joel Kienitz Turner Forklift



TOOLS OF OUR TRADE



Charlie Brown running Skid Steer for NW Construction



RETIREES

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

LEE ADDICOTT
JAMES AGNEW
FRANKLIN ANDERSON
LLOYD ANDERSON
MICHAEL ANDERSON
SHAWN ANDREAS
WILLIE ARD
MERWIN ARNESON
RAYMOND ARNETT
GLEN BALMER
MARK BANKS
KEVIN BARNARD
MURRAY BARTHOLOMEW
BRUCE BEATTIE
WILLIAM BINYON
RANDY BLEVINS
TERRY BODENHAMER
ROD BODENNER
JIMMIE BOLAND
JAMES BOLING
JUSTIN BORER
MATTHEW BROCK
KELLY BROWN
TERRY BROWN
RANDALL BRUMFIELD
COLON BURGESS
RUSTY BUTLER
ROCKY BYLSMA
RONALD CABLE
DANNY CARCHANO
ROY CHANCEY
MARK CHASE
TIM CHILDS
NEAL CHILTON
DANIEL COLE
MICHAEL COOLEY
LARRY COLEMAN
JERRY COX
ALTON DAVIS
ALVIE DOTSON
CHARLES ENGEL
LEON ENSCH
NORMAN ERIKS
GARY FISHER
DAUNT FRIESEN
REX GALYAN
BRIAN GANSKE
JAQUELINE GARNER
MORRIS GAMBLE
CONNIE GRAFF
STEVE GRAHAM
DAVID GREEN

STEVEN GREENLUND
MERLIN HAINES
ALBERT HAMMOCK
TERRY HART
RANDOLPH HATHAWAY
MERRELL HEATH
DON HELM
KIM HENRY
JOHN HILLIG
RUSSELL HOFFMAN
PHILIP HOLMAN
JAMES HOLT
CHARLES HULET
PATRICIA HULET
ARTHUR IVANOFF
JOSEPH JACOBSEN
MIKE JACOBSON
ROBERT JOAQUIN
GARY JOHNSON
RAY JOHNSON
BRYAN JOLLEY
WILLIAM KANE
WILLIAM KAUFMAN
FRANK KIENS
ROGER KINDRED
JEROME KINZLER
MIKE KIRKPATRICK
KIM KRIEDLER
RONALD KVINSLAND
ANDREW LALACK
BRUCE LARSON
JAMES LAWRENCE
ALAN LEGER
CURT LINDQUIST
WAYNE LINDQUIST
JERRY LIVINGSTON
DAVID LUBINSKI
ANTHONY MAES
JOHN MAKI
MICHAEL MAJOR
JOSEPH MARTIN
JAMES MASON
CHRISTOPHER MCCLAIN
DENNIS MCCLINN
PATRICK MCGARRY
GLENN MCLEAN
MARK MCMILLIAN
CARL MCNABB
KEVIN MCPHERSON
GARY MCSWAN
BAXTER MERCER
JAMES MERRIMAN

RION MILES
DWIGHT MILLER
ROB MITCHENER
BILL MOORE
GORDON MOORE
DAVID MORRIS
FREDERICK NED
PATRICK NIGRO
PATRICK PERRY
RALPH PIERCE
THOMAS PIVETTA
GREGORY PONZER
DICK POULTER
CHARLES PRICE
DAVID RANKIN
TODD RECORD
LARRY RODENBERGER
THOMAS ROSS
MONTY RUPP
BRYAN SANDBERG
DEBBIE SCHMIDT
RANDY SCHUSTER
JOHN SCHUT
S. SEDGE
GLEN SEGERMAN
GREG SHEFFIELD
ALAN SMITH
JOHN SMITH
THOMAS SMYTHE
CHARLIE SOURS
STEVEN SPIDAL
LONNIE STEAKLEY
J STENBERG
RANDY SUTHERBY
RAND THATCHER
JOHN THOMPSON
FREDDIE TOMLINSON
MELVIN TRAYLOR
RANDY WALTERS
D WARD
MICHAEL WARNER
GLEN WATTS
WILLIAM WALLACE
STEPHEN WEBER
DANNY WIESNER
JOHN WILLIAMS
GARY WISNIEWSKI
KENNETH WIX
LESTER WRAY
KENNETH YOUNT

Retiree Luncheon Schedule

Be sure to RSVP if you plan to attend. Tell us whether you'll be bringing your spouse or a guest so that we can plan for the luncheons and be responsible to our budget.

WASHINGTON RETIREE LUNCHEON SCHEDULE

DISTRICT 1

Tuesday, July 10, 2012 – Union Hall, 18701 120th Avenue NE, Bothell – 12:00 to 2:00 pm.
Please RSVP to the Bothell office at (425) 806-0302 ext. 102 or 1-800-521-8882 ext. 102 by Tuesday, June 26.

DISTRICT 2

Wednesday, July 25, 2012 – Best Western Cottontree Inn, 2300 Market Street, Mt. Vernon – 12:00 to 2:00 pm. Please RSVP to the Bothell office at (425) 806-0302 ext. 102 or 1-800-521-8882 ext. 102 by Wednesday, July 11.

DISTRICT 3

Thursday, July 12, 2012 – Aberdeen Eagles, 200 W. Market, Aberdeen – 12:00 to 2:00 pm.
Please RSVP to the Bothell office at (425) 806-0302 ext. 102 or 1-800-521-8882 ext. 102 by Thursday, June 28.

Thursday, July 26, 2012 – Silverdale Beach Hotel, 3073 NW Bucklin Hill Rd, Silverdale – 12:00-2:00 pm. Please RSVP to the Bothell office at (425) 806-0302 ext. 102 or 1-800-521-8882 ext. 102 by Thursday, July 12.

DISTRICT 4 *and* DISTRICT 5

Wednesday, July 11, 2012 – Operating Engineers Training Center, 1629 Vantage Highway, Ellensburg, 12:00 to 2:00 p.m. Please RSVP to the Bothell office at (425) 806-0302 ext. 102 or 1-800-521-8882 ext. 102 by Wednesday, July 27.

ALASKA RETIREE LUNCHEON SCHEDULE

DISTRICT 6

Thursday, August 30, 2012 – Anchorage Union Hall, 4001 Denali Street, Suite A., 12:00 to 2:00 p.m. RSVP to the Anchorage office at (907) 561-5288 by Thursday, August 16.

DISTRICT 7

Wednesday, August 29, 2012 – Westmark Hotel, 813 Noble St., Fairbanks – 12:00 to 2:00 p.m. RSVP to the Fairbanks office at (907) 452-8131 by Wednesday, August 15.

DISTRICT 8

Tuesday, August 28, 2012 – Travelodge Hotel, Glacier Room, 9200 Glacier Hwy., Juneau – 12:00 to 2:00 p.m. RSVP to the Juneau office at (907) 586-3850 by Tuesday, August 14.

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

LESLIE ADAMS
DANIEL ARNOLD
JAMES ALTHOFF
STANLEY ANDREASON
JOSEPH BAKER
JESSE BEAL
EMIL BERIKOFF, SR.
JAMES BILLERBECK
RONALD BROCKMAN
FRED BRUMBAUGH
GEORGE BUSH
MATT CARROLL
CARL CARTWRIGHT
ROBERT CHAPMAN
BRUCE CHARLES
FRED CLARY
STANLEY COOK
HAROLD CORTI
MAX CRAFT
JACK DAVIDSON
BENJAMIN EGLET
RUSSELL FOLINO
THOMAS FORGEY
PHIL FREEMAN
DOUGLAS FRUHLING
WARD GOODELL
HAROLD GRIFFIN
THOMAS HARKNESS
JACK HARLIN
RICHARD HARRINGTON
HAROLD HART
DANIEL HENDRICKSON
BEVERLY HERRERA

ROBERT HOFFSTEN
CHARLES HOLMES
ALVIN HUGHES
RICHARD HULET
DENNIS IVAN
NORMAN JOHNSON
JOHN KROGSTADT
LEON LOPEMAN
KENNETH KERCHER
ROBERT KUNKEL
JOHN LAMBERT, SR.
WALTER LANDES
CHARLES MAHLEN
JOSEPH MATHESON
DON MCINTOSH
ROBERT MCLEES
ESTYN MEAD
DANIEL MOREY
JOHN NELSON
HARRY NICKERSON
BILL PATSY
HENRY PAUCK
BILLIE PENNINGTON
RONALD PERRY
JOEL PETERSON
WILLIAM PINK
DENZIL PIPKIN
EDGAR PRATT
DALE RENKEN
PAUL RINGUS, JR.
JESSE RUTHERFORD
JERRY SANDS
GARY SAYLER

BERNARD SAWYER
JACOBA SCHOLS
KARL SCHUETT
MICHAEL SCOTT
DONALD SILVERS
CHARLES SIX, JR.
MARVIN SMITH
ROBERT SMITH
MICHAEL SNYDER
GENE SULKOSKY
JOHN SWEENEY
HARLEY SYLTE
CURTIS TAYLOR
GARLAND TEICH
HAROLD TERWILLIGER
RUSSELL THEROUX
CLAUDE TINGLEY
FRANCIS TWIGG
KENNETH UMPHENOUR
MATT VORDERBRUGGEN
THOMAS VUKICH
VINCO VUKONICH
RICHARD WHITE
ROGER WILDE
DANIEL WILSON
MICHAEL WINCHESTER
TONY WINOWIECKI
DEE WOODS
JAMES WOODS
ROBERT ZETTEL
EDWARD ZIEGLER
JACK ZIMMERMAN

50 Years Ago



The Space Needle in Seattle is now 50 years old.
Construction for the 1962 World's Fair

Courtesy Seattle Municipal Archives



Corps, Navy each plan to spend \$1B on projects here in 2012

By BENJAMIN MINNICK
Journal Construction Editor



Is there more competition for federal construction jobs?

Attendance at last week's Associated General Contractors of Washington's annual forecast of federal projects suggests the answer is yes. A record 171 contractors attended this year compared with 121 last year.

Representatives from the Army Corps of Engineers and the Navy presented their projects, and each has nearly \$1 billion in the pipeline for the next two years. Noticeably absent was the U.S. General Services Administration, which has no projects in the pipeline.

NAVFAC

Bill Galloway, chief engineer and capital improvements business line coordinator for NAVFAC Northwest, said the Navy has six projects proposed for fiscal year 2012, which started Oct. 1, and they are valued at more than \$800 million.

Most of that is Explosives Handling Wharf No. 2 at Bangor, a \$700 million job that would be incrementally funded over four years. Galloway said the plan is to start sometime next year and build it over several years. Other work at Bangor includes the wharf security facility, a project valued up to \$30 million, and waterfront vehicle barriers for restricted areas, valued up to \$20 million.

Other 2012 projects are: a \$30 million fuel line replacement at Whidbey Island; the \$15 million first phase of a dry dock water treatment facility in Bremerton; and a \$20 million cold weather maritime training facility in Kodiak, Alaska.

Another \$5 million could be spent in 2012 on the Navy's unspecified minor construction program and \$50 million on special projects.

The minor construction program has three projects: a \$2 million range operations/emergency medical facility in Boardman, Ore., \$2 million nuclear work facility at Bremerton and \$1 million renovation of the lower base fire station at Bangor.

The special projects program has five jobs: a \$20 million renovation of bachelors' enlisted quarters on Whidbey Island, \$10 million renovation of bachelors' enlisted quarters at Bremerton, \$10 million for caisson repairs at Bremerton, \$5 million for ammunition pier pile repairs at Bangor and \$5 million for energy conservation in six buildings on Indian Island.

The Navy has three projects slated for 2013 totaling about \$85 million. The largest is a \$60 million water fence at Bangor, and the next largest is a \$15 million lab expansion, also at Bangor. The third project is a \$10 million flight simulator on Whidbey Island.

Galloway cautioned that Congress has yet to approve any of the projects for 2012 or 2013.

Corps of Engineers

Anil Nisargand, chief of specifications and technical review in the Engineering Division of the corps' Seattle District, said most of the work is at Joint Base Lewis-McChord.

The Seattle District signed more than \$350 million in construction contracts for fiscal year 2011 that ended Sept. 30, including about \$284 million in work at JBLM. District-wide, about \$450 million in projects are planned for 2012 and a similar amount for 2013.

Nisargand said about \$308 million in projects are planned next year at JBLM, and \$400 million in 2013.

The 2012 projects at JBLM are:

- \$40 million-\$50 million second phase parking apron for the air cavalry squadron. The 94,000-square-foot rotary wing parking apron will probably bid next August.
- \$25 million-\$50 million barracks for 185 people that will be 67,000 square feet. Contractors are already lined up under the multiple-award task order contracts (MATOC) process, with a bid advertisement in March.
- \$20 million-\$25 million for two tactical equipment maintenance facilities, advertising in January under the MATOC process.
- \$15 million-\$20 million design-build company operations facility for special operations forces. It includes a two-company operations facility, 7,500-square-foot administration module, 13,000-square-foot readiness module and a 26,000-square-foot general purpose administration facility. A bid advertisement is expected in February.
- \$15 million-\$20 million operational readiness training complex barracks will go out for bids in January. It will be a four-story, 61,000-square-foot barracks.
- \$15 million-\$20 million for roads and water lines, a design-build MATOC contract expected to advertise in April.
- \$10 million-\$15 million design-build dining hall. A contractor for the 20,000-square-foot project has already been selected under the single-award task order contracts process.
- \$10 million-\$15 million design-build access control point project. Includes entry and exit lane pavement, identification check islands, turnarounds, vehicle barriers, gate house and guard booths. This is a MATOC project with an expected ad date in August.
- \$10 million-\$15 million 144-person barracks. The 52,000-square-foot project is expected to advertise in March under MATOC.
- \$10 million-\$15 million tactical equipment maintenance facility of 35,000 square feet. The MATOC contract is expected to advertise in April.
- \$10 million-\$15 million company operations facility totaling 44,000 square feet. The MATOC contract is expected to advertise in April.
- \$10 million-\$15 million fuel distribution facility replacement; already out for proposals to select contractors.
- \$5 million-\$10 million in electrical upgrades, including conversion of up to five miles of overhead power lines to underground. The design-build MATOC project will advertise in April.
- \$5 million-\$10 million for three 1.5 million-gallon water tanks, a pump system and wells. The design-build MATOC project will advertise in June or July.
- \$5 million-\$10 million administration building for the air operations support squadron. The 16,000-square-foot building is using the MATOC process, and bids will be advertised in January.
- \$5 million-\$10 million battalion headquarters, a 36,000-square-foot building advertising under MATOC in June.
- \$5 million-\$10 million for the 14th Street infrastructure and expansion. An advertisement date is set for next May.
- \$5 million-\$10 million joint access between the two bases. The project includes an overpass at a railroad crossing. Bids will be advertised in June under MATOC.
- \$5 million-\$10 million battalion headquarters, a 16,400-square-foot building advertising in April under MATOC.
- \$1 million-\$5 million for roads and water lines in the Miller Hill area, a MATOC project with an August advertisement date.
- \$1 million-\$5 million sniper field firing range in Yakima, a service-disabled veteran-owned small business project under MATOC that will advertise in January.

The Army also has two projects bidding this month at Fairchild Air Force Base in Spokane: a \$10 million-\$15 million, 35,000-square-foot second phase of the SERE headquarters; and a \$10 million-\$15 million wing headquarters, which involves demolishing a building and constructing a new 27,000-square-foot headquarters. The SERE program trains in survival, evasion, resistance and escape.

Nisargand said there are another \$30 million in projects that are non-military, such as \$5 million in repairs to Seahurst Park in Burien and \$5 million worth of dredging and navigation work in Western Washington.

Nearly all of the 2013 projects don't have advertisement dates yet, according to Nisargand.

**Operating Engineers
Regional
Training Center**

Ellensburg, WA
1-800-333-9752



Tami St. Paul
Training Coordinator

Washington Training

Brothers and Sisters,

We are glad to see so many of you taking advantage of training this winter. We added a couple new courses to the lineup and more safety classes as demand increased for some of them. We are still having some problems with people signing up for a class and not showing up. With the demand for all the courses – including the safety classes, this needs to stop. We are happy to provide as many courses as are needed, but it is a dis-service to our brothers and sisters to reserve a seat and not use it. If you have signed up for a class and find yourself unable to attend, please give the training center as much notice as you can so we may fill the seat with someone from the waiting list. We really appreciate your help with this.



Paving over the winter weather.



Learning to run screed in the Paving class.

Paving classes ongoing – we have a new addition to the training center equipment, drum roll please, a Caterpillar paver. We are very grateful to Lakeside Industries for helping us get a great deal on the machine. We are offering classes for both Operators and Mechanics using this new addition to the fleet. Classes are ongoing regardless of the weather. We've been able to do some work with sand in the new indoor grade checking arena with some of the classes. The paving course is designed to prepare you to work in that part of our industry. There always seems to be demand for operators with good paving skills every year in the halls, so if you have an interest in paving, come get some training with us.

Checking out the automatics with the paving class.



NCCCO Deadlines coming up soon!!! NCCCO certifications and re-certifications are keeping our crane instructors busy. At the end of June, the grace period for getting your rigger and signal person qualification ends. After that, anyone doing any rigging and signaling on the crane must be trained and tested. There are a couple ways to do it. Your contractor can do it in house and that will get you “qualified” and you are good to go as long as you stay with that employer. However, the only way you can get a dispatch from the out of work list for a rigging and signaling job is to have the portable/transferable NCCCO rigging and signaling certification. If you are interested in getting the NCCCO rigging and signalperson certifications please call the training center to get your paperwork and fill it out and send it in. That’s how we know when we have enough people to set up another class and testing date.

Another deadline – NCCCO re-certifications... Many folks who already have their NCCCO crane operator certifications are coming up on the 5 year re-certification deadline. If you do the re-certification before your card expires, it only takes a written test to become re-certified. If you let your certification lapse, you have to start from scratch again with the written and practical tests both. So... don’t let your cards lapse. Also, there have been a number of changes to the crane standards so we strongly recommend taking the re-fresher course before the recertification exam. We are still offering the four week crane courses at the training center and have added NCCCO rigging and signal person training and testing courses as needed.

Some of the items that will require the new rigging card to be lifted by any of the dirt equipment on the job now.



Dirt equipment operators are not off the hook – excuse the bad pun – when it comes to rigging either. The new law in Washington State requires that anyone hooking up anything that’s going to be lifted off the ground by any piece of equipment on a construction site be a qualified rigger... - If it’s being picked by a crane, you need the NCCCO rigger courses or qualifications that meet those standards. If an item is being picked by any other type of equipment – not classified as a crane – you must have the new rigger qualification that meets the State of Washington guidelines. We are working on getting together a class that meets those requirements to begin offering to our members and signatory employers hopefully as early as this spring. We are, as of the writing of this article, seeking contractor input on what that course needs to cover to meet the criteria of the law and the needs of our members and contractors. Stay in touch with your contractor and the training center for more information as it becomes available.

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New, in depth forklift courses are going on now. We are happy to welcome Al Rollins to the training staff as our Forklift instructor and this is what Al has to say about the enhanced forklift training courses. “The forklift /Telehandler is the supply back bone of many building trades jobs, its versatility allows it to be adapted for various tasks and making it in high demand, often viewed as a vital part of the job site from start to finish.” Al feels it is critically important, since many other trades are certifying their members in masses on the forklift; that we, as Operating Engineers, provide Operators who have the highest level of skill and motivation in order to maintain our jurisdiction on this versatile and necessary piece of equipment. This course is designed to get and keep our brothers and sisters up to date with the best skills and knowledge in safe and productive forklift operation. Al’s teaching philosophy is that, “one way to help our cause is to educate our members in the safe handling of the other trades’ materials, and how to recognize unsafe situations across the job site before they ever get to one.” Al has been operating mainly all terrain forklifts since 2000 and has, “enjoyed my most prosperous years in the IUOE doing so.” Al is aware that running the forklift on the job site presents daily hazardous situations or potential conflicts since we have lots of face to face interaction with other Tradesmen and Women on the job sites and he points out that there is a lot of need for time management and diplomacy and respect since sometimes, “we do not know their state of mind until it sometimes blows up in our faces.” Part of Al’s solution to this is that, “we have to understand that 10% of conflicts are due to difference of opinion and 90% are due to the wrong tone of voice.” See there’s a lot more to this forklift work than first meets the eye. Al finishes his class description like this, “My hopes are to help my brothers and sisters to better understand the safety and operations of forklifts and telehandlers so that we may take back the work, and be the most highly skilled, professional and productive forklift operators so that we are recognized, without a doubt, as necessary to our contractors’ continued success.” Come take a class from Al on the forklift and put another extremely valuable tool in your belt and on your card.

Instructor Al Rollins with one of the forklifts used for the new forklift course



We have a new face in the training office. We are happy to welcome back Marisa Smith as our new apprenticeship contact in the training center office. She worked with us several years ago and is back working to keep the apprentices and their paperwork all in order. She is a wonderful gal so help us make her feel welcome back on staff when you get a chance.

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Doing the high lift in the forklift class.



Inside the new grade checking arena.

Our new indoor grade checking arena is nearly complete. This should offer everyone an even better learning experience for this course. There won't be the added challenges of trying to work in frozen or muddy ground and fighting the wind, which sometimes blows with impressive force at the training center, to worry about. This should make concentrating on learning the math and formulas and actual grade checking tasks the primary focus of the course instead of having to adjust to the elements and the challenges they represent while trying to learn the work.

We hope those of you who chose to invest your time improving your skills, getting new ones or updating your safety cards will find yourselves busy and more prepared on the job site this coming season and know that you invested your time wisely. If you are still headed over for training, pack for a variety of weather and plan to layer up for comfort. The weather conditions change throughout the day at the training center, you just never know what you'll get.

We still have some good training coming up; you can check our web site for a complete schedule of upcoming courses at www.oetraining.com.



Loader instructor Bob Myers with apprentices James Brooks and Damon Sleister.

IUOE Regional Training Center

Palmer, AK
1-877-746-3117



Ken Peltier
Administrator



Mike Holcomb
Training Director



Betty Jo Dibble
Apprentice Coordinator



Chad Hutchinson
Apprentice Coordinator

Alaska Training Report

We are eight months into our training season in our new facility. It is truly something to be proud of. Training in Alaska picks up pace when spring approaches. Late winter starts the training season for new apprentice Operators and Mechanics. The Training Center has skill upgrade along with health and safety classes running simultaneously. Journeymen upgrade and certifications classes run in full swing September through June, to make sure the members are ready for call out at any time.

This year we have added rigging and signalperson qualification and certification training. Although some states have adopted OECF in Alaska, we are still using NCCCO for our crane testing and certifications. That being said, we intend to take a very close look at converting to OECF. More on that soon as we make that determination.

As I mentioned in an earlier article, we also added SWPP training to educate our members on the environmental obstacles in the field and introduce them to the world of acronyms affiliated with this part of construction. This is very valuable information, literally. When we were building our center I attended one of these classes along with Training Director Mike Holcomb. As we were going through the certification process our discussion lead us to the realization we needed to be teaching our members this stuff in-house. We will work towards certifying them next. Proper procedure for reducing erosion and what was generating these lofty fines via bad past practice is our primary focus. Crazy as it sounds, we developed curriculum along with the D.E.C and invited them to teach our members at our facility. Health and Safety Director Adam Ferguson has extensive background in this area and has taken the lead on teaching the class with the D.E.C. staff.

Up North in Fairbanks we are still teaching how to pipeline. In January, instructor Danny Rowland and Chad Hutchison lead an upgrade class of side-boom operators through 2 weeks of advanced pipe-layer techniques. Jay Hodges continues to do an excellent job of teaching the mechanics this field and keep the booms running. This fall we will participate in another 4 craft pipeline class at the Fairbanks Pipeline Training center. Each year the leaders from each group meet and expand this training to expose students to new variables. Last session, Volvo donated their pipe-layer that is mounted/converted on the excavator chassis. Feedback was very good. This is certainly an amazing engineering accomplishment. As with all equipment, especially one that has the intention of improving the process, we have heard various reviews on how it performs in the field. Either way, it performed flawlessly and we were very fortunate and appreciative of this opportunity to test this machine over several weeks at our own pace.

Our indoor training arena is amazing. We did end up with several feet of frost in it over the winter at times but used it on a regular basis after we took care of that problem. After one round of that, we have decided it is time to remove the material placed in the floor during construction with something less frost susceptible and smaller in size. A good apprentice-upgrade class for sure.

I sincerely hope each of you has a safe work season.

Ken Peltier
Training Trust Administrator in Alaska

**IUOE Regional
Training Center**

Palmer, AK
1-877-746-3117



Pipeline Training 2011



Pipeline Training 2011

General Rules & Instructions for 2012 - 2013 School Year

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

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

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

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

Who May Apply

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

Applicants must be senior high school students who have, or will be, graduated at the end of: (1) fall semester 2012, or (2) spring semester of 2013, in public, private or parochial schools who plan to attend a college, university, or vocational technical college anywhere in the U.S. during the academic year and who are able to meet the academic requirements for entrance into the university, college, or vocational technical college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between March 1 and June 30, 2012. Application forms and instructions are also available at www.iuoe302.org.

Awarding Scholarships

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

Jack McDonald Scholarship Award Fund Instructions

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

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

JACK McDONALD MEMORIAL SCHOLARSHIP APPLICATION
2012 – 2013 SCHOOL YEAR

PLEASE PRINT
NAME OF
APPLICANT: _____

ADDRESS: _____

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

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

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

School you presently attend: _____ Graduation date: _____

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

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

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

List outside activities and/or other special interests: _____

First Quarter
2012



JACK McDONALD MEMORIAL SCHOLARSHIP

SCHOOL STATEMENT FOR 2012 – 2013 SCHOOL YEAR

PLEASE PRINT
NAME OF

APPLICANT: _____

ADDRESS: _____

NAME OF SCHOOL: _____

SCHOOL ADDRESS: _____

DATE OF ENROLLMENT AT YOUR SCHOOL: _____

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

- YES NO

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

- YES NO

If so, please specify the activity: _____

Please give your personal evaluation of the applicant: _____

Signature: _____ Title: _____

The Principal or authorized representative is requested to complete this form, include one copy of the applicant's official transcript, and mail both directly to:

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



IUOE 302
Deadline



The D-8 Dozer in Hank Scott's dozer class with a great view of the Valley.



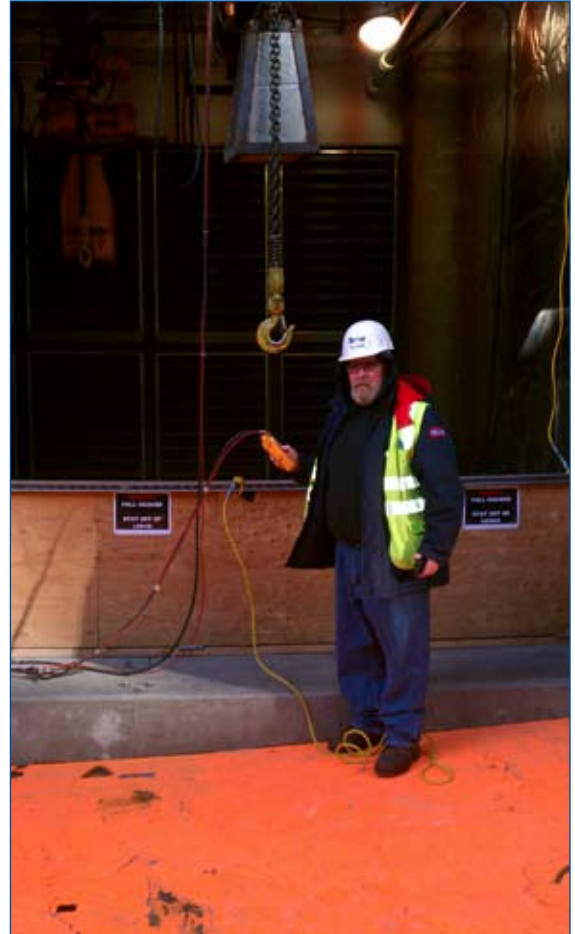
Working the beam through the poles. Forklift Class in Ellensburg



The bobcat from the Loader class spreading the sand in the new indoor grade checking arena



Turner- Husky Stadium



Roy Larson - Virginia Mason

5th & Lenora - Downtown Seattle

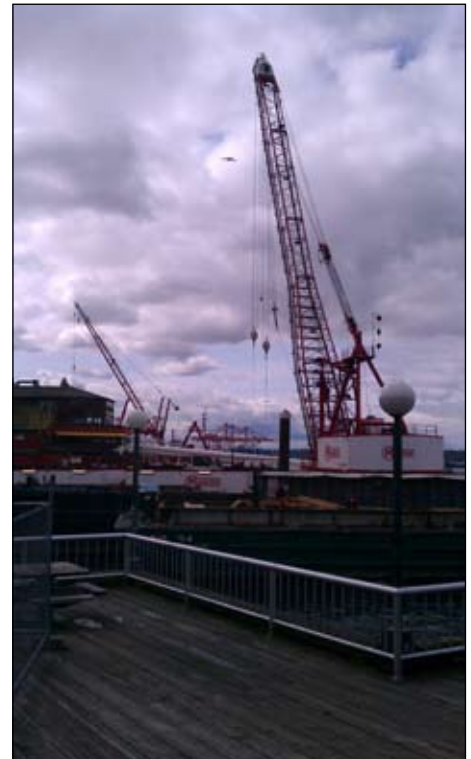




Viaduct Work in Seattle



Pier 57 Manson Ferris Wheel Project



Pier 57 Manson Ferris Wheel Project



Gov. Gregoire signing SB5127 with Randy Loomans and Gabriel Chavez

Fuel Taxes: A State-by-State Comparison

Fuel Taxes: A State-by-State Comparison is published with the intent to assess and compare Washington's motor fuel tax to that of the other 49 states and the District of Columbia. Throughout the country, state and local governments impose a variety of cents-per-gallon taxes and taxes based on the retail or wholesale price of fuel. Some states also impose environmental or business taxes that translate into cents-per-gallon charges at the pump. To determine how Washington compares to the other states in the nation, the Washington State Department of Transportation semi-annually analyzes data from other states to learn what taxes are imposed on fuel used by cars and trucks traveling on the nation's roads.

This report covers the period from January 1, 2011, through June 30, 2011. The average cost of fuel increased during this time period. Since our last report (December 2010) the nation's average cost of fuel increased by 73 cents resulting in upward changes to states with applicable sales tax or variable tax rates.

Washington ranked 6th among the 50 states and the District of Columbia for combined state and local gasoline taxes for the first half of 2011. A majority of the states (24) have combined fuel tax rates that fall within the 20¢ to 30¢ range, twelve states fall into the 30¢ to 40¢ range, five states (Illinois, Connecticut, Hawaii, New York, California) are above 40¢ and the remaining ten have combined fuel tax rates under 20¢. The average state gasoline excise tax is 21.4¢ per gallon. The national average state and local gasoline tax rate for this six-month period is 27.1¢ per gallon. Washington's 37.6¢ tax rate is still lower than states with congestion problems similar to ours (Illinois 58.1¢, New York 44.9¢, and California, 44.9¢). Including the federal tax on gasoline, the nation-

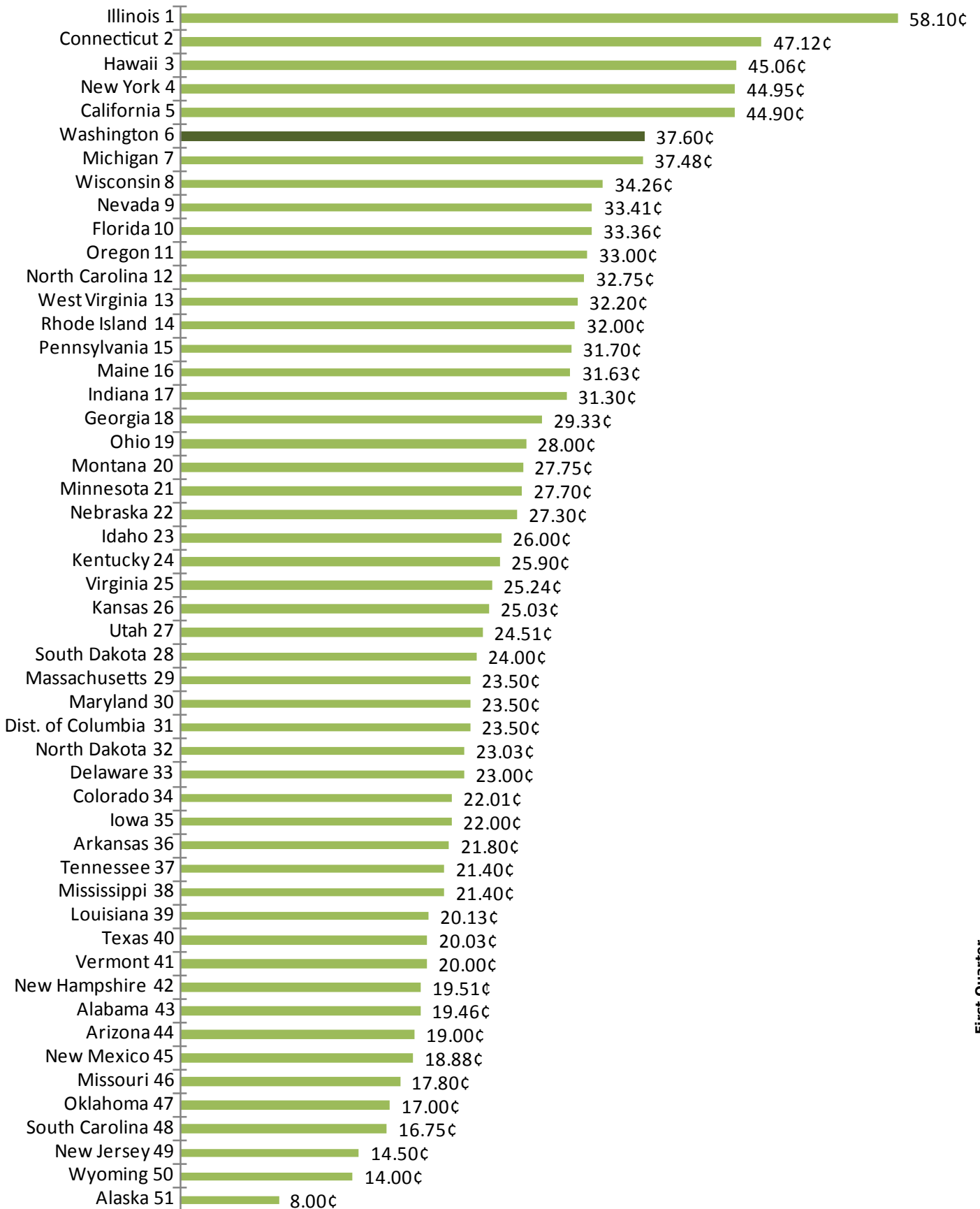
wide average tax is 45.5¢ per gallon as of June 30, 2011.

The federal tax on gasoline is 18.4¢ per gallon for all states (last increase 1993). Federal and state taxes account for 12.7% of the average pump price of gasoline in the nation during the first half of 2011 and 15.0% of the average pump price of gasoline in Washington during the same period of time.

The Impact of the Combined State and Federal Motor Fuel Tax Rates at the Pump <i>(dollars per gallon)</i>		
	Washington	United States
Average Retail Price of Gasoline	\$3.73	\$3.59
Average Motor Fuel Tax Rate <i>(Including Federal Gas Tax of 18.4¢)</i>	\$0.56	\$0.45
Motor Fuel Tax as a Percentage of the Retail Price of Gasoline	15.0%	12.7%
<i>Source: The U.S. Energy Information Administration motor fuel prices for the period of January 2011-June 2011.</i>		

The information in this report is gathered from the Commerce Clearing House (CCH) State Tax Guide, Statute Summaries. In addition, data was supplemented with information supplied by individual states, official DOT web sites and telephone interviews with officials in selected states.

State by State Combined State and Local Gas Tax Rate Comparison January 1, 2011 through June 30, 2011



Brian Lyman - Local 302 Member

I enlisted in the Alaska National Guard in May of 2005 and graduated basic training and advanced training in March of 2006.

My first deployment was with the 1/297th Infantry Battalion To Kuwait and Iraq from July 2006 to October 2007. While I was there I was a 50 caliber gunner on an up armored Humvee doing route security from a place called Kabari Crossing in northern Kuwait 65 miles into Iraq along Route Aspine. During that deployment I participated in over 100 combat patrols, many of which lasted up to 3 days at a time. On those patrols we slept and lived in our Humvees.



Me manning a 240H machine gun on a flight from Bagdad to Balad at the end of October 2010.

My second deployment was to Kosovo as part of a UN peace keeping mission from December 2008 to November 2009. I went over there with D company 1/207th Aviation Regiment. While there I was a UH-60 Blackhawk mechanic, myself and 25 other enlisted soldiers were responsible for keeping 11 helicopters flying. While I was there I preformed other duties that allowed me to train both Portuguese and French enlisted and officers how to perform sling load operations with helicopters.

My third and most recent deployment was to Iraq with B company 1/207th Aviation Regiment from August 2010 to august 2011. I was one of 14 maintenance personal attached to B company from the maintenance company (D company) for the deployment. On this deployment I had limited flying duties but enough to get me out and see most of the country. My primary duty was NCOIC (Non Commissioned Officer In Charge) of maintenance for the 10 UH-60 Blackhawks we took over with us. Although the job doesn't seem like much it involves 12 to 16 hour days 6-7 days a week since the aircraft fly nearly around the clock. While we were there our unit transported several dignitaries such as, The Secretary of Defense, The Secretary of State, The Vice President, as well as foreign military leaders and heads of state.

I would like to add that I am very grateful to both the Municipality of Anchorage and the Local 302 for tolerating my many absences, Many falling very close together. I have always received nothing but support and well wishing before, during, and after each of my deployments.

Brian Lyman has been a member since 2004. He has been deployed 3 times and works for the Municipality of Anchorage since 2004 as a heavy equipment operator. He is also a Blackhawk mechanic.

MEMBER DUES

Effective July 1, 2012 your monthly membership dues will increase by \$0.50 per month.

This increase is a result of the 2008 amendment to Article XI Section 1 of the IUOE Constitution which stipulates that Local Unions must increase their monthly Per Capita Tax to the International by \$0.50 per 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:

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

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

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



LOCAL 302 REPRESENTATIVES

DISTRICT 1 - BOTHELL

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

DISTRICT 2 - BELLINGHAM

Brett Holley, District Representative

DISTRICT 3 - PENINSULA

George Garten, District Representative

DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

Sean Jeffries, President & District Representative

DISTRICT 6 - ANCHORAGE

Jason Alward, Treasurer & District Representative
Carl Gamble, Field Representative
Shane Linse, Field Representative
Mark Charlton, Dispatcher
Bill Sims, Business Representative

DISTRICT 7 - FAIRBANKS

Rob Peterson, Vice President & District Representative
Shawn Lowry, Field Representative
Lake Williams, Business Representative
Avery Thomas, Dispatcher

DISTRICT 8 - JUNEAU

Corey Baxter, District Representative

EXECUTIVE BOARD

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

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

Daren Konopaski, Business Manager

18701 120th Avenue NE
Bothell, Washington 98011-9514



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DISTRICT MEETING SCHEDULE

DISTRICT 1 - BOTHELL

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

DISTRICT 2 - MT. VERNON

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

DISTRICT 2 - BELLINGHAM

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

DISTRICT 3 - ABERDEEN

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

DISTRICT 3 - SILVERDALE

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

DISTRICT 3 - PORT ANGELES

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

DISTRICT 4 - WENATCHEE

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

DISTRICT 5 - ELLENSBURG

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

DISTRICT 6 - ANCHORAGE

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

DISTRICT 7 - FAIRBANKS

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

DISTRICT 8 - JUNEAU

Fourth Tuesday of each month, 7:30 p.m.
Union Hall, 9309 Glacier Hwy., Bldg. A-105.

