

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — First Quarter 2014



New Opportunities in Liquefied Natural Gas



Daren Konopaski
Business Manager

Brothers and Sisters:

Happy New Year to you and your family! It was great to see so many of you at the Holiday parties across both states. It means a great deal to me to see the membership pull together to look out for and provide resources to our members that have found hard times and all of those folks who are less fortunate. I would like to say thank you to all of you that provided gifts and non-perishable goods at these events. Your gifts went a long way to help those folks during the holiday season.

Now I want to provide you with some updates on the latest challenges that we are facing for our membership and our way of life. In prior editions of the Loadline you read about the challenges that we are dealing with as it relates to waterfront work. We recently reached a settlement at the Deep Bore Tunnel. The equipment operation will be fully manned by our members. It is very much a victory for us as it is a fact that, what we set out to do and the position we took on maintaining our work, was not infringed upon.

Continuing with the challenges we face but moving North to Alaska. As you may recall, we have similar jurisdictional challenges in Alaska. I assure you that, like in Washington, these are being dealt with head-on to ensure we retain our jurisdiction. More worrisome however is on the political front, the major legislative and policy issues in Alaska that I am proud to say we are putting on a full court press to eliminate the opportunity for a mayor to make a run for Lieutenant Governor of this great state. We have and we will continue to support both monetarily and boots on the ground the campaign of Lesil McGuire against Dan Sullivan. Mayor Sullivan chose to take the first strike against us for "Right to Work" by attempting to de-unionize our public sector members in Anchorage. I truly resent the fact that this unsavory politician would attempt to overturn family-wage jobs in Alaska against the best interests of our members and the valued citizens of this community.

While we have fights we also are building relationships with those that are truly committed to our position and our ability to deliver in the construction industry. Much like the agreement we made in Washington we received additional compensation in Alaska because they recognize the value we bring to the table. This is also true in all of the other agreements that we are currently negotiating outside of the Master Agreement and further supported by the fact that we continue to sign-up new contractors to put our members to work. The bottom line is that day in and day out our field representatives our engaging contractors and signing them up with agreements because contractors are recognizing what we bring to the table. We bring the top-shelf quality of a labor force for the needs that they have to be successful on the job. Suffice it to say, the better you all do in the field makes our jobs easier in securing more contractors and more work for this membership.

As you will read in the articles from all of the field representatives - - - the times are getting better. The Out-of-Work Lists in all of the districts are getting smaller and smaller and the open calls are getting more and more difficult to fill because our members are WORKING. I am very pleased with 2013 and I have extremely high hopes for this ensuing year. We are working hard on every front to ensure that jobs are on the forefront of every conversation we have. We are taking on the political fights to ensure that funding is there for Transportation and Construction. There are

several factions that are not happy with how we are doing things and the fact that we are not backing down with our position that construction should be first and foremost in ensuring that we keep this economy rolling. However, we aren't in this for a popularity contest. Our mission is to ensure that our members are able to get back to work earning family-wages to get this economy back on track.

This Loadline includes a few terrific examples of this fact. For instance, we were able to secure an agreement with Matanuska Electric Association's Eklutna Generation Station (EGS). As you will read in Brother Alward's report, this new unit will equate to new jobs on a power generation plant on a new four (4) year contract for our membership. I am saddened and excited to report that Brother Gamble recently accepted a position with this unit that is closer to his home and a great opportunity to have one of our own directly placed within the unit. Congratulations Carl and good luck with this new opportunity. Yet another example of our expansion in this industry, which 302 currently represents members in the power generation arena.

Another great example of the expanding work is the main article in this Loadline, which provides you a great deal of information about the ever growing expansion into the Liquefied Natural Gas arena in Alaska. Again, this is another example of the work that is on the horizon for our members. I suggest you take a close look at this growing phenomenon in the construction industry that will provide a great number of jobs to our members. As always, as we see expansion and workload changes you may see modifications of representation to ensure appropriate workload levels for the field representatives.

In Solidarity,

Daren Konopaski
International Vice President and Business Manager

LOADLINE
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COVER PHOTO:

AES-HCC Sidebooms - North Slope



Kyle Brees
Financial Secretary

Brothers and Sisters,

Another year is behind us and I hope you had a prosperous 2013, as we look forward to another great year here at Local 302 I would like to reflect on 2013 for just a moment.

The local has had a good year for 2013 the general fund is doing well; we have enjoyed a busy year for our members both in Alaska and Washington. We signed several new contractors and our membership actually increased this past year which it hasn't done for several years.

The pension plan is doing what the plan is designed to do and even though we do not have the final numbers for 2013 at the time of this writing we believe that the plan did well for the year. A busy work season in both states has increased hours and contributions well over last year, it appears that the markets did well for 2013 and things continue to look bright for the future. While 2013 appears to have helped we still have a ways to go. Unfortunately we are only about half way through realizing the losses of 2008 and it continues to be a draw on the plan. As you are aware the last few years have been a very hard reality to deal with from the trust perspective, the trustees felt that benefits had to be adjusted, retirement ages had to be increased and our retirees would not be able to enjoy an increase for another year, while some of these decisions may not be popular the trustees felt they were needed to further protect the solvency of the plan.

2013 came at us with a lot of uncertainty with regards to our health care plan because of the Affordable Care Act, while there were and continue to be lots of unknown rules buried inside the new health care law which could result in unknown costs to our plan we are working everyday to keep the health care plan solvent and maintain our current level of benefits. I wish I could say that the new law has not had an effect on our plan I cannot. The ACA has several stipulations that we must comply with and while some are not a large burden to the plan others are. We must now insure your dependent children self insured or not up to the age of 26. We must have certain types of preventative care benefits that were not required in the past; the one thing that we are the least happy about is the reinsurance fee of \$63.00 fee per covered participant that we must pay to the government to shore up the implementation of the healthcare exchanges. This is money that we will no longer be able to use for benefits. While opinions vary on the new healthcare law it is the current law of the land and we will continue to adjust our benefits in order to comply with the ACA. Watching diligently to see what tomorrow brings.

I hope that you all have a great 2014

Kyle Brees
Financial and Recording Secretary

**TELEPHONE
NUMBERS**

District 1, Seattle Area
(425) 806-0302
1-800 -521 -8882

District 2, Bellingham Area
(206) 931-8977

District 3, Peninsula Area
1-888 -882 -0557

District 4 , East Wenatchee Area
1-800 -869-2567

District 5, Ellensburg Area
(509) 933-3020
1-800-869-2567 WA only)

District 6, Anchorage Area
(907) 561-5288
1-800 -478 -5338 (AK only)

District 7, Fairbanks Area
(907) 452-8131
1-800 -478 -8131 (AK only)

District 8, Juneau Area
(907) 586-3850
1-800 -478 -9551 (AK only)

**MEDICARE
PARTICIPANTS**

Instructions for submitting your medical bills: The doctor or hospital must bill Medicare first. Medicare will send you a statement showing amount allowed and paid. Then attach all itemized doctor and hospital bills and prescription receipts to a green medical form and send to the address below.

CLAIMS

Mail all claims to :
Operating Engineers Local 302
Health & Welfare Trust
P.O. Box 34684
Seattle, WA 98124-1684

**BENEFIT
COVERAGE**

If you have questions about your medical coverage, call:
Seattle Area
(206) 441 -7314
Toll free anywhere in the U.S.A.
including Alaska and Hawaii
1-877 -441-1212

LOCAL 302

Bothell office
425-806-0302



Josh Swanson
Government Affairs

Happy New Year to all and I wanted to provide an update of what we can expect in the ensuing Washington legislative session. At the time of writing this report various aspects of the 2014 legislative agenda and transportation package are very much up-in-the-air. The Senate Majority Coalition Caucus held various meetings across the state referred to as the “Listening Tour.” While we attended most of the meetings the overwhelming perspective from the voters and citizens of this state was that, while they didn’t like the idea of a gas tax increase, they did support various transportation projects and correcting the Washington transportation system. For anyone that has endured rush-hour traffic, they can certainly appreciate the need to invest in transportation.

The Governor has attempted to negotiate with members of all the caucuses to bring a transportation package to the forefront of the Legislature. While they have yet to be successful as of yet there are still sixty (60) days to accomplish this task before the end of the legislative session. While the Majority Coalition Caucus is still attempting to gain ground in Prevailing Wage and Apprenticeship concessions, we are holding strong that we will not negotiate concessions on the backs of our membership to achieve this. The changes to Prevailing Wage and Apprenticeship that have been proposed to date are not acceptable and they are described in the table below. However, it is also very difficult to not want a \$12 Billion transportation package that includes a great deal of work in Maintenance and Preservation as well as new roads and expansion to roads that are in desperate need of work.

To that end we are participating in every discussion and dialogue that we can to bring a transportation package home (to the finish line) for a great deal of work for our members. Contractors and various businesses are at the table attempting to also achieve the ultimate result of this significant package. While we will soon be entering into an election year for all of the House and half of the Senate we are doing everything in our power to hold politicians accountable for the decisions they make this coming legislative session. We are being very deliberate in providing resource and assistance to legislators that will forward our ultimate position to increase jobs and address the transportation mess in Washington. Our hope is that you all do the same when you go to the ballot. Register to and participate in the election process. This is our best tool in ensuring that we are heard by our elected officials.

While we don’t expect a great deal of change this upcoming session it does not mean that we don’t need to be vigilant in ensuring that legislation that is harmful to workers passes either chamber. We have already spent a great deal of time meeting with legislators and member of the Governor’s staff to ensure that are issues are considered and remain on the table.

I hope everyone had a wonderful Holiday season and a prosperous new year. It was great to see everyone at the Local 302 Holiday parties.

In Solidarity,
Josh Swanson
Political and Communications Representative

2014 Transportation Highlights – The Majority Coalition Caucus is looking for concessions relating to the following issues and we have included our current counter proposal(s):

- A change to the Prevailing Wage Laws to include every contractor in the survey process at the time of the contractor’s registration renewal process.
 - We have countered this proposal with a requirement that either the survey process be provided as an online option and/or we are supporting a proposal from the WA State Building Trades that requires that Collectively Bargained Rates establish the Prevailing Wage.
- A change to the Apprenticeship Laws to lower utilization rates from 15% to 12% on Public Works projects.
 - We have countered this proposal with a lowering to 13% (current statewide achievement rate) and that penalty provisions be included to ensure compliance with utilization requirements.
- A change to utilizing all sales tax revenues from transportation projects for these projects as opposed to depositing the funds into the General Fund.
 - We have agreed to this proposal for projects that these funds will be utilized for and/or potentially agreeing with this move to ensure that these monies be used to forward transportation improvements – approximately \$60 million per year.



*Photo, from left to right:
Josh Swanson, IUOE 302; Herb Krohn, UTU SMART; NFIB; Farm Bureau; Mike Elliott - Trainmen; Dave Myers- WA State Building Trades; WBA; Gordon Baxter, ILWU; Keith Weir, Seattle Building Trades; Shannon Walker, SW WA Building Trades; John Wagoner, Pulp & Paper Workers*

DISTRICT 7

Fairbanks office
907-452-8131



Rob Peterson
Vice President &
District Representative
Executive Board

Brothers and Sisters:

As of November, the Alaskan Districts 6, 7, and 8 finished their monthly meetings for the year. Meetings in Alaska are cancelled in November and December due to the Holiday season. I want to thank all the Members who attended meetings this year, and I want to encourage everyone to attend the monthly meetings in 2014. It's your Union so it is critical for you to stay informed and guide it with your voice. Come to the meetings!

It has been five years since we've been able to report positive economic forecasts, but that has now changed. Alaskan construction projects are looking strong for the future. The 2014 Alaska Governor's budget has increased spending over last year's budget for heavy highway construction. "Roads to Resources" is a real priority with the current administration. Construction projects on the North Slope of Alaska have increased twofold over the last couple of years. Progress in dealing with the decline in oil being transported through the 800 mile long Trans Alaska Oil Pipeline (T.A.P.S.) is and should be a high priority for all Alaskans. At a rate of 6 percent a year decline, we should be very concerned about how future Alaska administrations will be able to fund Government without some sort of personal tax. This fall Alaskans will vote to approve or disapprove Senate Bill 21, which reduces the amount of money the oil companies pay to the State of Alaska. Ninety-five percent of state revenue comes from oil produced on the North Slope. Please consider carefully how you cast your vote.

In other positive news, membership numbers in Alaska and Washington are back to pre-2008 levels (around 10,000 members) and the numbers continue to grow. The stock markets and other investments in the Pension fund are doing well offsetting the losses our pension plan incurred in 2008. From a high of \$2.5 billion in 2007, to a low of \$1.7 billion in 2008, we now have approximately \$2.2 billion in our pension fund today. Business Manager Daren Konopaski with other Trustees have had to make tough decisions to protect the fund and make sure the promised money will be there in the future, as members retire.

Healthcare costs are projected to rise less this year than initially predicated. The assumptions, were told, if rates rise too much, it will force a shift of people to the Healthcare exchanges for coverage and hurt the private insurance carriers. But as we have learned, these projections can change. Last June, we were told to expect an 8-10% increase in healthcare costs, due to the Affordable Care Act. Now, we hear a 6-8% increase. Again, these are projections, but still good news. Keeping more money in our pockets is always the goal. We will continue to look at all options to keep our healthcare costs as low as possible, for our Members and dependents.

In Solidarity,

Rob Peterson
Vice President and District Representative

FAIRBANKS DISPATCH

Brothers and Sisters:

As 2013 passes and 2014 begins, I would like to thank all of the hard working members that made it possible for such a successful year. The outlook for 2014 is as positive as ever. We are anticipating a record breaking year and an increasing demand for highly skilled craft hands. For the 2014 winter and summer work, we are anticipating the need for an increase in NCCCO crane operators, heavy duty mechanics, and service oilers. We are also anticipating an increased need for pavers for the upcoming summer season.

As the construction industry in Alaska continues to be strong so does the need for members to progress with the times. As technology changes, our skills will need to also change. Our Training Trust offers many opportunities to advance members skills. To match that of the increasing demand, we will need to be proactive. The opportunity for learning new state of the art systems, such as Caterpillar M-series blades, combined with Caterpillar's Accugrade integration with GPS systems like Trimble Grade and Topcon will become more available from our Training Trust as the new improved systems become available. With the new technologies on the horizon, the demand for diagnostic mechanics will be increasing as well. As grade checking technology continues to evolve, our contractors will require specialized grade checkers as well. After all, the finished product of any job is only as good as the grade control. Please visit the Apprenticeship and Training website (www.aoeett.org) for details and schedules of upcoming classes.

In conclusion, please remember to register and re-register with your respective union hall every 90 days. It's a great opportunity to update your address, phone numbers, add current training cert's and update your qualifications

In Solidarity,

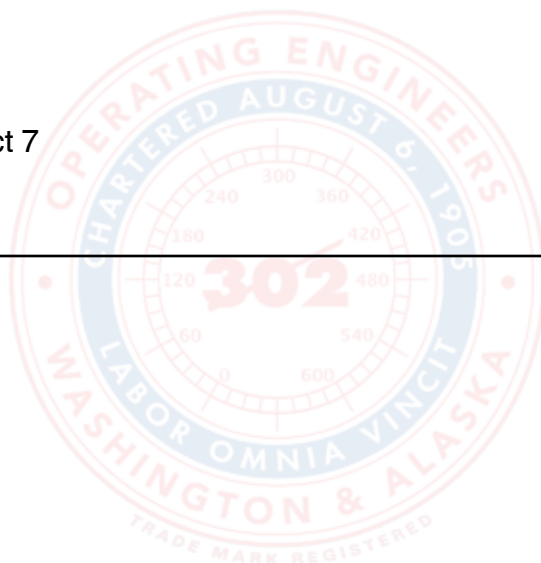
Mark LaFon
Dispatcher, District 7

DISTRICT 7

Fairbanks office
907-452-8131



Mark LaFon
Dispatcher



DISTRICT 7

Fairbanks office
907-452-8131



Shawn Lowry
Field Representative

Safety is the topic I hear the most about from the industry and contractors alike. Industry now more than ever is curious as to what we at Local 302 are doing to ensure that our members are willing to buy in to the Safety Culture. As a reminder the definition of Safety is as follows:

Safety, noun \sāf-tē\
: freedom from harm or danger : the state of being safe

: the state of not being dangerous or harmful

: a place that is free from harm or danger : a safe place

TAPS, the Trans Alaska Pipeline System, for decades has had a Safety Culture that has hinged on “Nobody Gets Hurt”. The various union contractors that have worked on the line for 30 plus years have strived to live up to that goal, and has indeed become one of the safest places to work as the workers live the culture. One of the current principals utilized on TAPS is the Safe Performance Self Assessment or SPSA. The steps of SPSA involves: 1) Assessing the risks of all tasks to be performed, asking oneself “what could go wrong and what is the worst thing that could happen?” 2) Analyze how to reduce the risk, including does one have the proper training and knowledge to be safe in a task or the proper tools and PPE as well. 3) Act to ensure safe operations, including taking the necessary actions to do the job safely, following written procedures, asking for help when needed. Anytime a job begins or restarts, every time a factor in a job changes SPSA can and does help workers stay safe.

ExxonMobil is also another industry leader that has an exceptional Safety Culture. Their project’s safety vision to “Maintain a safe working environment at all times where people feel safe and nobody gets hurt” is a way of life at Point Thomson. This way of life starts at the top with ExxonMobil and continues all the way through the contractors to the boots on the ground craft hands. Getting the job done safely is priority number one, period. There is not an underlying tone of hurry up and get it done. The message is clear and true. Do it safe and do it right, time is not the measure, safety is. Doyon Associated received a safety award from ExxonMobil for their performance last season in preparing for the 28 mile pipeline build that will occur this season. The total buy in from those craft hands on this project are what made this possible.

BP and ConocoPhillips are also striving for safety. Oftentimes a contractor’s safety record will come into play as a factor on receiving bid work. It is essential that we as members of this local buy in to safety. Safety is not only an on the job topic. Safety, as we live it on the job will have an effect on the rest of our lives. I find myself doing an SPSA in routine tasks that I perform daily that I am not sure I would have 10-15 years ago. Some may say that is simply because I have aged and can see my mortality better. I would counter that the safety cultures where I have worked have helped shape my life to what it is now. On top of that I will attest that as times have changed, it is a fact that safety will continue to be a driving force as to who’s working. Each of our contractors will have a safety program or vision that they follow. Each member will have their own reasons for living within those safety cultures. The most important one for me chose to be my wife, the others call me dad. All the other reasons fall into place after that.

Good Luck in 2014. May you be safe and successful in all that you do.

In Solidarity,
Shawn Lowry

Brothers and Sisters:

I hope everyone had a wonderful Holiday season and a prosperous new year. It was great to see everyone at the Local 302 Holiday Parties.

Looking back at 2013, Local 302 had an extremely busy year. Last winter the North Slope had us searching every avenue to find all of the qualified people needed to fill the seats. The Point Thompson Project put the majority of our members to work for the entire winter. We had three of our contractors working on 40 miles of ice road at the same time. Along with all of the other crafts involved on the project, Local 302 members helped Point Thompson get off to a record breaking start.

When the summer season hit Fairbanks and its surrounding areas, the city streets turned into a maze of construction projects and most of our highways had scheduled repairs. Exclusive Paving and HC Contractors both had extremely busy summers and worked well into the fall. We had all of our major highways leaving Fairbanks under construction at one point or another. By the time fall set in, it was almost like we had to learn how to drive all over again with all the new roads, roundabouts, sidewalks, and bridges. Although there were a few delays and detours, I'm sure everyone is very pleased with the finished product.

Looking to the year ahead, our hiring hall is going to get another work out! Kiewit will continue on the completion of the Northern Rail Extension Bridge in Salcha throughout the winter. Brice Inc. is working on two large winter projects and possibly a third. They are building a few miles of new road in Galena after a devastating flood this past summer. Their Kotzebue Airport project kicked off in October of 2013 and will be ongoing throughout this year. Ghemm Company is currently working on an expansion project down in Denali Park. They will be relocating all of the employee housing to Healy, and constructing a new waste water treatment facility and Laundromat. We are anticipating an extremely demanding winter season in Prudhoe Bay this winter. Along with the work we are currently doing in interior Alaska, the contractors on the North Slope will need a large number of qualified Operators in many different fields to complete their work. Normally we would be looking at a start date in Prudhoe around the first of the year. Due to the high demand of Operators and all of the projects in the forecast for this year, we started dispatching people out in the first week of December. Needless to say, 2014 came a month early this year!

In Solidarity,
Avery Thomas
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



Avery Thomas
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



Lake Williams
Business Relations

Brothers and Sisters:

Believe it or not, it's already time to start talking Alaskan politics. Primary Election Day (August 19th, 2014) gets closer every day, and before you know it Alaskans will be at the ballot box trying to figure out which primary ballot they are eligible to request, which candidates to vote for, and whether they are in favor or against the various ballot measures. I never thought this day would come, but for my New Year's resolution this year, I've decided to go "Undeclared". You see, in Alaska if you're a declared "R," you cannot request the Democratic ballot or vote for any Democrat in the primary election, and likewise if you're a declared "D," you cannot request the Republican ballot or vote for any Republican in the primary election. The Alaskan political parties are allowed to choose who can participate in their party's primary elections, which essentially allows both parties to engage in partisan politics. Over fifty percent of Alaskans are currently "Undeclared" or "Non-partisan" which demonstrates that Alaskans don't give a hoot about party politics and that we vote for the people, not the party. If that sometimes means voting for Democrats and sometimes for Republicans, or sometimes means throwing a Libertarian, Independent, or some other political persuasion into the mix, then that's okay with us. Alaskans, after all, pride themselves as independent thinkers, not the kind of folks who toe the party line. We should all strive to vote for the most qualified candidates, and then demand that they work together across party lines to solve the tough problems of the state.

Alaska's Primary system hasn't always been closed. For nearly 50 years a "blanket primary" system was in place allowing Alaskans to vote for candidates of different political parties in the same primary election. It all changed in 2000 when the US Supreme Court struck down California's "blanket primary," saying that it violated the First Amendment's right of freedom of association. The Court said political parties have the right to offer voting to self-identified members, and not to the general electorate. In response to the ruling, the State of Alaska enacted emergency regulations that allowed the 2000 primary elections to be conducted as a party-rule ballot primary. In response to the ruling the Alaska State Legislature passed House Bill 193 in 2000, which specified a primary election ballot for each political party, and with the exception of a Superior Court ruling that allowed the parties to combine ballots, this is Alaska's current primary system.

Except for confusion at the polls in choosing a ballot, today's closed primary system went relatively unnoticed until Tea Party Candidate Joe Miller beat Senator Lisa Murkowski in the 2010 Alaska Republican primary. Senator Murkowski's defeat was a shock, considering that she was a popular incumbent, and as a moderate, she received support from all political persuasions. This not a problem unique to Alaska, because all around the nation, moderates from both sides of the aisle are getting beat by fringe candidates on the far right or on the far left of the political spectrum. Luckily for Alaska, Senator

Murkowski won re-election in a three party race by waging a historic write-in campaign. She was the first write-in candidate elected to the Senate since Strom Thurmond of South Carolina in 1954. In the 2012 Republican primary, organized labor and supporters worked hard to make sure all eligible voters chose the Republican primary ballot and voted for Brother Click Bishop in his race against Ralph Seekins for Alaska State Senate. The 2014 Republican Primaries are shaping up to be just as important. In the running are anti-union/pro-Right-to-Work Anchorage Mayor Dan Sullivan (Dangerous Dan) running against our friend and supporter, Republican State Senator Lesil McGuire for Lieutenant Governor; and (2) a three way primary race against Dan Sullivan, current Lieutenant Gov. Mead Treadwell, and anti-union/Tea Party candidate Joe Miller, all vying for a chance to run against US Senator Mark Begich in the General Election.

Where do Alaskans go from here? Until the law changes or the parties come to their senses (highly doubtful), your best bet is to register as an “Undeclared” or a “Non-partisan” voter. This allows you to choose any of the three ballots: “Combined” ballot, which features candidates from the Alaska Libertarian Party, the Alaskan Independence Party and the Green Party of Alaska; the “Democratic Combined” ballot, which features candidates from the “Combined” ballot as well as those from the Alaska Democratic Party; or the “Republican” ballot, which features only candidates from the Republican Party of Alaska. Just a warning: Voters must ask for either the Democratic or Republican ballot because as an “Undeclared” or “Nonpartisan” voter, often poll workers will give you the “Combined” ballot (no D’s or R’s) by default. Alaskans can register to vote or change their party affiliation online (www.elections.alaska.gov/ot.php), or in person (at a DMV, State Building, City or Borough clerk’s office). For changes to take effect, they must be submitted 30 days prior to the election. Brothers and Sisters, I ask you to join me and go “undeclared” this year to make sure we are electing candidates that are good for our Union, your pocket books, Alaska, and most importantly, your family.

DISTRICT 7

Fairbanks office
907-452-8131



DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative
Executive Board

Brothers and Sisters:

On December 12, 2013, Governor Parnell came out with his Fiscal Year (FY) 2015 Capital Budget proposal. Governor Parnell says that Alaska’s economy depends on access and infrastructure to support development. Here are some of the areas where the Governor would like to spend the Capital Budget:

- Statewide Highway and Aviation \$1.14 billion
- Alaska Marine Highway \$190 million
- Municipal Water and Sewer Projects \$14.6 million
- Village Safe Water \$51.5 million
- Deferred Maintenance \$100 million
- State Funds to Leverage Federal and Local \$104 million

Some of the Southeast projects you will see get funded through the FY 2015 proposal are:

- Juneau Access \$35 million
- Petersburg Airport Apron \$3 million
- Yakutat Airport Runway/Taxiway \$10 million
- Juneau/Egan Drive Pave \$17 million
- Juneau/Lena-Tee Harbor \$3.5 million
- Ketchikan-South Tongass \$7.5 million
- POW-Hydaburg Resurface \$10 million

This is very good news for District 8 and looks like we will have plenty of work for the next couple of years.

It’s that time of year again. The 2014 legislative session is in full swing and the redistricting plan is finalized. So, what does that mean? It means that most of the legislators have to run for office again. Hopefully, this year we won’t see any surprise bills being introduced like Right to Work and changing the Davis Bacon threshold. As Local 302 members it is your duty and very important to vote during an election year. If you have any questions about who Local 302 supports, please don’t hesitate to call my office at (907) 586-3850.

Don’t forget to register on the out of work list and to update your qualifications. Also, our District 8 monthly meeting has changed to 7:00 pm every fourth Tuesday of each month. If you want to know what’s going on around Southeast or with union business please attend.

Stay safe and I look forward for the next construction season. It should be a big one.

In Solidarity,
Corey Baxter
District 8 Representative

DISTRICT 8

Juneau office
907-586-3850



The view down Gastineau Channel - Photo 302 Tower Crane Operator Mike Devon working for PCL on the SLAM Project in Juneau, AK.



Juneau Christmas Party 2013



Juneau Christmas Party 2013



Juneau Christmas Party 2013

DISTRICT 6Anchorage office
907-561-5288

Jason Alward
Treasurer &
District Representative
Executive Board

Brothers and Sisters:

I am writing this Loadline to tell you about something very exciting for Local 302 and our members. We have just recently organized Matanuska Electric Association's new Eklutna Generation Station (EGS) in Palmer, Alaska. This new facility should be fully online no later than January 1, 2015 when it will begin producing power for MEA's customers. EGS should keep our current members working well into the future, and generate employment for countless others.

MEA now purchases the power it distributes to its members from Chugach Electric Association in Anchorage, Alaska. The purchase agreement with Chugach ends December 31, 2014. As a result, MEA is moving as fast as possible to get the plant online before then. In 2007, 80% of MEA members voted to build their own locally owned power generation facility. In 2009, MEA acquired about 70 acres near the Glenn Highway and the Eklutna Interchange. MEA management and its Board of Directors envisioned a future in which MEA would independently generate and distribute its own power. That vision is close to becoming reality and Local 302 is excited to be a working part of it. MEA is in the process of completing construction of a 170 megawatt power plant at this new location. The plant is in its commissioning phase and our operators and mechanics are hard at work bringing it on line and ready for full operation. The plant is a dual-fuel facility that will operate primarily on natural gas, but in the event of a gas supply interruption, will be able to switch seamlessly on the fly to burning diesel. MEA is excited; the utility is looking forward to taking control of its own destiny. We are excited to have MEA as our new business partner. We are also excited about the remarkable, ground floor opportunity the employees have been given.

When the plant employees voted unanimously to be represented by Local 302, it gave the Local the on-going ability to supply skilled employees to MEA, and it created new, well paid jobs for our members. The organizing and bargaining processes were difficult, but the end product was an excellent working relationship with our new employer and the bargaining unit. I would like to thank the Anchorage Staff as well as Brother Carl Gamble and Business Manager Daren Konopaski for their help in organizing this new bargaining unit. I would also like to thank all the employees who have supported MEA in this ground breaking endeavor and who voted to be represented by IUOE. Voluntary recognition by MEA has only further committed Local 302 to MEA's vision. The parties recently ratified a four year collective bargaining agreement which should give MEA, the employees and Local 302 the necessary stability to get the plant up and running on schedule and in excellent operating condition.

In Solidarity,
Jason Alward
District 6 Representative



MEA Engine Room - (left to right) are brothers Carl Gamble, Mike Schick, David Rodkey, Rod Bodenner, David Varney, Tim Bonnett, Weldow George, and Agent Bill Sims.

DISTRICT 6

Anchorage office
907-561-5288



Shane Linse
Field Representative

Brothers and Sisters:

What does it mean to be Union? Is it a pension, healthcare and/or training? All of these can be part of it, but ultimately it's a way to have a voice in the workplace. Regardless of which contract you work under which IUOE Local 302 represents, we are all part of a collective voice with the same interests in mind. Even though a large majority of our membership works under the construction agreement, we do have other areas we participate in within the jurisdiction of Local 302.

Alaska Waste: A group of Mechanics in the Anchorage area we recently organized. With a tremendous amount of help from the group, we were able to win an election then secure a collective bargaining agreement about 3 years ago. We will be renegotiating their next agreement this spring.

MASCOT: This is a small group of mechanics and maintenance personnel we represent in the Valley. Located in Wasilla, MASCOT provides public bus transit services for the Matsu Borough.

City of Wasilla: We represent wastewater/water treatment, parks and property, and roads personnel. This group does everything from keeping the streets cleared, water and sewer flowing, to planting and maintaining flowers. They keep the City of Wasilla looking exceptional, and running smooth. We will be renegotiating their contract shortly.

ARCTEC Alaska: This is one of Local 302's more unique contracts, as it deals with the early warning defense system for the military. There are 13 remote sites throughout Alaska along with Headquarters and RAOC on JBER. Local 302 represents station mechanics and special skills personnel who maintain the camps and runways at the radar sites. These duties include: maintenance of equipment, snow removal, site repair and modifications, and making sure the power stays on for the citizenry.

TAPS: Trans Alaska Pipeline agreement is one of our larger contracts and spans from pump 1 by Deadhorse all the way to Valdez Marine Terminal. This is a five-craft agreement we participate in with IBEW, Laborers, Pipefitters, and Teamsters. Each craft represents their traditional pipeline jurisdiction. Our members operate and maintain the heavy equipment used on the pipeline for maintenance, snow plowing, and spill response.

This is just a few examples of other opportunities we have at Local 302. If any of these agreements sound appealing to you, stop by the hall and see if there are any available opportunities.

In Solidarity,
Shane Linse
Field Representative

ANCHORAGE DISPATCH

Brothers and Sisters:

Let me start off by saying that the 2013 summer work season was the best that I can remember as the Dispatcher and as a member. The Out-Of-Work list (OWL) was at an all time low of 83 total for all four groups this last summer and it was very difficult to fill calls for Heavy Duty Mechanics with a A/Combination Driver's License (CDL) with Hazardous endorsement, Finish Blade Hands and Grade Checker/Line And Grade. More and more contractor our requiring mechanics and even operators to have a CDL, it's a great tool to have to be able get to work sooner and stay working longer. We had several open calls for Water Truck drivers for contractors that are not represented by the Teamsters, which was a first. I know that a lot of you will be headed to Prudhoe Bay this winter, but please remember that will still need to keep your MSHA, TWIC, NC-CCO and NSTC up-to-date for work in Prudhoe Bay and upcoming work for the 2014 season.

Please remember to update your work qualification, phone number and addresses - especially, your phone number(s). We do all job calls by phone and I did run into a lot of bad phone numbers so PLEASE update or check to see if we have the right phone number. Looking to next year's work season, it looks very promising but of course it is like looking into a crystal ball, we do have Bristol wanting to start work over at Port Mackenzie in January or early February and QAP shop will be starting up in early January to tune up the equipment for the upcoming work season which very is a promising sign. In closing, I would like to encourage all members to take advantage of the training that we are so fortunate and blessed to have. Remember that knowledge is power and the best class to take would be Grade Checking just so you can understand what that grade stake is telling you.

In Solidarity,

Mark Charlton
Dispatcher, District 6

DISTRICT 6

Anchorage office
907-561-5288



Mark Charlton
Dispatcher



DISTRICT 6

Anchorage office
907-561-5288



Brothers and Sisters:

It took eight months to do it but we have finally come to the end of a long and difficult road. Eight months ago we sat down to begin contract negotiations for the one hundred and forty or so Municipal employees that work for the Municipality of Anchorage. The start of negotiations came on the heels of the assembly passing a new law, proposed by Mayor Dan Sullivan (AO-37), that would limit the Union's ability to negotiate collective bargaining agreements with the city's administration. AO-37 has since been suspended pending the outcome of a vote put to the residents of Anchorage on whether it should remain a law.

Even with all the ups and downs of AO-37, the city's administration and Local 302 were able to negotiate in good faith. We did however come to impasse on a handful of bargaining issues and left it to a vote of the bargaining unit to decide whether or not to ratify their contract. This bargaining unit was left with a difficult decision to make. Their dilemma turned out to be one of a political nature.

Here was the "catch 22": We have an obviously unfriendly mayor. We also have an unfriendly assembly. The bargaining unit can either ratify or vote down their contract. If it is voted down, we would have to go to mediation, fact finding, then arbitration. Even if the arbitrator were to find in favor of Local 302, their decision would go to the assembly only as guidance. We don't have "binding" arbitration like APDEA (the police union), or IAFF (the firefighter's union). The assembly could then either agree with the arbitrator and ratify or vote down the contract. If the contract is ratified by the assembly, unless we have a super majority support (8-3), the mayor has the power to veto and essentially implement the city's last best offer. If the contract is voted down then the city has the ability to implement its last best offer. Either way...the city gets what it wants in the end.

In the end, the bargaining unit made the difficult decision to ratify their contract and live to fight another day and we at Local 302 support their decision.

No matter how much we as members want to separate politics from work, the two are hard to separate as in this case...

In Solidarity,
Bill Sims
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Bill Sims
Field Representative

DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

Brothers and Sisters:

I hope that the New Year finds everyone well and all have enjoyed the holidays. District 3 had a very busy 2013, and as I write this article I only have 39 people on the Out-of-Work list. Leaving most of you still working into the new year. 2014 has some major projects on the Olympic Peninsula, including:

- Jefferson County Hospital \$20 million in funding has been approved and the project is only 6 months out
- Sequim City Hall awarded to Stirrett/Johnson for \$11.85 million
- City of Port Angeles landfill stabilization project has been approved for \$19-22 million, which is heading to bid and is approximately 6-8 months out
- City of Port Angeles C.S.O Phase 2 design work completed and heading to bid and underway within 8-10 months for \$18.5-22 million
- Olympic Medical Center, emergency expansion funding approved for \$20 million and it is approximately 12-14 months out
- A new Port Angeles High School is under community discussions along with additional discussions for four additional new schools.
- Sequim School District rebuild with on-going community discussions for \$170 million
- Peninsula Community College for new construction in 2014 and 2015
- Port Townsend paper mill shutdown for \$4.5 million
- City of Port Angeles waterfront park bidding next month for approximately \$2.5 million
- Port Hadlock sewer plant and services bidding this spring for \$35 million

We are also in the early stages of a possible two-phase aerial tram system from the Port Angeles to Hurricane Ridge. We are in initial Project Labor Agreement discussions with the Port Angeles Aerial Tram Team and this project is estimated to be about \$200 million worth of work.

In closing, it is a pleasure working for Local 302 and all its members.

In Solidarity,
George Garten
District 3 Representative



Dear Brothers and Sisters,

Happy New Year to everyone! 2013 was a very busy year and by all indications 2014 looks even better in Snohomish County. We are still hopeful that a State Transportation revenue package will be approved in the first legislative session of the new year. For Snohomish County it will hopefully include funding for a few key upcoming WSDOT projects, including a new bridge across the Snohomish River on SR 9 and a new I-5 / 116th street Interchange in Marysville and many repaving projects for our ever crumbling infrastructure.

Some of the larger and more notable projects slated for 2014 are a new County Courthouse in Everett with a cost estimate \$162 million, Washington State University is building a 95,000 square foot Branch Campus across from Everett Community College estimated at over \$150 million, Foss Maritime is planning to build new facilities and move its Seattle operations to the old Kimberly Clark Mill, 60 acre site, on the Everett waterfront, The City of Everett and BNSF are planning to shut down Broadway for the year to replace the bridge over the railway between Hewitt and California streets with a cost estimate of \$13 million, WSDOT is building a replacement Ferry Terminal in Mukilteo with a cost estimate of \$141 million and Marriot is building a new high rise Hotel across from Everett City Hall. Many WSDOT projects already underway including the \$146 million SR522 widening project south of Monroe, the \$59 million SR9 widening through Maltby and Clearview, the \$18 million replacement of the SR9 bridge over Pilchuck Creek north of Arlington and the \$334 million I-405 Hot lanes widening project between Lynnwood and Bellevue. If that isn't enough Polygon Northwest has purchased the Large River Front Development in South East Everett near Lowell and will be Building a whole new community with homes, stores, restaurants, commercial space and parks.

This adds up to more than a Billion dollars of work for 2014 and local 302 members will benefit greatly.

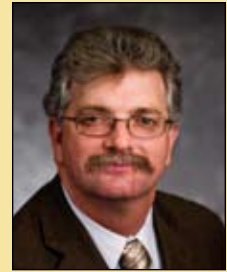
In Solidarity,

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
Executive Board

Brothers and Sisters:

South Lake Union continues to be the hot spot for work in the downtown Seattle area. Amazon continues to expand its Seattle campus with seven office towers already complete. In all there are seven 40-story buildings that have started or will start in the coming year. Sellen Construction has started one of two Amazon 40-story office towers on 7th and Virginia. A block up on 8th Avenue, Sellen has also started construction of a 40-story residential tower. PCL is also building a 40-story residential tower at 2030 8th Avenue. Third and Virginia will be the new home of a 43-story residential tower. Also, 816 2nd Avenue will see a 400 residential unit building with 930,000 square feet of office space and 80,000 square feet of retail space.

There are also several other office and mixed use developments on the drawing board for south downtown Seattle. Schnitzer West is planning a 36-story office tower called Madison Centre at 505 Madison Street and Daniels Real Estate wants to build a 43-story hotel and office tower at 5th & Columbia Street. Triad Development has been planning a 42-story office and apartment building at 3rd & Cherry.

Developer Greg Smith of Urban Visions is planning his biggest project yet - a 77-story tower at 2nd & Marion. When completed it will be the tallest building on the west coast At 967 feet, the 76 story Columbia Center on 5th Avenue is currently the second tallest, with the U.S. Bank building in Los Angeles holding title as the tallest on the west coast at 1,018 feet.

Vancouver based developer Omni Group bought a second south lake union block from the Seattle Times. Currently a parking lot, the two blocks are bordered by Denny Way, Thomas St., Fairview and Boren Avenues. Omni recently filed plans with the city to build 2 million square feet of residential space with retail.

The former Hostess Cake Factory at 435 Dexter Ave North was purchased by apartment developer Mill Creek Residential Trust with plans of another residential tower. Woodland Park Zoo plans to begin construction on the second phase of a new Asian Tropical Forest Exhibit Complex that will house sloth, bears, Malayan tigers and a new conservation center. Other plans include a parking lot expansion.

Goodfellow Brothers started a series of bioretention swales on 15 blocks in West Seattle's Sunrise Heights and Westwood neighborhoods. The \$5.1 million project is King County Wastewater Treatment Division's first "green" storm drain infrastructure project. Bioswales help keep rain water runoff out of the sewer system.

In Solidarity,

Eric Bellamy
Field Representative

Brothers and Sisters:

There are some exciting new changes relating to King County's use of members of the International Union of Operating Engineers, Local 302 Union Hall. Every now and then an opportunity comes along that is beneficial to all that are involved. This newly created Memorandum of Agreement (MOA) by and between King County and the International Union of Operating Engineers, Local 302 can be added to the list.

The background on this MOA is extensive, but to simplify the subject it is basically preparation for emergencies, particularly snow and/or ice conditions occurring during Winter 2013/2014. It can also be utilized to fill vacant positions in King County for prolonged leaves of absence, such as illness or injury. The King County Department of Transportation Road Services Division is working to have at its disposal appropriately trained employees to operate road equipment (e.g., front-end loaders and graders) to assist in addressing those conditions, or any other conditions that might be identified as requiring such staffing. The intent is not to replace current members of the Union's King County bargaining Unit, but to supplement those members so that the county can respond to such events in an expeditious manner.

The most recent two years of layoffs in the Roads Sector of Public Works has created a void in emergency preparation for such events. King County does not have adequate budget to cover all the streets that need plowed in a snow event with full time King County Employee's. The ability of using Operators out of the Hall to supplement the King County workforce is a win-win for King County and the Union members. We will have Operating Engineers in all the seats doing the work that is required to protect the citizens of King County.

If you are interested in working during snow events for King County you must be vetted through both the Union's and King County's normal hiring processes, which includes having completed a County employment application, having passed a drug test and having provided confirmation of possession of a Washington Commercial Driver's License (CDL). If there are questions please contact the Dispatch Hall.

This MOA is a solid step forward in working with our public partners in addressing their concerns and keeping our Union members employed. Hopefully, it will open discussion on other mutually beneficial activities such as the utilization of our Training Center. Perhaps in our next round of negotiations with King County we will be able to reach an agreement on utilizing our training facility. If the Operating Engineers can help provide answers to its public partner's needs through training and cooperation it will help all involved. My next step is to reach out to other public partners such as Kitsap County and Mason County and find common ground with them such as was accomplished with King County.

In Solidarity,
Bob Franssen
Field Representative

DISTRICT I

Bothell office
425-806-0302



Bob Franssen
Field Representative

DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

Brothers and Sisters:

I'd like to tell you about a concrete pour we recently had in Seattle. Sellen Construction has an amazing job underway for Amazon. Sellen is just one of many of our great General Contractors. They realize that they are a large part of the puzzle that it takes to complete a project of this size, just like the different types and skills that we as Operating Engineers are directly involved with. They recently did a weekend concrete pour for this job that I believe may be the largest single pour in Seattle history. The pour was 11,199 cubic yards of concrete. Sellen ordered 900 yards per hour to be delivered. The peak delivery was 1,058 yards. The pour continued for 16 hours. There were 104 concrete trucks and 10 aggregate trucks used. To accomplish this task, Stoneway Concrete, along with Glacier Redi-Mix ran four separate batch plants. There were seven concrete pump trucks provided by Ralph's Concrete Pumping and several back up pumps onsite. Since large pumps were needed due to the depth and size of the pour, Ralph's brought pumps in from as far away as Ellensburg and Portland. The pump crew was divided into two shifts, with back up operators at the ready. Sellens' tower crane was manned and was operating there for support, as well as the forklifts and smaller cranes.

What also makes a pour/job like this impressive is the true diversity of Operating Engineers that we have on a project of this magnitude. This pour, although a large and very significant part of this project, is just another piece of the puzzle in its life. Take a look of a project like this from the beginning and really look at how almost every type of Operating Engineer, and almost every type of construction company is used to complete a project such as this. Let's start with Sellen Construction as the general contractor. They must coordinate layout of the job which means jobs for construction site surveyors. Survey is used in almost every aspect of a site like this. It is needed for all excavation work, from pile locations, utility locations, footing locations, to final paving grade to complete the project. Equipment and building supplies need to be off loaded - here is work for our forklift and crane hands. Let's not forget the oilers, signalmen, and riggers. This hole was done with lagging, which means piles had to be installed. Hos Brothers Construction performed the excavation on this site. Final utilities for the building will also be installed. These include utilities such as water, sewer, storm water, phone, electric, etc. There will also be paving for the project towards its completion.

The coordination by Sellen to manage a project of this magnitude is no small task. It takes great contractors to work well together to bring it all together. We are no different as members. We are as diverse in our skills and specialties as the contractors that we work for.

So remember the next time you are at a Union Meeting, or on your jobsite, or even going down the road and see Union Operators that these are your Union Brothers and Sisters and that we all need each other to complete our jobs and keep projects going. And always remember, what makes us a Union and what gives us our value. It is all of us combined.

In Solidarity,
Larry Gregory
Field Representative

BOTHELL DISPATCH

Brothers and Sisters:

Well as another season is fast approaching, we hope you have had a fantastic Holiday and Happy New Year. Hopefully, if you have been laid off you have been taking classes at the Training Center or safety classes, we can't stress how important it is to have all the current cards and certifications that are needed so you will get a job call this spring.

As we head back to work this year remember you will need two pieces of identification to meet the contractor's I-9 requirements. In addition and in preparation for the upcoming Spring, Denny and I want to provide you with some helpful reminders and information that is critical to dispatch.

Some basic things most of us know, but as a friendly reminder, please remember to update your phone numbers, we are still running into disconnected numbers when filling orders. Please answer your phone; most orders are for the next day so we have limited time to fill the orders. Please report your employment status. In the event you are no longer working or have been called back to work, it benefits you to update that information in our dispatch database. This benefits you because the only way your name will show up on an order from a contractor is if you are on the Out-of-Work list (OWL).

Placement on the Out-of-Work list is your responsibility; the employer does not do this for you. We have called several members on orders that have forgotten to let dispatch know they have gone back to work and most of them said "Why didn't the contractor call and tell you I'm back working again?" This slows us down getting the other members back to work when we are filling new orders. This also doesn't keep an accurate record of their dispatch history. Remember your dispatch records are only as detailed as you make them with the dispatch office.

Washington State Department of Employment Security (ESD) checks in with the dispatch office often. In order to best protect yourselves you need to maintain your dues and remain current and a member in good standing. ESD requires you to maintain union status or actively search for work. That is why it is important to reregister on the OWL before your 90-day expiration date. If you are reregistering on the OWL you must provide dispatch with a paper that includes your name, signature, and the last four of your social security number by fax, letter, email, or by filling out the form at the dispatch window. If you are checking in from a contractor and need on the OWL or if you have been rehired back to a contractor you've worked for previously, you can do this over the phone by calling dispatch.

There is a lot of work on the horizon, so make sure the dispatch office has a clear picture of all your up-to-date certifications and qualifications. Thank you all for your patience with me in dispatch and for listening to my friendly reminders.

In Solidarity,
Tony Zempel and Denny McKinney
Dispatchers

DISTRICT I

Bothell office
425-806-0302



Tony Zempel
Dispatcher

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Brothers and Sisters:

I hope everyone had a wonderful holiday. Work is looking real good this year on Project Labor Agreements (PLAs). I wanted to remind everyone to please pay attention to the contract you are working under. Each contract can contain different language in regards to the grievance procedures. While our Master Labor Agreement allows for 15 working days to file a grievance, the timeline on PLAs are generally much shorter. For instance, on the Sound Transit PLA you have to file within five (5) working days, but on the Deep Bore Tunnel it is seven (7) calendar days. We are not going to be able to grieve beyond the time period.

When you are dispatched it is a good idea to find out who your field representative is and what contract you're working under. Ask the representative for a copy of the agreement you're working under and read through it. It is important for ALL of us to maintain the terms and conditions of all our agreements if we want to keep those conditions. If we continue to work through lunch without the penalty pay, eventually we will lose it. Sometimes it is quite a fight to ensure our members are properly paid and to maintain our conditions. Some contractors attempt to not follow certain provisions of our contracts (i.e. pay, subcontractor language, and meal periods). When we have members who don't support other members when they stand up for our conditions then we have a REAL problem. When our members are afraid and/or more loyal to a contractor than their Brothers and Sisters, then the battle is already lost. Remember, we are only as strong as our weakest member and we must stand together.

DEEP BORE TUNNEL - This job continues to be a difficult one to administer. The best thing about this PLA is that it is so difficult that even the Building Trades understands our issues and is supportive of our efforts against contractor lead PLAs. If a PLA isn't negotiated with the owner we may have to fight for the inclusion of a third-party administrator. We have had three PLAs with contractors and they all have been problematic. I do want to thank the members who stand up on these projects and fight for our conditions - Even when their job is on the line. Remember, one day these contractors will move on but your Brothers and Sisters will be on the next job. Your reputation will follow you. The early members fought hard for our conditions. Stand up and stand together or we will all suffer. At the time I'm writing this article, Bertha (the Deep Bore Tunnel Boring Machine) is shutdown due to an unknown mechanical problem. Malcolm Drilling is onsite drilling down in front of the TBM and dewatering the area to see what's down there. Seattle Tunnel Partners (STP) has started work on the South Portal building the road into the tunnel. Work continues on the North Portal.

CITY OF SEATTLE - Seawall construction has started. Marshbank and Elcon are onsite doing utility work. Mortenson/Manson, a Joint Venture started in January. They may have to shutdown after Memorial Day for the tourist season. They will start back up in September and can work straight through the next summer.

KING COUNTY - Murray Pump Station CSO was awarded to Shimmick. They have started work building a million gallon sewage overflow tank in West Seattle. Malcolm Drilling will be onsite drilling Secant Piles. This is about an 18-month project. The Factoria Transfer and Recycling Center is set to bid in April.

SOUND TRANSIT - North Link tunnel was awarded to JCM. They have been working since last fall. This is a 3.5 mile twin bore tunnel from University of Washington to Maple Leaf. The last half-mile will be an elevated track to Northgate, which hasn't bid yet. JCM was low bidder at \$440 million. Work is busy at Maple Leaf with DBM, Deeny, Hayward Baker and JCM preparing the launch pit. The Roosevelt site has CASE, Coluccio and JCM onsite. The Brooklyn Station hasn't seen much activity yet. This is a five year project. PCL continues work on the South Link project. Condon Johnson has finished drilling the shafts and the gantry crane that sets the segments is in place. This project is an elevated track from the Airport Station to 188th street. The track is at grade from 188th to South 200th street. PCL is pre-fabing the segments in Enumclaw at the Corliss pit. Gabe Chavez is covering the activities in this yard.

Other significant projects that I am currently involved with include:

- **ABSHER** - Continues work on the Tukwila Commuter Station. This is a heavy rail station.
- **C.A CAREY** - This project was shutdown In November by the railroad. It recently started back up in January. This is also a heavy rail commuter station in Mukilteo. Rick Cunningham is covering the day-to-day activities since this project is in Snohomish.
- **STACEY & WITBECK** - Continues installation of the permanent rail.
- **TURNER** – Continues work on the Capital Hill Station.
- **HOFFMAN** - Is about 80 percent done on the UW Station.
- **EAST LINK** - Sound Transit put out a RFP for Bel/Red corridor. This is the next major section of work for Sound Transit. This project is only a couple years away.
- **SEATTLE HOUSING AUTHORITY** – work that involves operators is finally on the horizon for this PLA. There have been a couple smaller projects, but this year the work is much larger and will involve more of our scope of work such as utility work, foundations, etc.
- **TAHOMA SCHOOL DISTRICT** - Tahoma hasn't passed a school levy in over 15 years. They reached out to labor for help and it passed one overwhelmingly. They agreed to use a PLA if it passed. Skanska is the GCCM.
- **PORT OF SEATTLE** - It was kind of quiet for us at the port last year. Not for long as they have three new PLAs bidding this year, estimated around \$400 million. Ron Dahl will be taking over the Port for me. Including Port Construction Services (PCS) and Marine Maintenance. Thanks Ron.

Have a safe and productive year
and I will see you in the field.

In Solidarity,
Marge Newgent
PLA Field Representative



DISTRICT I

Bothell office
425-806-0302



Gabriel Chavez
Field Representative

Brothers and Sisters:

All and all it has been a busy time in East King County. We have begun to pick up a few new jobs and several projects are currently underway. Just to name a few of the projects underway:

- Eastside Corridor Constructors (PCL/Granite) are working on a \$307 million project on SR 520 in Bellevue. Subs are KLB, Malcolm Drilling, North Creek Environmental and Ground-Up Road Construction, DMI and Versatile Drilling.
- Skanska Civil Northwest got a job in Microsoft Redmond subcontractors include: Active Construction, Sierra Pacific and Deeny Construction.
- Tri-State has a job in Redmond on Westlake Sammamish road.
- Deeny Construction and Malcom Drilling are working in downtown Bellevue.
- J.R. Hayes has a private job going in Kirkland with New West Development as a subcontractor. They also have a plat job in Factoria with BME as a subcontractor.
- KGM (Kiewit-General-Manson) is working on the SR 520 job near Lake Washington. The subcontractors are Marshbank Construction, Malcolm Drilling, and Versatile Drilling.
- Skanska has a commercial job in downtown Bellevue of a North 8th Street with Malcolm Drilling and CTI Construction as subcontractors.
- Continental Dirt has two jobs with one in Bellevue and one in Kirkland.
- Tri-State has a job in downtown Redmond.
- Goodfellow Brothers has two new jobs in Redmond.
- Hos Brothers has a private in Snoqualmie.
- Sellen has a commercial job going in Redmond with Northwest Construction as a subcontractor.
- Interwest Construction got two jobs in Bellevue.
- Marshbank Construction got a job in Issaquah on West Lake Sammamish road.
- Jennings Northwest has four private jobs in the Sammamish area and one in Snoqualmie.
- West Coast General got two private jobs in Newcastle.
- Walsh Pacific got a job in Bellevue with JR Hayes, Malcolm Drilling, and Archer Construction as subcontractors.
- Johansen Ecavating has a job in Bellevue of 120th.
- Scarsella Brothers has a job in Newcastle on Coal Creek Parkway.
- Lakeside Industries are working on the Bellevue Overlay Program.
- Watson Asphalt is working on Redmond Kirkland, and Sammamish Overlay Program.
- GLY got a job in Redmond on the Microsoft project with Rhine Demolition and Northwest Construction as subcontractors.
- Howard S. Wright Construction has a job in Bellevue with Northwest Construction and Rhine Demolition as subcontractors.
- KLB Construction got two new jobs in Redmond and Issaquah and was the \$3.9 million low bidder on a job in Bellevue.
- Shoreline Construction was awarded a job in Duval.

In Solidarity,

Gabe Chavez
Field Representative

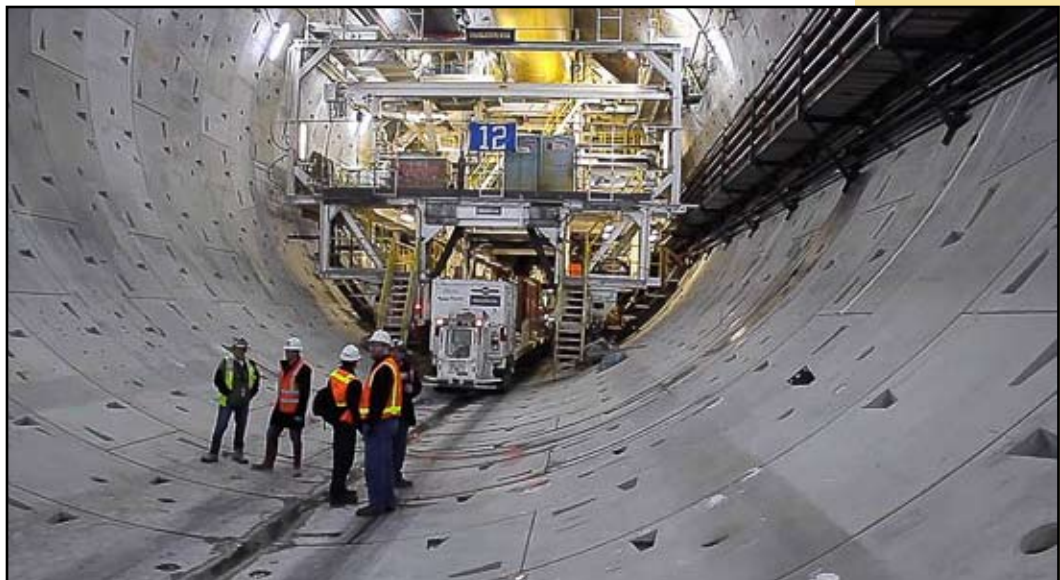
Brothers and Sisters:

We are now into a new year and I hope 2013 was a great year for you. Now that the moratorium on Prevailing Wage Scopes of Work rule revisions has been lifted in Washington we are getting back to the business of creating and revising Scopes for Prevailing Wage. Dredge Worker and Industrial Engine and Machine Mechanic are two of the Scopes on the agenda and seem to fall into the category of what we do. The classification of Industrial Engine and Machine Mechanic has a wage scale of about \$12.00 per hour and has long been used by companies doing the work of Operating Engineer Mechanics for a much lower rate. We will be participating in the discussions of how the scopes should be modified to protect the interests of Operating Engineer Mechanics.

We have been having discussions with a great new bargaining unit on the Olympic Peninsula and should have a certified election by the time this goes to print. We are looking forward to bargaining for a first contract with this Unit. The State Route 520 Pontoon Project (Aberdeen) seems to be going well. They are back on track and seem to have very few engineering changes. The Pontoon that was sent to Vigor shipyard for retrofit was being paid at the ship building rate for work on it. We received a Wage Determination from the state that will bring that work up to the construction rate of pay. Washington has adopted rates for Shipbuilding rates that are significantly lower than construction rates. Essentially, this determination ensures that the work at the shipyards is understood to be in direct support of construction activities associated with the contract, and therefore, must be compensated as such. This was a big-win for us as the contractor wanted to attempt to utilize the much lower rate of pay for this work.

We are hopeful for a very busy 2014, which is coming right around the corner!

In Solidarity,
Ron Dahl
Business
Relations



DISTRICT I

Bothell office
425-806-0302



Ron Dahl
Business Relations

DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
President &
District Representative
Executive Board

Brothers and Sisters:

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

For the past few years we have seen the work being performed along Interstate 90 over Snoqualmie Pass. There have been several phases of work that have been performed and finished with the largest phase still going for the next couple of years. It all started several seasons ago with Phase 1A. The bulk of that work was the removal of material out of Lake Keechelus when the water was low to be processed and stored in a different location. This was to accomplish two things. First, it was so the Reservoir did not lose any holding capacity in the future from building the highway wider and pushing lanes out into the lake bed. Also, it was for utilizing the material in the future phases for road way base. KLB was the contractor who performed Phase 1A for a low bid of \$3.2 million.

Next was Phase 1B from Hyak to the Snowshed that was to widen both eastbound and westbound to three lanes of traffic instead of the existing two lanes. This project has also been completed by the General Contractor Max J Kuney. This phase of work took several years to complete and finished this fall. The contract was \$76.7 million.

The next project, Interstate 90 Snowshed to Keechelus Dam was bid two years ago and has been ongoing with at least a couple more years until completion. This phase was awarded to Atkinson for a low bid of \$177 million. After Atkinson bid the project and was awarded the work, they rolled out an idea to the State to build a bridge they had engineered instead of the Snowshed that WSDOT had engineered and put out for bid. The state agreed to let Atkinson build the bridges in lieu of the Snowshed for the same contract amount. A major reason for the bridges instead of the Snowshed was the savings in the yearly maintenance. With the Snowshed, a ventilation system was required and the estimated cost of maintenance was \$650,000 per year. They have also been talking about rolling out another phase to extend the lanes past the Keechelus Dam with the future goal of getting to Easton and ultimately having 3 lanes in each direction all the way to the junction of highway 97. Now we need to find more funding to fund these future projects. The previous projects have been funded by the previous \$.05 cent gas tax that the Washington residents voted for but now that gas tax has concluded we are not sure what will fund future road projects like these.

I would like to thank everyone for attending our Holiday parties this year in Yakima and Wenatchee. We had a good turnout with some younger, active members in attendance as well as our retirees. This Union is built off the members who participate. I look forward to seeing everyone at our meetings in Yakima and Wenatchee.

Sean Jeffries
President and District Representative

Brothers and Sisters:

I would like to take this opportunity to thank all of our members and their families for the great turnout at the Holiday parties this year. As always, it is a pleasure to be able to celebrate the holidays with our Brothers and Sisters from around the area that we are not able to see everyday.

We have had a good year in District 2 in 2013. We had some large projects around the area which were able to keep a lot of our members working close to home. The outlook for 2014 is looking good as well. There is projected to be quite a bit of small to medium road and bridge projects and some commercial work as well. Across the area the construction industry has seen an uptick in the residential arena. Hopefully, we can get back to a steady economy and workload in the construction industry.

In the refineries it looks like it should be a decent 2014 with a few shutdowns and some capital projects as well. The first turnaround should be around February and hopefully there will be a few more throughout the year.

All and all District 2 is getting busier and the outlook for a busy 2014 is definitely in our sights. Just as we saw with the bridge failure, our members and contractors were very active in completing this project and getting this bridge back to work in very quick order. With limited issues on this project, it was definitely a good story in demonstrating what we can do when all the stars align with funding from contract award to our contractors and the work of our members. Nice work!

Let's continue to stay safe and productive out there and make sure we all make it home to our families everyday!

In Solidarity,

Brett Holley
District 2 Representative

DISTRICT 2

Bellingham office
360-336-2615



Brett Holley
District Representative



A guide to Alaska natural gas projects

Ideas for moving Prudhoe Bay's natural gas bounty off Alaska's North Slope are as plentiful as cottonwood seed in the June air.

Some are modest: Truck small amounts of gas to Fairbanks consumers.

Some are epic: Pipe massive amounts to a Southcentral Alaska liquefied natural gas plant for LNG shipments to Asia – the most expensive North American private-sector construction project ever.

Some are pinned to visions of an Alaska energy utopia, where gas for local use is plentiful and relatively cheap, the oil and gas industry develops new fields by the dozen, the state treasury overflows with wealth, and new industries sprout from the earth like wild lupine.

Some are backed by tens or even hundreds of millions of state dollars to help design, engineer and otherwise prepare for construction. These include the big producer-led LNG project, a much more modest state-led pipeline to Southcentral Alaska and the Fairbanks trucked-LNG project.

Some are little more than a concept looking to catch on.

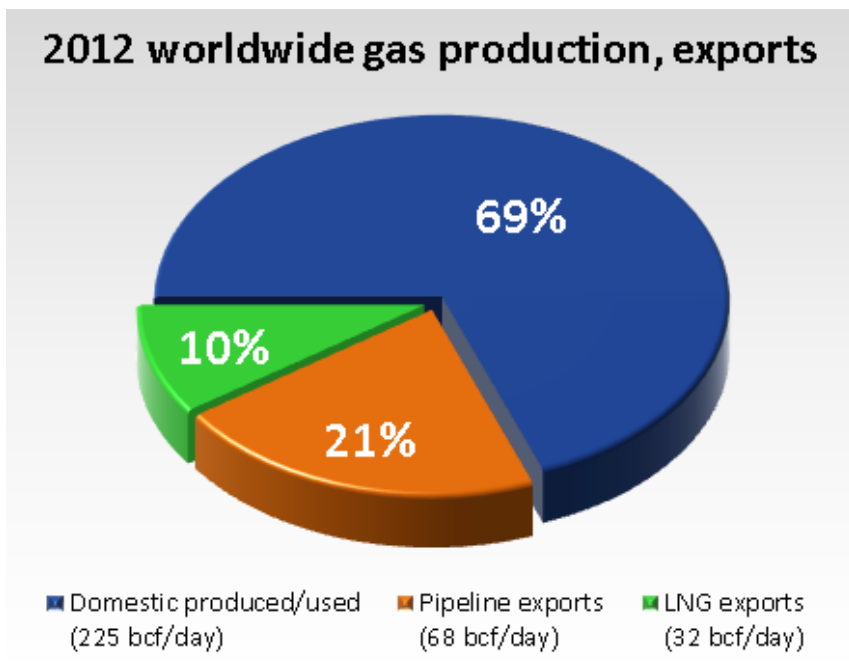
The great North Slope oil discoveries of the 1960s and 1970s also found an estimated 35 trillion cubic feet of natural gas – almost one and a half times the entire volume of U.S. production in 2012. The U.S. Geological Survey estimates an additional 221 trillion cubic feet await discovery in Alaska's Arctic, onshore and offshore. If

only an economically viable way could be found to move the gas to consumers.

Below we summarize several proposals – big and small – for transporting natural gas from Alaska's North Slope.

LNG export project

This would involve an approximately 800-mile mostly buried pipeline from the Prudhoe Bay field on Alaska's North Slope to Southcentral Alaska, possibly Valdez, possibly Nikiski, or somewhere else along Cook Inlet or Prince William Sound. At the port, a plant would chill the gas to minus 260 degrees to create liquefied natural gas, or LNG, a compressed form of the gas that can be shipped on insulated tankers to markets worldwide.



Source: BP

The 42-inch-diameter pipeline under consideration by the major North Slope producers would carry 3 billion to 3.5 billion cubic feet of natural gas per day. Alaskans would use some of this gas, and running the pipeline and LNG plant would consume some. The plant would make 15 million to 18 million metric tons a year of LNG, the equivalent of 2 billion to 2.4 billion cubic feet a day of gas. That would place it among the world's largest LNG plants.

| Project Information | |
|--------------------------|---|
| Sponsors: | ExxonMobil/BP/ConocoPhillips/TransCanada |
| Estimated cost: | \$45 billion to \$65 billion (2012 dollars) |
| Route: | Parallel the trans-Alaska oil pipeline from Prudhoe Bay to the Fairbanks area. The route then could continue parallel to the oil pipeline to Valdez or possibly head to Nikiski or somewhere else in Cook Inlet. A large-scale gas liquefaction plant would be built at the tidewater location. |
| Gas for Alaskans: | The oil companies/TransCanada project would provide at least five points in Alaska from which spur pipelines could be built. |
| Status: | The oil companies/TransCanada are assessing the viability of an LNG export project. |

Sponsors

Three separate groups are discussing such an LNG export project.

- 1) ExxonMobil, ConocoPhillips and BP, the main North Slope producers, plus pipeline company TransCanada, in March 2012 said they are considering a project to export LNG to Asia, where the gas currently can fetch a much higher price than in North America. They are in the early stages of considering this option.

Two of the sponsors – ExxonMobil and TransCanada – in 2010 proposed to build a 48-inch buried pipeline to Valdez, with someone else constructing and operating an LNG plant there. They found insufficient customer interest at that time to pursue the project. But the global LNG market has changed since then, and they have taken up the new LNG effort with ConocoPhillips and BP.

- 2) A Japanese company called Resources Energy Inc. is proposing an LNG plant in Southcentral Alaska that could start up in 2019 or 2020 and eventually produce 15 million to 20 million metric tons a year. The company was formed in late 2011 by Japan's Hyogo Prefecture, a regional government, as well as other business interests and several

For more information, please visit our website: www.arcticgas.gov

Contact information:

Bill White, Researcher/Writer for the OFC
(907) 271-5246
bwhite@arcticgas.gov

General Questions:

info@arcticgas.gov

small Japanese utilities affected by that nation's nuclear power plant shutdowns following an earthquake and tsunami that year.

REI said it completed feasibility studies in spring 2013 that cost \$10 million to \$20 million and verified its concept will work for supplying lower-cost LNG to Japanese utilities. REI would rely on others to produce the natural gas and build a pipeline from the North Slope to its plant. REI said it is working to find investors in its idea.

- 3) The Alaska Gasline Port Authority has proposed a government-owned Valdez LNG project. The port authority was formed in the late 1990s and is a joint venture of the Fairbanks North Star Borough and Valdez, two local governments along the pipeline route.

In 2013, the U.S. Department of Energy dismissed the port authority's application to export about 19 million metric tons of LNG annually from Valdez. In its letter, the department said the port authority had no natural gas under contract, no pipeline and no leased or committed site for an LNG plant. The port authority then issued a press release saying: "We will continue to work with the Department of Energy on our export license application to satisfy the issues raised in its letter."

Estimated cost

\$45 billion to more than \$65 billion (2012 dollars) for the producer-led project.

ExxonMobil, ConocoPhillips, BP and TransCanada say their cost estimate would cover a pipeline from the Point Thomson gas field to Prudhoe Bay, a massive gas treatment plant at Prudhoe Bay, the roughly 800-mile pipeline to tidewater and compressor stations along the way, a liquefaction plant at a Southcentral Alaska site to be determined, LNG storage tanks and a tanker terminal.

REI estimates the cost of its LNG plant and shipping terminal at \$20 billion to \$24 billion. Including a North Slope gas treatment plant and pipeline would bring total development costs to \$38 billion to \$45 billion, REI says, though it would prefer that someone else take the lead on those pieces.

The port authority has no recent cost estimates for its concept.

Locations:

OFC Washington, DC
1101 Pennsylvania Ave. NW, 7th Floor, Washington, DC 20004
(202) 478-9750

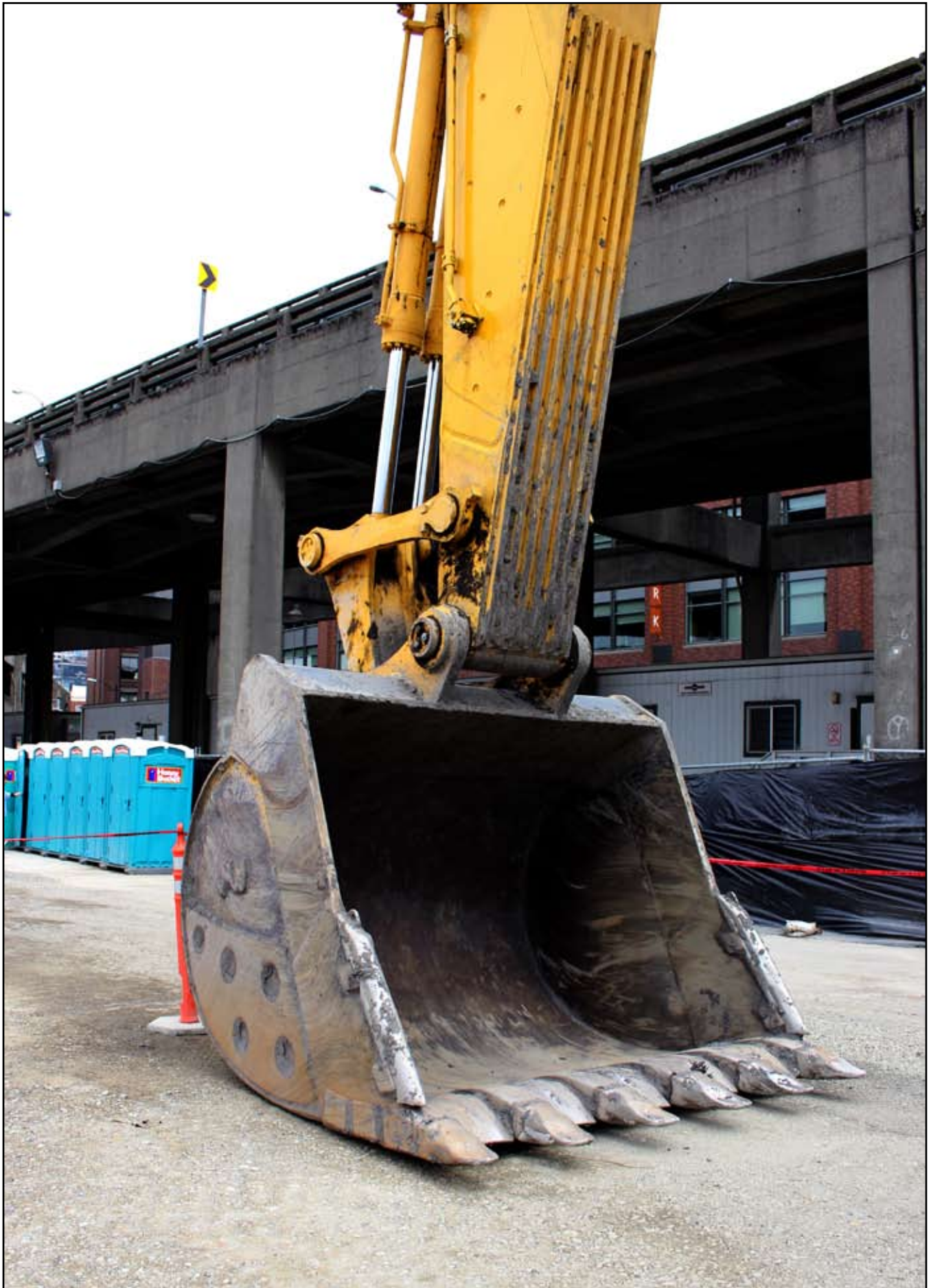
OFC Alaska
188 W. Northern Lights Blvd., Suite 600, Anchorage, AK 99503
(907) 271-5209

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.

CLINT AMES
GEORGE ARWAY
JAMES AUBREY
ANTHONY BACA
JOHN BAUM
DOUGLAS BENEDICT
CHRISTOPHER BIAS
GARY BRETON
ROBERT BROOKS
DAVID BUDSEY
THELTON CARTER
DANIEL CHASSE
DAVE CLARK
DENNIS CONNER
PETER DEMOSKI
DANIEL DICKMAN
TOM DOUGLASS
MELTON EDWARDS
JAMES EIKANGER
JEFFREY ERICKSON
MIKE ESLINGER
FRANK FALLOW
ROGER FERRIER
JULIE FOGARTY
PAUL FORSTER
GARY GOODPASTER
RICHARD HALM
BRIAN HANCOCK
SCOTT HANSON
DON HAYFORD
JOE HENDERSON
JAMES HESTON
RONALD JOHNSON
DAVID JOLK
MICHAEL KECK
GEORGE KENNEDY
ROGER KINDLE
WADE KLINGBEIL
JEFF KRON
THOMAS LASHER
DON LOPER
STEVEN MARSH

THOMAS MCELHANEY
MIKE MEAD
STEVEN MORGAN
MICHAEL MOTSKO
BRENT NEIGEL
DANIEL OCONNOR
RANDY OLSON
ANTHONY PARKER
DOUGLAS PAULIK
JEFF PAULSON
SCOTT PENNOCK
MICHAEL PETERMAN
GARRY PFALMER
ROBERT PHILLIPS
JAMES PICKETT
MARK POUNDS
WALLY RAPP
WAYNE RENGEN
MICHAEL ROUTH
DOUGLAS RUEHLEN
JOSE RUIZ
ROBERT SAMPSON
DUSTY SCHIEWE
JIMMY SHELTON
PAUL SMITH
RICHARD SMITH
JAMES SOWELL
DENNIS STALLBAUM
CHARLES STEPHENS
THOMAS STUART
ROBERT SUNDEAN
ARNOLD THOMPSON
GARY VANWERVEN
JAMES WAITE
CHARLES WARD
RICK WEATHERILL
SCOTT WHITWORTH
GILBERT WHYTE
BRIAN WILEY
GEORGE WILLET
JAMES YORK



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

ROBERT ANGILLEY
CLARENCE BACHUS
TERRY BOOKENBERGER
JESSE BRANTNER
VERL BRANTNER II
SHANNON BRUNCH
WAYNE BULLOCK
ROBERT CARTER
STANLEY CHANDLER
NATASHA CLARK
MICHAEL COX
LAWRENCE CROSBY JR
WILLIAM DITCH
JAN FOREMAN
GLEN GRAYSON
DALLAS GUILKEY
CALVIN HARTMAN
LLOYDE HINES
TOM INMAN
RICK JENNER
DONALD JONES

JOE KOMBOL
FRED LANDAHL
RALPH LYONS
JAMES MARIOTTI
JOHN MATZICK
GEORGE MAY
LOREN MILLER
ERWIN NELSON
WILLIAM OHMAN
DUANE SCHLOESSER
MARGERS SEKSTE
BURT SHAGINOFF
JAMES STANKER SR
CALVIN THURMOND
ANTHONY TORRES
FLOYD VAUGHN
HUGH WALLACE SR
LEONARD WARD
CHARLES WATKINS
LEE ROY YOUNG



Photograph Courtesy of Seattle Municipal Archives



Photograph Courtesy of Seattle Municipal Archives

Alaskan Way Viaduct Under Construction- 1951

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



Tami St. Paul
Training Coordinator

Brothers and Sisters,

We hope the holidays found you happy and in the company of those you love. We hope the new year finds you well and prepared for another busy and productive construction season coming just around the bend. We, at the training program, are blessed with talented and dedicated staff and enthusiastic ambitious students and another busy training season is upon us. We have been doing all kinds of new things to enhance the educational opportunities at the training center so that when you leave, you are confident you chose well to invest your time with us.

We have new equipment and attachments: Our new forklifts with enclosed cabs are making the business of learning a little more comfortable. Al Rollins put in a request and Ole was able to purchase us some new attachments to help make our students even handier when they finish the course.



*Left:
Apprentice Scotty French in one of the
new enclosed cab forklifts*

We have a more weather friendly environment for students to learn. The indoor arena for grade checking takes the wind chill factor out of the equation and should help students to be able to concentrate on the numbers and formulas that will be helpful to them on the job site. Grade instructor, Corrie Eikanger says, "It has made a big difference. Not so much energy has to go into keeping warm and trying to pound hubs into frozen ground and the students can really concentrate on learning the material."

We added extra crane and safety course dates on the weekends and evenings for the most popular courses. We are also offering classes in the evenings at the training center to make the best use of your time with us. We now offer



Evening classes offered at the training center

class B CDL training. It is available on an as needed basis so call the training center to let us know you'd like to get your class B CDL and we'll put together a class. Check on line or call the training center for a printed training schedule to see what all is available.

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The crane instructors, Mark Kaestner and Rick Wyllys wrangled an invitation for our students to tour Lampson International's Tri-Cities yard. They have a crane in the yard that was slated to head to Japan's Fukushima reactors before they had the Tsunami that stopped delivery. So our students got a chance to check this mammoth crane out up close. Instructor, Mark Kaestner says, "It's a 3000 ton Transi-Lift crane. It has a 400 foot main boom that weighs a million and a half pounds. The mast is 250 feet long. The engine room and deck weigh 850,000 lbs. Lampson did a trial lift with it and lifted 750,000 lbs at a radius of 250 feet". The scale of this beautifully engineered piece of equipment is almost impossible to comprehend. We are grateful to Lampson International and our dedicated instructors who made our visit a memorable experience for the students who chose to participate.



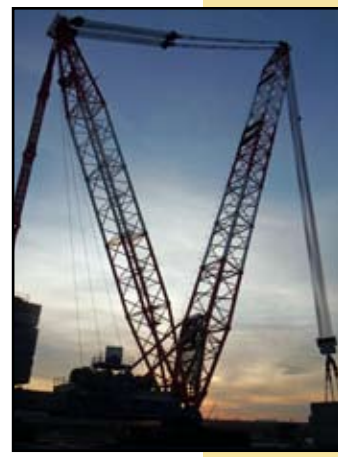
Students on Training Center's field trip to Lampson International's yard in the Tri-Cities



The view from on the crane itself



The tremendous counterweight



The overall picture of the size of the crane

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We have been doing outreach again to veterans and high school students. Three of our largest annual events happened again this fall. Kicking it all off was the 2nd annual career day at Joint Base Lewis McCord in September. We owe a big thanks to our instructors who came to help staff the event since the bulk of the apprentices were working in early September and unavailable. Gary Merlino Construction Company donated a couple of pieces of equipment to the day. Thanks again for their part in making this event for returning veterans and their families a success.



JBLM outreach to returning veterans and their families September 12, 2013

The JBLM event was followed closely by the 2 day King County Construction Career Day at Magnusson Park in Seattle in October. Ness and Campbell Crane played a big part in providing an RT crane and an operator for this event. They were a hit and with the ever charming and knowledgeable Greg Hogan organizing the crane activity, everyone had a great time. We want to thank Ness and Campbell crane services and Lakeside Industries for their support in bringing materials to use with the equipment. They have been great help with this event for years and we couldn't do it without their contributions.



Some of our volunteers at the King County Construction Career Day

Below: Apprentice Robert Santos shows a student how to work the controls on the mini excavator at the King County Construction Career Day





A Birds eye view of some of the King County Construction Career Day activities and students participating in them



Even midway through day 2 having visited with over 1000 King County High School students, Crane instructor Greg Hogan's charm has students wanting to learn about careers working with cranes

November brings us the largest event in the state, with over 2300 students in attendance, at the Western Washington fair grounds in Puyallup, the Pierce County Career day. Lakeside again donated sand and equipment and their plant operator and graduated apprentice Chris Hall to help make this event a success. Magnum Cranes stepped up and brought a beautiful 40 ton truck crane that had the students very excited about the opportunity to operate it. Miles sand and gravel also brought sand and helped in the clean up efforts at the end and William Dickson brought one of their huge long reach demolition shears to show off to the students.



Left: Lakeside Industries supplied materials and equipment and, most importantly, Graduated apprentice and veteran plant operator Christina Hall who is shown here helping a student use the skidsteer at the Pierce County Construction Career day.

Below: Magnum Crane Service provided a beautiful 40 ton truck mounted crane for the Pierce County Career Day event that had students anxious to try their hand at running



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1-800-333-9752

A huge thanks goes out to our signatory contractors, instructors and apprentice and journey level volunteers who were so fully engaged and helpful in the success of these events. We couldn't do them without their help and this is an incredibly effective way to engage the next generation and get them excited about working to build America and keep our craft prospering into the future.

The students of Lincoln High School have a treasure in their shop teacher Fred Hall. He made arrangements with our Training Program Administrator, Ole Fjellstad, this fall to tour the training center and learn about apprenticeship. They called it "a road trip along the career path" and made a day of it visiting CWU's construction management program for a view of the college path and the Wild Horse Wind Farm to learn about renewable energy projects as well our training center to learn about apprenticeship opportunities. Thanks to the vision of instructors like Fred Hall, some of our youth are getting a really well rounded look at their career path options so they can make some informed decisions that will shape their lives and livelihoods at this critical time in their decision making process. "Teaching students how to work, how to get a good paying job working with their hands is a powerful experience. It's the right thing to do for kids," Hall said. For more pictures of their tour and information about Lincoln High School's apprenticeship preparatory course path, check out their photo gallery at <http://www.tacoma.k12.wa.us/photos/Pages/lincoln-shop-tour.aspx>



Lincoln High School Students touring the Operating Engineers Regional Training Program's training facility on their "Road Trip along the Career Path"



We have completed our selection process for entry level apprentices for this year. We are always fortunate to have more applicants than we have available opportunities. The selection committee put a lot of thought and effort into making sure we get the best applicants to train for the season. We appreciate the time they dedicate to the task and are looking forward to sending you another great group of new apprentices in June.

APPRENTICESHIP & TRAINING

Our new instructors Randy Dove with the CDL courses and Jeff Hathaway with the loaders seem to be fitting right into our training center family. Efrain Saucedo is back teaching the dozers and has his students building slopes and filling ditches as well. We hope if you have time or the desire to learn something new or brush up on something unused for some time, that you give us a call and sign up for a class or two.

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CDL B training with Randy Dove



Apprentice Jamie Dicey in The loader class with Jeff Hathaway,



Apprentice Jake Ceccanti building slope in the dozer class with Efrain Saucedo



Left: Backhoe and Excavator instructor Dennis Grenninger giving first year apprentice Jeff Ancich some pointers on compacting with the hoe pack.

Recently we had our annual compliance review with our state apprenticeship coordinator LNI's, Julie Lindstrom, she looked around outside the building we were meeting in and said, "There is so much going on, everything is moving." To which I replied, "yep, that's just the way we like it."

Here's hoping that if you find yourself with some time off, you will come join us in keeping everything moving.

We wish you a Happy, safe and prosperous 2014.

Fraternally Submitted,
Tami St. Paul – on behalf of the training center staff.

IUOE Regional Training Center

Palmer, AK
1-877-746-3117



Ken Peltier
Administrator



Mike Holcomb
Training Director



Chad Hutchinson
Apprentice Coordinator

Greetings from the Alaska Training Center,

The holidays are over. Another year has passed and a big work season is coming. All of our mechanic apprentices are still out working as the North Slope has been very busy this winter. This spring another 50 apprentices will start their careers with the Operating Engineers. Last spring was the largest intake we have ever had and this spring is looking to be no different. The end of January the 2014 HD Mechanics begin their training in Palmer. The new Operators will start mid-March.

I would like to introduce our new Health and Safety Coordinator Neil Arneson. Neil joined Local 302 in 2000 working for Herndon and Thompson. He has worked in the field as an equipment operator, plant operator and a working foreman for Wilder/Granite for the last 9 years. Neil has also been teaching health and safety for the Training Trust for 3 years now as a temporary instructor. We have made aggressive increases to the Health and Safety cert classes offered and locations to better serve the membership and contractors. Neil has an extensive background in surface mining and this is certainly been a valuable contribution to the MSHA classes offered. We are proud to have him on staff.

We have not sold our old Training Center at the time I am writing this however, several potential buyers have been at the table. So far we sold 23 acres of the 63 total. The two main buildings on 40 acres remain. To offset some costs and keep the mischievous types away, we have 3 tenants leasing there until it sells. Once it is sold, the new training center will likely be paid off completely and once again the Trust will own all of the land, buildings and equipment it has debt free. This was all part of the big plan when the new training center started to become reality.

You may have noticed we have upgraded the website. WWW.AOEETT.ORG please visit the site and look around if you have not had the opportunity to do so. One of the changes made you will notice is the member log-in. We did this to regulate who sees the training we offer and the frequency of it. The training schedule is released August 15th every year or, the following business day.

This is available at each hall and on the website.

We will be doing competency testing this year as the course is complete. To start off, this will primarily serve apprentices looking to test out early and potential members putting their name on the out of work list. Journeymen may also take these tests for various reasons yet to be determined.

2013 was an excellent year for work. The Training center was at capacity many times throughout. Thank you to those who came out.

On behalf of everyone here we wish you a safe and very prosperous 2014.

Happy New Year!

In Solidarity,
Ken Peltier

**IUOE Regional
Training Center**

Palmer, AK
1-877-746-3117



Ken Peltier, Chad Hutchinson, Senator Bishop and Governor Parnell.

General Rules & Instructions for 2014 - 2015 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 2013, or (2) spring semester of 2014, in public, private or parochial schools who plan to attend a college, university, or vocational technical college anywhere in the U.S. during the academic year and who are able to meet the academic requirements for entrance into the university, college, or vocational technical college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between March 1 and May 31, 2014. 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
2014 – 2015 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: _____

SCHOOL STATEMENT FOR 2014 – 2015 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:

TOP HAND COMPETITION

SATURDAY, JUNE 21 2014 10AM - 3PM

WEEKEND AFTER FATHERS DAY

VISIT THE WEBSITE FOR MORE INFO: WWW.OETRAINING.COM OR CALL 509-968-3203

**LOCAL 302/612 OPERATORS CAN SIGN UP FOR THE COMPETITION
BETWEEN 9 - 10 AM AT THE TRAINING CENTER**

WINNERS RECEIVE TROPHIES, PRIZES, AND BRAGGING RIGHTS!

BACKHOE - DOZER - EXCAVATOR - LOADER - FORKLIFT - GRADER - CRANES - CDL

***CRANE COMPETITORS MUST HAVE A CURRENT NCCCO CARD / CDL
COMPETITORS MUST HAVE A CURRENT CDL***

**LOADS OF ACTIVITIES AND ENTERTAINMENT FOR ALL AGES
OPERATE HEAVY EQUIPMENT & CRANES
DESIGNATED KIDDIE AREA WITH BOUNCY HOUSE, TOYS, BALLOON ANIMALS,
FACE PAINTING, ARTS & CRAFTS, AND MORE**

• FREE BBQ LUNCH • MUSIC •

DRIVING DIRECTIONS

From East Bound I-90 - Take Kittitas Exit off I-90 (Exit 115), Turn Left (turn right if coming from Spokane) at stop sign at end of off ramp - Go North through Kittitas 3.75 miles to stop sign (Patrick Avenue/Kittitas Hwy). Turn Right onto Patrick Avenue and follow around (road curves to the left 90 degrees - Turns into No. 81 Road). At stop sign, Turn Right and go East on Vantage Highway Go about 4.2 miles Training Center is on the Left side. Follow Signs for Parking

GOOD OF THE ORDER





Bothell Party - 2013



GOOD OF THE ORDER



Hoss Bros. 1st & Thomas St. Mass excavation



Chuck Pierce, working for G. Merlino @ 9th & Harrison.



Skanska / 400 Fairview Ave. Office building. Northwest Construction

GOOD OF THE ORDER



Ed Austin for Gray Merino @ 9th & Harrison



Hos Bros. Operator superintendent Mike Moore on 1st & Thomas



Amanda Teeters, operating Mantis crane for DBM @7th and Lenora.



KLB Hyak Project



KLB Hyak Project



Ness Cambell's new Liebherr 1500 LTM 8.1



*Marget Newgent - Chuck Campbell
SR99 TUNNEL PROJECT*



Kyle Kayser - SR99 TUNNEL PROJECT



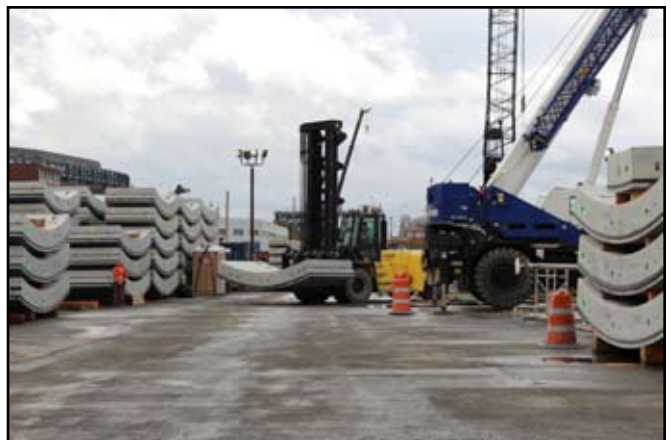
SR99 TUNNEL PROJECT



Jeff Huber - SR99 TUNNEL PROJECT



SR99 TUNNEL PROJECT



SR99 TUNNEL PROJECT

Local 302 Member Spotlight

Brothers and Sisters:

This is the portion of the Loadline that we recognize members for experiences either within our union operations and/or for their efforts outside of union activities. This month we did not receive any submissions that recognized a member for their efforts or activities within or outside their union efforts. To that end, we are asking for your help in recognizing members that are engaged in efforts that are important to our operations.

We are looking for stories that highlight a member's activities within the union or relate to union activities. Thus, we are looking for your help. If you know of a member that deserves recognition we want to know about it. What we need to know is what they have done, their union membership, pictures of the event, etc.

We need your help and assistance to maintain this article so if you have any information about a member that be recognized we need you to send it to us. Please include the following:

- Pictures of the event or issue that they are involved with.
- The name of the member and their years of service.
- Any and all information about what they have done and the benefit to the union.

We look forward to any submittals for member recognition so please contact us at loadline@iuoe302.org to provide us with the details and information for this space in the article.

Thanks in advance!



Larry Johnson and family - 50 Year Member

GO HAWKS!



Seahawk Ball on an American 230

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
Josh Swanson, Government Affairs
Eric Bellamy, Field Representative
Bob Franssen, Field Representative
Larry Gregory, Field Representative
Marge Newgent, Field Representative
Rick Cunningham, Field Representative
Gabriel Chavez, Field Representative
Ron Dahl, Business Representative
Tony Zempel, Dispatcher
Denny McKinney, Dispatcher

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
Bill Sims, Business Representative
Jamie Mack, Dispatcher

DISTRICT 7 - FAIRBANKS

Rob Peterson, Vice President & District Representative
Shawn Lowry, Field Representative
Lake Williams, Business Representative
Avery Thomas, Field Representative
Mark LaFon, 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
Corey Baxter, Executive Board Member

LOCAL 302 LOADLINE is published quarterly
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800-521-8882 or 425-806-0302

Daren Konopaski, Business Manager

18701 120th Avenue NE
Bothell, Washington 98011-9514



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DISTRICT MEETING SCHEDULE

DISTRICT 1 - BOTHELL

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

DISTRICT 2 - BELLINGHAM

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

DISTRICT 3 - ABERDEEN

Second Thursday of each month, 7:00 p.m.
Eagles Hall, 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, 7:00 p.m.
Union Hall, 9309 Glacier Hwy., Bldg. A-105.

