

# LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — Second Quarter 2016



**Optum Rx Replacing ExpressScripts**  
**Local 370 Merger Underway**





**Daren Konopaski**  
Business Manager

Brothers & Sisters:

I hope that you are all having a busy construction season. For those of you who have attended a recent union meeting you are probably already aware of our plans to change our prescription drug carrier from Express Scripts to OptumRx, effective July 1, 2016. This move wasn't taken lightly and we have been assured that it will be a smooth transition and you should not see any changes between the current cost or services provided and the services that will be provided by OptumRx. One of the primary benefits to this change is that it is expected to save us approximately \$13 million over three years, and with increasing healthcare costs we are continually looking to ways that we can provide the same quality benefits to our members as cost effectively as possible. We can always expect a few bumps and snags

as the transition occurs so we would appreciate your patience. Additional information is included in this Loadline and if you have any questions or issues don't hesitate to let us know.

Another possible change that you have probably heard about relates to our plans to merge with Local 370. This is not a rumor. Business Manager Curt Koegen and I have been discussing this possibility for some time and the time now seems right and appropriate to merge our locals. I know that there are many questions and possible concerns that you may have. I want to first say that we will work through all of these so as to not adversely affect the members from either of the two locals. There is always some fear and apprehension associated with any change. We will work through this one very methodically, and where merging certain aspects seems practical and feasible they will be done and if they are not then they may have to remain the same for the time being.

I'd like to give you a short overview of the plan and I will keep you informed as this process moves forward. First and the simplest part of this transition, we intend to merge the administrative operations of the locals. This change should be fairly simple and we have already learned a few improvements from Local 370's operations that we will implement into action. An example of one of these is how we print the dues cards using an archaic (and expensive to maintain) reel-to-reel printer as opposed to perforated paper. Second, we will look toward merging our training centers so that we will be able to leverage our training capacity in this state as well as looking toward possible expansion of training in Idaho. The third and fourth phases of this merge are a bit more complicated and will take a lot more time to understand and evaluate the impacts. These relate to the health and welfare plans. The merging of the health plan should provide us with more capacity, and in turn, bargaining power with health care providers. When the time is right we will do what is financially practical and prudent on considering a possible pension merger. When and if that time comes we will not move forward with any pension merger that will adversely affect any of the plans' participants.

I wanted to touch on reports that I'm getting regarding your political contributions and concerns from the members about where this money is managed and what it is used for. These funds are accounted for separately from all other union funds and, these funds are only utilized for political races and issues that are of critical importance to this union. For example, these funds are used to defend against efforts and candidates which are trying to decrease worker protections, prevailing wage, and union affiliation and representation. They are also used to promote efforts and candidates that create jobs, boost the economy, and promote fair wages and working conditions.

This money isn't partisan-based and it is used to support and promote candidates that support this union's values and interests, regardless of political party affiliation. This money is also used to oppose issues that are harmful to the members of this union (i.e. ballot measures that are anti-union such as "Right to Work" laws or to roll-back taxes that fund construction projects).

Similarly to how your dues pay to keep this organization running as effectively and efficiently as possible, the political contributions are the most critical means in our arsenal for us to promote the issues we care about and to defend against the ones that are detrimental to the success and future of this organization. As members of this organization it is your choice to agree or disagree to this deduction, but please keep in mind the importance of our political strength and influence as it relates to our future, retirement, healthcare, and all of our families. While you may disagree with some of the endorsements that occur on a race-by-race basis, please keep in mind that these funds are used very deliberately to only support candidates that will align with our core values and will promote job creation efforts. All of the work that we have done to support candidates that understand our issues and the importance of job creation is what has ensured anti-prevailing wage and Right-to-Work efforts were defeated and the passage for job creation efforts like the Transportation package, which creates thousands of jobs and ensures for our future. If you ever have a question about any endorsement decisions please let us know.

Your vote and being active in your local communities is critical to our success. Our continued prosperity depends on remaining connected to our communities and electing those that will continue to forward our goals of family-wages, worker protections, and more jobs for our members. Be safe out there.

In Solidarity,

Daren Konopaski  
International Vice President  
and Business Manager

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**COVER PHOTO:**

Sellen Construction working on the biospheres at the new Amazon campus in Seattle.



**Shane Linse**  
Financial Secretary

Brothers & Sisters:

Recently Daren, Lake, and I went to Washington DC for a legislative conference. We listened to many great speakers from around the nation including US Congressmen/women, State Governors, and U.S. Department heads. We also met with members of the Alaskan Congressional delegation and had encouraging conversations. It was good to get a pulse on the challenges working men and women are faced with across the country:

**FAST Act (Fixing America's Surface Transportation)** – In conjunction with the Highway Trust Fund (HTF), FAST was enacted in 2015. Authorizing \$305 billion for surface highway and transit projects for 5 years. Unfortunately what it didn't include is how to cure the funding shortfalls for the HTF. Typically the HTF is funded by a federal fuel tax. However, funding is becoming more and more challenging with the creation of better fuel efficient vehicles. Both sides of the aisle need to come together to formulate a plan to ensure funding.

**Davis Bacon Prevailing Wage** – Hopefully we are all well aware of the benefit our membership receives from prevailing wage laws. Currently there are 32 states that have “little Davis Bacon” laws; however a couple of those states are trying to repeal those laws. At the conference we were encouraged to talk with our local and federal representatives to support prevailing wage laws.

**OSHA Silica Standard** – After a two-decade consideration with many entities involved, OSHA issued a Silica Standard for the construction industry. This standard will help protect about 2 million workers from Silica exposure. There are roughly 900 cases of silicosis each year, and will help prevent other diseases such as lung cancer, COPD, and kidney disease.

**Health Care Policy** - As part of the Affordable Health Care Act, a 40 percent excise tax on health care benefits was to be enacted. We have been successful in delaying the commencement of this tax until 2020. In the mean time we are working diligently on a total repeal of this tax. If implemented, this tax will have a major impact on employees, employers, and health care plans in general; ours included.

This is just a few of the topics of conversation we had at the conference. Our meetings with the Alaskan Delegation went well. With the amount of federal funds coming into the state in the near future, we talked to them individually about supporting local hire and local contractors. This was a great lead into supporting Project Labor Agreements and how they can help accomplish those goals. All three were receptive to the idea but will require more information and education on our part.

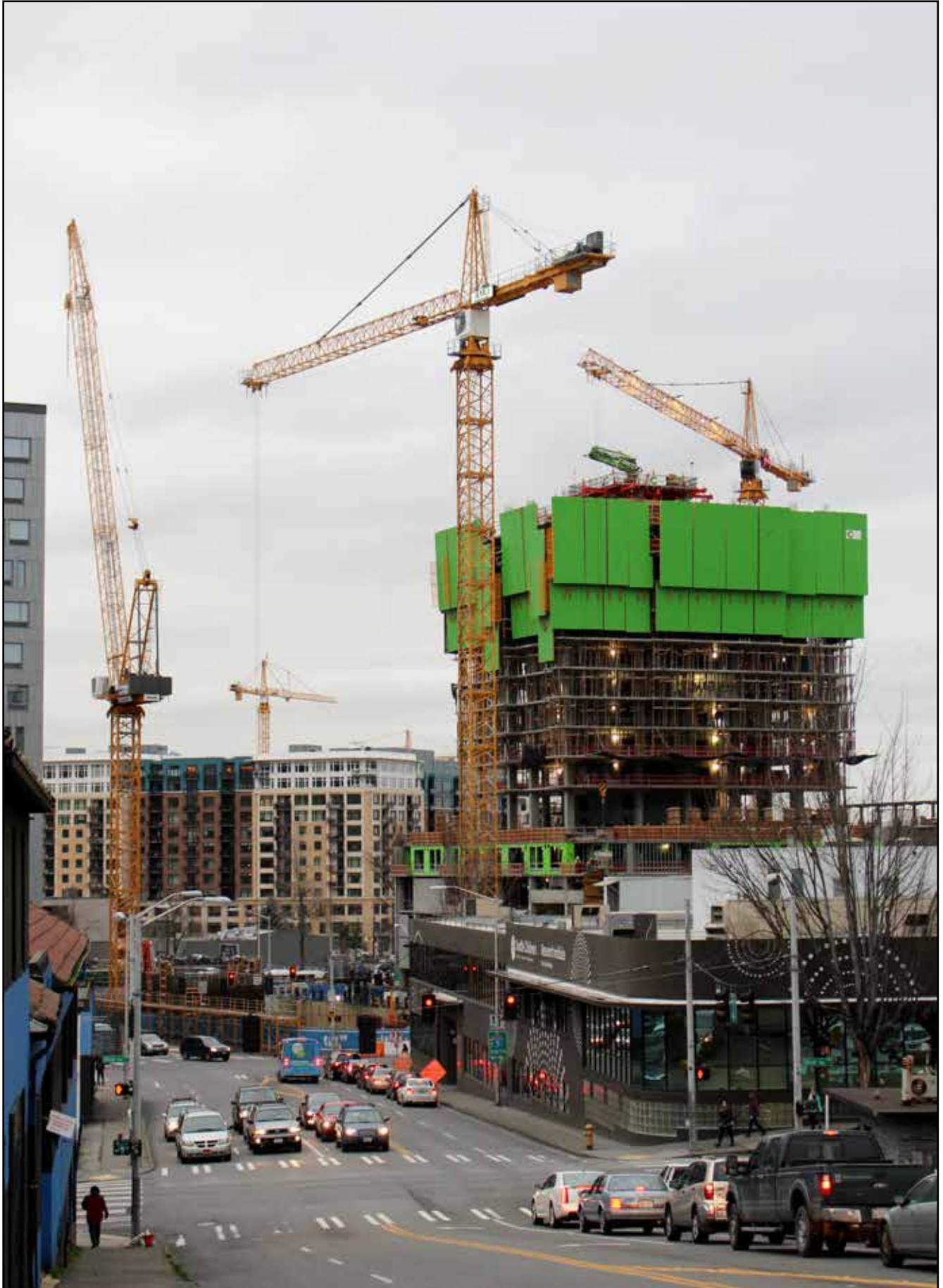
Be informed, and get out and vote!

In Solidarity,

Shane D. Linse  
Field Representative







Just another street corner in Seattle

## LOCAL 302

Bothell office  
425-806-0302



**Josh Swanson**  
Government Affairs

### Brothers & Sisters:

The construction and political seasons are in full swing. We are still busy identifying good candidates and making endorsement decisions in both Washington and Alaska. And, as you may suspect from reading Business Manager Konopaski's article, we have even begun some preliminary scoping of the Idaho political scene. Our political endorsements will be posted on our website once all of the decisions have been made. Most importantly, if you haven't already done so you need to be sure to register and vote in all of your elections. Many of those "down ballot" races will end up becoming candidates in critical seats in the years ahead so it's best to pick the ones that support our ideals and efforts now to groom them into critical allies in future political assignments.

When I was at the International's Political Conference they stressed the importance of all elections from the top to the bottom of the ballot. That City Councilperson today is a Senator tomorrow and in Congress before you know it. We do our best to follow the local races and we appreciate the insight from the membership to be sure we are tracking and engaging in those critical local races. Remember, it has become a new movement to promote Right-to-Work at the local level and we have fought time and again these grass root efforts. Just like a weed in the garden, it's always better to pull it before it spreads.

In addition to all of the political races, there are going to be various other ballot measures that we will be weighing in on to support or defeat. In the defeat category, we have heard a lot of rumbling about efforts to go after the gas tax. Obviously, this is the primary funding source for the \$16 billion that we were able to support in the passage of the Transportation Package last year. Nobody likes to pay more at the pump, but these critical dollars are what will be creating and sustaining job well into the next decade.

One of the most critical ballot measures that we are supporting is the Sound Transit (ST) 3 or Mass Transit Now measure (See Proposed Map). Early estimates are reporting approximately \$50 billion over the next 25 years in order to expand Sound Transit up and down the Interstate 5 corridor. ST 3 is projecting over 50 million construction hours, which is in addition to the remaining 17 million construction work hours to complete ST Phase 2. Needless to say this project addresses much needed traffic congestion relief and, in doing so, will create a whole lot of work for Local 302 members.

We are hopeful for many successful outcomes in the upcoming election and we are doing our best to identify and support those candidates that will support us in the years ahead. If you have any questions about what's happening in politics please don't hesitate to give me a call.

In Solidarity,

Josh Swanson  
Political and Communications Representative

# SOUND TRANSIT 3

5/26/16 Amended  
ST3 Draft Plan Map

## Proposed Updated Projects and Timelines

The below proposed ST3 Plan updated projects and timelines are scheduled to be voted on by the Sound Transit Board at a special meeting on June 2. The completed language of the plan is scheduled for final adoption on June 23 to meet election submission deadlines.

Under proposed changes the ST3 plan would add a total of 62 miles of light rail with stations serving 37 additional areas for a system reaching 116 miles throughout the region.

Proposed improvements that respond to the public's call for faster delivery of Sound Transit 3 light rail extensions outlined at the May 26 Sound Transit Board meeting include:

Proposed improvements to light rail timelines		
Everett via SW Everett Industrial Center	5 years sooner	2036
Downtown Redmond	4 years sooner	2024
Federal Way	4 years sooner	2024
Tacoma	3 years sooner	2030
West Seattle	3 years sooner	2030
Ballard	3 years sooner	2035
Tacoma Link to Tacoma Community College	2 years sooner	2039
New stations: Graham St & Boeing Access Rd	5 years sooner	2031

### New projects and refinements

Board members also discussed a number of significant new projects and refinements:

- A grade-separated, elevated alignment on 15th Avenue would replace a previously envisioned at-grade section on the light rail extension to Ballard.
- The new light rail line between Issaquah and Bellevue would extend further north to reach the South Kirkland park-and-ride.
- Investments in Bus Rapid Transit (BRT) on I-405 between Lynnwood and Burien would expand to include a freeway station, direct access ramps and surface parking in Renton at Northeast 44th Street.
- A new park-and-ride would be added in north Sammamish.
- Funding would be provided for the 2031 completion of a new light rail infill station at Seattle's Northeast 130th Street.
- Contributions to improve bus speeds and reliability for the Rapid Ride C and D lines have been expanded to also include support for Bus Rapid Transit (BRT) on Seattle's Madison Street.
- An expanded program of Sounder commuter rail capital investments in south King County and Pierce County would increase system capacity, enhance service, and extend the line to Tillicum and DuPont. Improvements will include extending platforms to run longer trains that can serve more riders, purchasing more coaches, working with BNSF to make track and signal improvements that allow more service, and increasing access to stations through more parking and improved pedestrian and bike connections.
- Parking has been expanded at the new DuPont station on the extended Sounder South line.
- Investments in improved bus speeds and reliability in Pierce County would expand to include service between Lakewood and the Tacoma Dome.
- North of the Southwest Everett Industrial Center, the cost of the Everett light rail extension would be reduced by traveling along I-5 instead of SR 99.
- The scope of a study of high-capacity transit between West Seattle and Burien would expand to explore potential future service to Renton via Tukwila.
- A high-capacity transit study would explore potential future service between the Tacoma Dome and Tacoma Mall.
- A future environmental study for high-capacity transit between Bothell and Bellevue would include several north-south options.



KEY	
	PROPOSED ST3 PROJECTS
	Link Light Rail
	Bus Rapid Transit
	Sounder Rail
	Proposed shoulder-running buses / speed and reliability improvements
	Environmental study
	Future investment study
	CURRENT AND PLANNED SERVICE
	Link Light Rail
	Sounder Rail
	ST Express Bus
	STATIONS
	New station
	New station / added parking
	Improved station
	Major rail transfer

NOTE: All routes and stations are representative.

See reverse side for identical map and information about unchanged projects remaining in the plan. ▶



## DISTRICT 7

Fairbanks office  
907-452-8131



**Lake Williams**  
Treasurer &  
District Representative  
Executive Board

### Brothers and Sisters:

I am disheartened by the recent choices from some of our members to not make a Political Action Committee (PAC) donation based on the 2016 Presidential race. First off, if you choose to make a \$0.08 per hour PAC donation in Alaska, \$0.03 cents per hour goes to the Federal PAC account, and \$0.05 per hour goes to the State PAC account. For Alaska, the Federal account has contributed to Senators Lisa Murkowski (R), Dan Sullivan (R), Mark Begich (D), Ted Stevens (R), and Representative Don Young (R). That means 4 of the 5 recipients were Republicans, and even then Senator Begich didn't gain our support until after he beat Uncle Ted.

I have been in this office for 10 years now and unfortunately I have learned from experience that we cannot sit back and hope our elected officials will do the right thing when it comes to working people. One of our retirees recently reminded me that blue-collared workers who actually get their hands dirty and build things for a living used to insist on being called "the working class" and it was seen as an insult to be called "middle class." People used to understand that there was a big difference between a banker that uses other people's money to make money, and a heavy duty mechanic that needs to take a shower after a hard day's work. I've said it before and I'll say it again: Working people need to vote their pocket book, which means we cannot let political pundits in the media tell them how to vote. It is your right to disagree with your fellow Brothers or Sisters, or the Union, but please at least have valid reasoning and fact behind your statements that prove you've made an informed decision. If you are angry at the Unions' backing of particular candidate, please don't take it out on the Dispatcher. I hope everyone understands that having a productive political discussion means being able to argue your points without screaming at one another. If you want to talk politics or you want to question the Union's endorsement of a particular candidate, please call your District Representative, or Business Manager Konopaski. One of us will be glad to explain why we made an endorsement and if you still don't agree with it, than at least you'll know why the decision was made.

I would like to point out that our Union has a history of supporting Democrats, Republicans, and Independents, but those candidates must support prevailing wages, be against "right to work" for less laws, and support collective bargaining. If we are lucky enough to have two candidates that support those three issues than we may look at their support for Project Labor Agreements, their views on upholding labor laws and standards, whether they have a record of opposing extreme environmental groups that want to halt resource development, and if they support funding the rebuilding of America's crumbling infrastructure. These are all pocket book issues that are also critical to your Union's survival. If some right wing politicians and anti-labor groups get their way, then workers' right to collective bargaining and your defined benefit pension will become extinct.

The one thing that most people agree with in District 7 Union meetings is that both the far right and the far left are the problem, and it often feels like we are picking between the lesser of two evils. That said, I have included



two links below so that you can understand why the IUOE endorsed Hillary Clinton for President, and will provide you with some issues to consider when you go to the ballot box this November. After my pocket book, my number 1 issue is which Presidential candidate will nominate a Supreme Court Justice that will vote to get rid of the “Citizens United” ruling, which allows unlimited spending on political campaigns. A 2010 ABC News/Washington Post poll found that 80 percent of Americans oppose the ruling, including 65 percent who “strongly” oppose it. In my opinion, the bipartisan opposition to the decision proves that this was one of the worst decisions in the history of the Supreme Court. I believe Citizens United threatens democracy as we know it and has allowed billionaires of both parties to push their personal agendas through their super PACs, giving them freedom to hijack our political system. Union members will never be able compete with the money that billionaires funnel into the political system to buy political influence. If we are able to overturn Citizen United, I am hopeful that we will return to the days when politicians had to actually earn our vote.

**DISTRICT 7**

Fairbanks office  
907-452-8131

In Solidarity,

Lake Williams

Treasurer and District 7 Representative



Links:

<http://tinyurl.com/IUOE-Trump-RTW>

<http://tinyurl.com/IUOE-Trump>

<http://tinyurl.com/IUOE-Trump1>

<http://tinyurl.com/IUOE-Hillary>

<http://tinyurl.com/IUOE-Hillary1>

## DISTRICT 7

Fairbanks office  
907-452-8131



**Mark LaFon**  
Field Representative

Brothers & Sisters:

I would like to dedicate this article to my father, Gary “Bud” LaFon. Bud was a proud, 62 year member of our Local who passed away on April 1st. He will be remembered as one of the finest operators of his time. I can whole heartedly say, he is solely responsible for the skill and work ethic I am fortunate enough to have today. The opportunities he gave me when I was young, to learn the trade from the ground up was an honor, privilege, and something I will be grateful for forever.

For our stationary and service contracts, I am happy to report the successful ratification of the FJCC Wolverine agreement. We managed to achieve a 2.75 percent total package increase for the 2 and half year agreement. For the new contract, we negotiated an extra sick day, an extra day of paid time off per annual segment, coveralls for our mechanics and a few other needed improvements. I am also happy to report that we have concluded negotiations with Aurora Energy. The successful ratification of the four-year agreement included a 2.25% wage increase and a \$0.70 cent pension increase for 2016. The contract includes a minimum of a 1.5 percent wage and a \$0.45 cent pension increase annually, for the remaining years.

I am pleased to report that the Executive Board has officially approved the Charter “S” Stationary initiation rate of \$108. The low initiation rate will help us with organizing and gain more stationary market share in Alaska. In our recent organizing efforts, we have successfully achieved recognition by Doyon Utilities for a Water Treatment Plant unit stationed at Fort Wainwright. Negotiations for the small unit are currently underway. We have also been recognized by Wolf Creek Federal Services for an Airfield Maintenance unit stationed at Fort Greely. The Company voluntarily recognized the unit and has acknowledged their value by absorbing them into the current Collective Bargaining Agreement we have with them. With all of the military base enhancements, we will be looking for new Service Contract units to share the many benefits of our Local.

In Solidarity,

Mark A LaFon  
Field Representative



Brothers & Sisters:

The past few months have been pretty lean for a lot of our members and has shown us how fast the industry can take a turn for the worst. The drop in oil prices and the reduction of work on the North Slope left a large portion of our membership not working the hours they have normally seen in the past. Fortunately, we pulled through the long winter and spring months and we are looking at another busy summer which we hope will extend late into the fall. With all the projects continuing from last summer and new projects slated to start this year, our members should see a positive turn in the industry and more dispatches to come.

After a lengthy negotiation with the Associated General Contractors of Alaska, Local 302 signed a new 2-year agreement with increases for both years. There were some changes made in the language, so please stop by the union hall and pick up a copy of the new booklet. Members can also view the new agreement and summary of changes available on our website at [www.iuoe302.org](http://www.iuoe302.org). If you ever need a copy of any agreement that you are working under, please contact your agent or your Local 302 office.

I recently attended the State of Alaska Open House and spoke to several Department of Transportation (DOT) engineers and looked at the proposed work schedule for the state. Currently, in the Northern Region there are 57 projects that are on their "to-do list" with more to come. Some of the projects have already started and more will begin when the road restrictions are lifted. You can view all of these jobs and the details at the State of Alaska website at [www.dot.alaska.gov](http://www.dot.alaska.gov).

The University of Alaska began construction of their new power plant in April of this year. One of the largest single concrete pours in Fairbanks history was a 1,500 cubic yard slab which was 5 feet thick and took 2 pump trucks and a Tele-belt to place all of the material. The job was completed in one day and took the combined effort of every batch plant and mixer truck in town. There are two more large pours scheduled later this summer.

Over the last few months, we have heard great news for Fairbanks, North Pole, and other surrounding communities about much needed projects. First, the F-35's will be moving to their new home at Eielson Air Force Base (AFB). Second, Clear AFB will be doing a billion plus dollars worth of work over the next 9 years to include a new Long Range Discrimination Radar system and a new power plant. Finally, Fort Wainwright will continue to do more upgrades and construction this summer. The influx of Federal money should stabilize the interior Alaska economy and provide many work opportunities for Alaskans and Local 302.

In Solidarity,  
Avery Thomas  
Field Representative

### DISTRICT 7

Fairbanks office  
907-452-8131



**Avery Thomas**  
Field Representative



## DISTRICT 7

Fairbanks office  
907-452-8131



**Shawn Lowry**  
Field Representative

I am sure most of you know Alaska's economy is tied to oil. With the recent decline in oil prices it should be no surprise that work in Alaska has and will continue to decline until oil prices rebound. Does that mean that work on the North Slope has stopped? No, but it has been significantly slower than it has been the past few years. The good news is development is still ongoing and there are some promising finds and future developments in place. Environmental impact surveys, permitting requests and engineering for new developments are still ongoing and the large scale LNG pipeline project is still moving forward to determine feasibility.

What does all this mean for our membership? We need to be the best we can possibly be, every day on each and every job. Costs drive market decisions, especially when margins are small. Value and safety are the next factor considered. When I've had discussions with the North Slope producers, they are usually quick to point out that the cost of union labor is about 20 percent greater than non-union labor, but they also acknowledged and recognize the value and safety standards that Union Labor provides. It is important for us collectively to strive for true professionalism in our craft, and continue to hone our skills by taking skill advancement classes. In order to maintain or gain market share Unions have to perform to the standards we claim, which is the only way to assure continued success and maintain strong unions.

Three years ago I attended a "Why Unions Matter" forum that was geared towards strengthening union membership through education of the members about the history of organized labor, and where we are today. One of the comments that stuck with me was "Collective Bargaining is about power. If the Union is weak then Management will impose its will without fear." Over the years I have received several calls from members with legitimate concerns over one contractor or another not abiding by terms and conditions of an agreement. In most cases the issues are able to be resolved quickly and with little disruption. Other times the resolution is not as easy. In all cases where the membership knows the contract and stands together, resolutions come quickly. When membership and multiple crafts are involved in letting the language of the contract slip, or do not stand together, resolution is more difficult to obtain. I ask all of you to remember that YOU are the Union. One voice may not be very effective but hundreds of voices, speaking in Solidarity achieve results.

Recently I was reading an article by Harold Meyerson, executive editor of The American Prospect in which Mr. Meyerson made some important points including:

- When unions vanish, ordinary Americans lose their right to bargain collectively for their pay and benefits. Even those who have never bargained collectively will feel the loss.
- From 1947 - 1973 the peak of union density, real wages for non nonmanagerial employees rose by 75 percent. From 1979 - 2006, as union density collapsed, real wages for nonmanagerial employees rose by only 4 percent. Unable to get a raise, women entering the workforce increased as did people going into debt.
- As unions shrank, inequality grew. From 1947-72, productivity in the United States and the median household income rose by 102 percent. In recent decades, as economists Robert Gordon and Ian Dew-Becker have shown all productivity gains have accrued to the wealthiest 10 percent. In 1955, near the apogee of union strength, the wealthiest 10 percent received 33 percent of the nation's personal income. In 2007, they received 50 percent.
- Profits have been growing at wages' expense. Michael Cembalest, J.P.Morgan's chief investment officer, has calculated that reductions in wages and benefits were responsible for about 75 percent of the increase in corporate profits between 2000 and 2007.
- What's causing this decline in workers' ability to claim more of the nation's wealth? It's not that they're less productive. Workers are better educated and more productive. What they lack is power.

In Solidarity,  
Shawn Lowry  
Field Representative

**FAIRBANKS DISPATCH**

Brothers & Sisters:

Alaska has survived yet another winter season. Between low oil prices and incredibly warm weather, the North Slope struggled to find seats for many of our members. With work on the slower side, I have noticed no matter how many times it's mentioned, members falling off the out-of-work list (OWL) because they failed to re-register. Please, mark it on your calendar or set an alarm on your phones, give me a call in dispatch and I will be happy to look up your re-registration date for you. There are no excuses when it is so easy to register; email, fax, mail and stopping by are all acceptable means to register.

That being said, I'd like to focus on voting. I hate hearing people say they don't like politics, and some don't even care to vote. Sometimes because they don't like the choices or they simply just don't care. Politics and our work are so closely bound you really do need to start caring. Without elected officials that support union work we could so quickly become a right-to-work state and lose everything we have gained by being a strong and united force of union labor. If you know of anyone that isn't a registered voter there is an online registration at [www.aflcio.turbovote.org](http://www.aflcio.turbovote.org). Not only can you easily register to vote, they will send text and or email reminders so you don't miss elections in your area. Please take time to educate yourself and vote, your job really does depend on it.

With summer well underway, I'm sure the grilling season is in full swing. Don't forget to support Union made products. You can get a list of union made beer by texting BEER to 22555 or if you prefer ROOT beer choose Barq's! I hope everyone has a prosperous and safe summer season, stay hydrated!

In Solidarity,  
Crystal Tidwell  
District 7 Dispatcher



**DISTRICT 7**

Fairbanks office  
907-452-8131



**Crystal Tidwell**  
Dispatcher

## DISTRICT 8

Juneau office  
907-586-3850



**Corey Baxter**  
District Representative  
Executive Board

Brothers & Sisters:

This year has been busy in Juneau. Local 302 has partnered up with the Plumbers and Pipefitters, Local 262 and the Juneau Hydro Company to lobby for legislation for the Sweetheart Lake Hydro and Downtown Juneau Heating District projects. These two projects will be a huge economic boost for Juneau and Southeast Alaska during these tough times of low capital project moneys due to low oil prices and Alaska's budget deficit.

The Sweetheart Lake Hydro project, located 35 miles south of Juneau, is a 19.8 megawatt dam and powerhouse. The plans includes raising the existing lower Sweetheart Lake approximately 85 feet by construction of a new, 280-ft long, 90-ft high, roller compacted concrete dam. The facility also includes a 500 ft long diversion tunnel; an intake structure; a 12-ft diameter, 9,600-ft long unlined power tunnel; a 12-ft diameter, 200-ft long tailrace tunnel; two 100-ft gate shafts and a 6-ft diameter, 980-ft long penstock extending to the powerhouse. The estimated price for the total project is around \$140 million, which will create approximately 85 construction jobs and 35 indirect jobs for a two year construction season forecast.

About 60 percent of the power from the Sweetheart Lake Hydro project is anticipated to go to Kensington Mine, which would allow them to discontinue use of diesel power generation and save about 7,000 to 9,000 gallons of diesel fuel per day. The money saved by switching from diesel to hydro power will be enough to help extend the mine's life for future infrastructure projects.

The remaining electricity will supply power to the proposed Juneau's Downtown District Heating project. This project calls for using saltwater heat pumps to harvest heat from Gastineau Channel by pulling the water into a converter and then extracting 5 degrees out of every gallon of sea water. The salt water is then returned back into the channel at just 5 degrees cooler than it was when it was taken out. The pumps then circulate the heated fresh water throughout Juneau's Downtown core area, which will plug right into existing boiler systems in buildings and houses allowing residents and businesses the option to go from using expensive diesel to using clean water, heating buildings at a fraction of the cost. This will reduce heating costs for state government, schools and the downtown housing district. The estimated cost for construction is around \$25 million, creating over 30 construction jobs and 25 indirect jobs. Operations of the facility will require 5 to 10 employees.

We are hoping to see the Sweetheart Lake Hydro project start late summer of 2016 and Juneau's Downtown Heating District project start the summer of 2017.

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

In Solidarity,  
Corey Baxter  
District Representative



**DISTRICT 8**

Juneau office  
907-586-3850



Barge and crane heading to Valdez.  
Picture was taken by Member Nick Mow who works for Western Marine.



Operator Mike Davis - Admiralty Construction

**DISTRICT 6**

Anchorage office  
907-561-5288



**Jason Alward**  
Vice President &  
District Representative  
Executive Board

Brothers & Sisters:

Our 2016 construction season is underway and we are hopeful that it should be a good year for our members working in Alaska. For this article, I wanted to discuss a significant court decision that was decided at the U.S. Supreme Court that is imperative for our members to understand.

The case was Friedrich’s versus California Teachers Association (CTA) and you may have heard about it. The plaintiff, Friedrich’s, backed by the radical right, sued the Teachers Association at a lower court level and the lawsuit was decided in favor of the CTA. However, it was later appealed to the U.S. Supreme Court. Friedrich’s contended that the union fees amounted to an unconstitutional subsidy that violated their right of free speech and association. Give me a break! In order to better understand this issue, one needs to understand the case from 1977 that set precedence for the issue at hand. In the decision from **Abood v. Detroit Board of Education**, the Supreme Court made a distinction between two kinds of compelled payments. One of those that **was ruled constitutional** is the fact that non-members could be required to help pay for the union’s collective bargaining efforts to prevent freeloading and ensure “labor peace.” The unions’ argument in favor of agency fees runs as follows: As the exclusive representative of a group of workers, the union is required by law to represent all workers in the bargaining unit, not just members. Since there may be costs associated with representing non-members, it is only fair that those workers bear their share of the burden.

What was the eventual outcome? On March 29, 2016, the U.S. Supreme Court eventually deadlocked at a 4-4 vote. What did and does that mean? As mentioned earlier, relying on the 1977 Supreme Court precedent, the United States Court of Appeals for the Ninth Circuit, in San Francisco, upheld the requirement that the objecting teachers would have to pay fees. In other words it is status quo, which could mean for now, that the decision was in favor of the Unions. Steve Cook, president of Michigan Education Association summed it up best when he said “No one is forced to join a union—that’s already illegal.” The banning of agency fees “allows workers to get out of paying their fair share of what it costs to negotiate the contract they benefit from. Whether proponents call this ‘right-to-work’ or ‘freedom-to-work,’ it’s really just ‘freedom-to-freeload.’”

What does this all mean for Local 302? Obviously, this is a clear sign as to the importance of the Presidential race for selection of the next appointees to the Supreme Court. We represent quite a few public sector units and it is extremely important for them as well as the rest of our members. Why is it so important? Well, because this issue is very closely situated with the horrible Right-to-Work (RTW) situation going on in this country. This charging of “reasonable fees” is allowed in California and 20 other states that do not have RTW laws. RTW states support these kinds of silly lawsuits that force unions to represent non-members even if these “freeloaders” don’t pay their fair share when they reap the benefits of Union contracts, negotiations,

**DISTRICT 6**

Anchorage office  
907-561-5288

grievances, benefits, etc. This lawsuit was ultimately all about one thing; an effort to reverse a long-standing decision that is vital for Unions to survive. Numerous conservative organizations have spent decades trying to destroy the middle class. Rest assured, this issue will come up again when the Supreme Court fills the vacant seat and Unions will once again be in the crosshairs. Please do your part by keeping informed on these issues and by not supporting politicians that seek to destroy our jobs, wages, and working conditions.

In Solidarity,  
Jason Alward  
District Representative



Cruz Construction and Northstar Equipment Services  
Submitted by Keegan Busse



## DISTRICT 6

Anchorage office  
907-561-5288



**Kyle Virgin**  
Field Representative

### Brothers & Sisters:

Long time signatory contractor, Anchorage Sand and Gravel, was originally formed in 1938 by Art Waldron. Over the years, the company has seen numerous changes and expansions. Recently one of the most significant changes came at their Port of Anchorage location through Alaska Basic Industries (ABI) with the construction of their Cement Dome.

One of the key issues for any supplier, especially in Alaska, is predicting the level of demand for their product. Logistically, it is difficult and time consuming to ship cement to Alaska. In order to meet varying demands without waste requires a large amount of storage. With the completion of the dome, ABI will be able to store an additional 40,000 tons of Portland cement. In past years, ABI has used 5 ships over the course of the year to supply their cement. Being able to process and hold more volume from each ship has reduced the number to 4 ships per year, which results in substantial cost savings.

The dome is constructed using an outer fabric air form that was essentially blown up like a balloon to a diameter of 162 feet and a height of 86 feet. Then using urethane insulation, several layers of rebar and shotcrete the inside wall was formed. The footing is constructed of a concrete ring beam that is 7 feet wide and 4 feet deep traveling the perimeter of the dome. Gravity alone will feed approximately 30 percent of the storage volume. At that time a reclaim screw that is supported in the dome by a center column cantilevers down to the cement level and the 30" diameter screw drags the cement to the center of the dome for discharging. Underneath the structure lies a center vault with a tunnel leading out of the dome for distribution. Fed from a large hopper, the 150 horsepower screw pump feeds the cement through the steel supply line. Simultaneously injecting 3,600 CFM of air at 25 PSI fed from a 400 horsepower compressor allows a transfer rate of 200 tons per hour. On the top of the dome a 20 foot tall head house holds the gear drive and motors for the reclaim screw along with a dust collector to control dust and pressure levels in the dome.

Roger Hickel Contracting, who is signatory with Local 302, performed the concrete and dirt work as well as the construction of utility buildings. The new dome certainly stands out among the landscape down at the Port of Anchorage and will provide more efficient service for decades to come.

In Solidarity,  
Kyle Virgin  
Field Representative



**ANCHORAGE DISPATCH**

Brothers & Sisters:

Hopefully everyone has had a safe and enjoyable winter season, whether it was spent on vacation, or working. The predictions show a summer construction season in Alaska to be a little slower than the previous two seasons. With the release of only a handful of sizable projects throughout the state, this summer won't be a year to wait for a certain project and hope to get on it. The best advice that can be given from here is to make sure your dues are current along with your out-of-work list (OWL) registration. Don't make the mistake of falling off the OWL. Also, make sure your qualifications, and all safety classes are current. Another thing to keep in mind is to stay within compliance with the state regulations for your CDL and medical card. Check that you have the proper endorsements for the vehicle you will operate. If there are still questions after reading the regulation booklets from the Department of Motor Vehicles, call Local 302 Training and ask. The main questions arise from the Hazardous Material (Haz-Mat) and Tanker endorsements.

Unfortunately, Knik Construction refused the opportunity to work with our team of professional operators and mechanics by not signing a contract for the Parks Highway Project. This will significantly hinder their success on this project without the ability to utilize our highly trained members. Please be advised that Local 302 will be patrolling this and many other projects around the state looking for our members working for non-union contractors. It is not worth the trouble working for these contractors. Remember that we need to stick together in order to ensure all of our Brothers and Sisters are working union. This is the best way to have bargaining leverage in these and similar, future situations. With that in mind, if they are awarded another project hopefully they will find that in order to get the skilled hands they need that they will need to negotiate a contract and put union labor to work.

I hope everyone has a safe and prosperous summer season.

In Solidarity,

Jamie Mack  
District 6 Dispatcher

ABI Cement Dome



**DISTRICT 6**

Anchorage office  
907-561-5288



**Jamie Mack**  
Dispatcher

## DISTRICT 6

Anchorage office  
907-561-5288



**Bill Sims**  
Field Representative

### Brothers & Sisters:

Well another construction season is upon us once again here in South Central Alaska.

In early March we began contract negotiations with the Municipality of Anchorage. We have found that this round of negotiations has been very productive in relation to our last negotiations when AO-37 was breathing down our backs. With that in mind, we look forward to finishing and are in high hopes of bringing the members a contract worthy of ratifying.

In mid-April, Kiewit Infrastructure West began test pile driving work down at the Port of Anchorage as part of the new Port Modernization Project. Kiewit will be driving 10 piles that are 48 inches in diameter and 205 feet long. They anticipate that the project will be completed by the end of July.

As of mid-April, the Senate Appropriations Subcommittee on Military Construction, Veterans Affairs, and Related Agencies (MILCON-VA) approved the fiscal year 2017 appropriations bill for Alaska. The amount requested by the Pentagon was \$561 million to support defense projects across the state. More than half of that amount is allocated to support the new F-35 squadron set to move to Eielson Air Force Base in 2020. The Senate Appropriations Committee is expected to report the bill to the Senate floor on April 21, 2016. With this bill, Alaska is set to receive a larger share of the 2017 military construction budget than any other state. Here is how the bill would be allocated:

- \$295.6 million for seven construction projects supporting the 2020-2021 bed down of 54 F-35 A Joint Strike Fighters at Eielson Air Force Base.
- \$155 million to construct the Long Range Discrimination Radar (LRDR) at Clear Air Force Station.
- \$47 million to construct a hangar to house the Gray Eagle Unmanned Aerial Vehicles at Fort Wainwright.
- \$29 million to expand and improve the Airborne Warning and Control Systems Alert Hanger at Joint Base Elmendorf- Richardson.
- \$20 million to construct a new fire station at Clear Air Force Station.
- \$9.6 million for electrical improvements to the missile defense fields at Fort Greely.
- \$4.9 million to construct a jet fuel truck offload facility at Joint Base Elmendorf-Richardson.

Based on these allocations, JBER would be looking at approximately \$34 million of the \$561 million which is a mere 6% of the total request.

In Solidarity,  
Bill Sims  
Field Representative



**DISTRICT 6**

Anchorage office  
907-561-5288



CEI Loussac Library Project – Operator Brent Belardi



Shane Linse teaching a New Apprentice class

### DISTRICT 3

Silverdale office  
360-307-0557



**George Garten**  
District Representative

Brothers & Sisters:

As many of you know the Submarine Wharf at Bangor is nearing completion. I wanted to reflect for a minute on this critical project for the Peninsula. Many of you may not know this, but this project was kicked into gear after we met with then Congressman Jay Inslee. We informed him of our need for good paying jobs and the difficulties that we had in getting access to military operations work. Congressman Inslee and others from the Washington Congressional Delegation all signed on to a letter supporting the Bangor project and the need for a Project Labor Agreement (PLA).

Also, as many of you may have also heard, President Obama signed an Executive Order requiring the use of PLAs on all Federal contracts exceeding \$100 million. The Bangor project was the first, and I believe the only PLA, that has been utilized to date. Recent media reports describe the success of the project being done on-time and significantly under budget. This is in large part thanks to the hard work from all of the craftspeople and Local 302 members who worked to complete this project. I should note that I was recently informed that the Operating Engineers had the most craft hours on this project. While we had a few problems in the early stages of the project, we successfully overcame them and kept working. Recently, the President's office held a meeting with Lee Newgent, Executive Secretary for the State Building and Construction Trades and Congressman Kilmer, and the Secretary of Labor Tom Perez to discuss Bangor and the need to continue to utilize PLAs on future, Federal contracts. You may recall from my article in the last Loadline, Secretary Perez recently came out and did a tour of Bangor and met with members from the trades to discuss the project and our perspectives. This effort worked to our advantage, and all reports from the meeting with the President's staff and the Navy were that this was a successful meeting. We will continue to advocate for PLAs, which equate to more projects and more work for our members.

It is funny for me to reflect on some of the initial meetings and efforts that took place while Bangor was still in the concept phase. It also demonstrated to me the importance of having the right politicians in office and further having the ability to sit down with them on a one-on-one basis and explain our perspectives and request their support. It is having the right people, who understand and believe in our principles and ideals, in influential political positions has proven time and again what was needed to tip the scale in getting our priorities and efforts moving in the right direction. That said, I cannot stress enough the importance that your vote makes in the elections. Voting the right folks into office coupled with the reputation that you help support every day you go to work and come home safely is what makes us a force to be reckoned with.

In Solidarity,  
George L. Garten  
District 3 Representative

Brothers & Sisters:

My article is about honoring our history, embracing our present and planning for the future. Are we proud of being Union? Do you tell your friends, neighbors and family about your Union and the benefits of being a union member? In order to keep our Union strong and grow our membership, I would like to encourage all members to get involved!

We should wear our union colors (hats, jacket or t-shirt) when you are out and about in our communities. Look for opportunities to bolster our image and plant the seed for recruitments. Volunteer for community programs and events, attend city council meetings, school board meetings and PTAs. Engage our elected officials about the best value of using local union companies to build our schools and infrastructure.

I would encourage members, new and old, to get educated. New membership classes are being offered throughout the year. If you are new to our local or unions in general, this is a great way to learn about our Local's rich history, our Constitution, By-laws, Collective Bargaining Agreements, etc. Even prospective members can register and attend.

One of our union companies is setting a great example. Lakeside Industries' Youth Education Program invites 4th and 5th graders to take a field trip to one of their many facilities. I recently talked to proud Local 302 member John Hurd, Talent Acquisition Specialist at Lakeside, about this exciting program. "The idea is to catch them while they are young and impressionable! These inquisitive youngsters get to see first hand how our roads are made start to finish." They meet and talk to the union workers who make it all happen. They learn about safety, quality control, environmental protections, asphalt plant and equipment operations. They are taught how the school subjects including mathematics relate to the real world. How cool is that!

Trade Up is a partnership between Snohomish County Labor Council and Snohomish County Workforce Development. It is a careers' day for high school juniors and seniors that focuses on construction trades and public services union careers. It is a hands-on day of work. The students learn basic safety and how to fill out a time card. They have a guided session with each craft, including operating a tower crane and excavator in our simulator.

School districts in Snohomish County are focused on building or upgrading a lot of schools. School have prevailing wage and apprenticeship requirements. We need to help our educators understand the need for vocational programs in our schools and that there are alternatives to college. Apprentices, who likely graduated a year or to earlier from that very school, could be working on it earning a great wage with benefits while learning our trade.

In Solidarity,  
Rick Cunningham  
Field Representative

### DISTRICT I

Bothell office  
425-806-0302



**Rick Cunningham**  
Field Representative



### DISTRICT I

Bothell office  
425-806-0302



**Denny McKinney**  
Field Representative

### Brothers & Sisters:

I recently had a conversation with a worker from a non-Union excavating company I have been trying to organize. He told me he was in the union years ago, but decided to leave because “he wanted to work year round and the Union never did anything for him anyway.” I explained to him that many of our members work year-round and the ones that don’t still make more wages and benefits in a year than non-Union workers. I asked him about his retirement plans and if he had a pension. He said he didn’t have a 401K but he had been investing his money in the stock market. I explained how much the Union had improved my ability to provide for my family and how the Union even improves his prevailing wages. Ultimately, he said it was too late to join the Union and build a pension and that his company takes care of him. I left that day wondering if I should feel bad for someone so misinformed. I thought about his explanation for going non-Union and how wrong he is. All workers benefit from the efforts of Unions.

Unions are responsible for fighting for several benefits most Americans take for granted, including: the 40-hour work week, meal and rest periods, Family & Medical Leave Act (FMLA), Social Security, Minimum wage, 8-hour work day, overtime pay, child labor laws, Occupational Safety & Health Act, workers' compensation, unemployment insurance, defined benefit pensions, healthcare insurance, collective bargaining rights for employees, and the list goes on with several worker protections.

Corporations didn’t just decide out of the goodness in their hearts to “take care of their employees” and provide benefits and better working conditions. Unions were formed because of horrible working conditions and workplace health or death risks. Children and women worked in factories and received lower pay than men. Corporations used to work employees 80+ hours a week, offer no breaks, with unsanitary work conditions, and paid next to nothing.

Labor movements began to form and lobby for better rights and safer conditions. Our founding members stood up on picket lines and fought several battles to make these changes possible. The companies hired police and local thugs to confront the Union workers and, on several occasions, Union workers were shot, killed, or severely beaten. These Union members knew back then that the only way they would succeed was to stand together - even if it cost them their lives.

Today most of us live and work in relative comfort and it is easy to not think about all that has been accomplished for us. We have to stand up for the conditions that have been fought for in the contract or they will begin to erode away. If you give up your lunch for free to get home earlier is that worth the possibility of losing everyone’s right to take a lunch breaks in the future? If we fail to understand and appreciate everything we have because of Local 302 will we end up like the non Union worker I mentioned above?

In Solidarity,  
Denny McKinney  
Field Representative

**Foss 300 Crew**

John Tarabochia, Jesse Tarabochia, James Mosman, Nick Gaitan and Carl Horten



Mine Sweeper Stern at 63 tons



Henrietta Tug Bat at 50 tons

### DISTRICT I

Bothell office  
425-806-0302



**Larry Gregory**  
Field Representative

#### Brothers & Sisters:

The work season is well underway and it is great to see so many members working. Jobs are going on all over - new schools, libraries, roads and highway work, housing developments, office buildings, etc. We have gained several new contractors that are working in the South King County too. More contractors equates to more opportunities for our members. I know that our members always try to be professional and do their best. Showing a new contractor that we are better trained and a highly competent workforce is essential for ensuring our contractors have a competitive advantage over non-union companies. We want to build a relationship that proves we are an asset to their company and the best way for them to make a profit. In turn, they will hopefully grow and do more and larger jobs, and put more members to work.

As agents and staff, we meet and do our best to sell the Union and you, our members, to prospective contractors. Once we have a contract in place, the success of that relationship is in the hands of the members that go to work for them. It is a steep learning curve for the contractor that hasn't done a lot of union work. New wages, benefits, different types of paperwork, enhanced union oversight, etc. If problems arise with a new contractor you should contact your agent. They can help make sure the person that developed a relationship with the contractor mediate the issue and help get them on track. It is better to guide and teach a new contractor how we work than to threaten them with grievances. We want them to be long-term contractors that are glad they signed a contract and abide by the terms of that agreement. This will hopefully give us another contractor who will tell their friends how to become more competitive and how to get access to the best workforce in the market. Among our many jobs as staff, we are marketing representatives for the Union. You as members are our best sales people and referral sources. While I can tell someone that we are the best you all prove it to them every day. I want to say thank you for the work you do. It makes my job easier to talk with the next perspective contractor. Please keep up the great work!

I'd like to bring up the subject of safety before I close. There seems to be a lot of our members getting hurt this year both on and off the job. Accidents happen and they can be prevented. Please consider using the same safety methods at home that are usually mandatory at work. Safety glasses prevent a lot of eye injuries. Chaps while using chainsaws, keeping guards on saws, tying off when working in high places are all best practices for all of us to use. Many contractors enforce safety for many reasons, primarily to comply with the law and to keep their insurance costs down. So many accidents and injuries could be prevented. Take the extra couple of minutes to make sure you are safe when working. If not for yourself, please do it for your family.

In Solidarity,  
Larry Gregory  
Field Representative



## BOTHELL DISPATCH

Brothers & Sisters:

The summer work season is here; with many of our contractors getting off to a slow start due to heavy rains and delayed permit issues. However, we are expecting another late season weather permitting and we have a lot of new work starting.

Many of our members have taken advantage of the classes provided by the training center and other classes around the area. These members are in a better position for work in the future. Make sure dispatch gets a copy of your new certifications so we can add them to your qualifications. We would like to say many thanks to the folks in training for doing a terrific job!

We are expecting shortages with finish blade, asphalt grinders, screed and finish roller, mainline excavator and grade engineers. You may want to verify your qualifications with the dispatcher in your district to ensure that they are up-to-date and current.

As always, make sure your phone number is current and you are registered on the out-of-work list (OWL). To stay registered on the OWL list, you need to provide us with your name, last four of your social security number and your legal signature. You can register in person, facsimile, mail, or electronic mail. For the email option, there is a tab on the left side of our website marked register/re register. Click the tab and the form has all of the dispatch information for Washington and Alaska

When a member checks in, we provide your position on the OWL and the date you will need to re-register in order to remain on the OWL. You can re register any time within the 90-day timeframe to retain your position on the OWL. If you reregister after the 90 days your name will be placed on the bottom of the list for the group that you are registered. Also, if you are collecting unemployment you must remain current on the OWL. As you can see, it is important for both unemployment and possible reemployment (possible job calls) that you remain current on the OWL.

It is that time of year again when we have a new group of apprentices hitting the field. Keep an eye out for them, give them a hand when they need it, and lead by example in teaching those future journey-level operators how to be the best in the business. Have a safe season!

In Solidarity,

Al Cummins & Bill Albin  
District 1 Dispatchers

## DISTRICT I

Bothell office  
425-806-0302



**Al Cummins**  
Dispatcher



**Bill Albin**  
Dispatcher



### DISTRICT I

Bothell office  
425-806-0302



**Bob Franssen**  
Field Representative

Brothers & Sisters:

I wanted to give you an update on the bargaining units and contracts currently in negotiations in my area.

**King County** – This 80-Operator unit work for the Solid Waste, Roads, Parks, and the King County Airport. The work in these departments consists of variety of duties: landfill operations, road repair and maintenance, and park construction and maintenance activities.

We have been bargaining hard now for several months and there are still many issues to address. For instance, we bargain for contract duration, wages cost-of-living adjustments, classifications and pay ranges, etc. This contract cycle we are working on incorporating these members into our training system and access to the school. Solid Waste is attempting to completely modify the shift days for several of our members. In addition, there may also be further changes for seniority, vacation charts and accrual adjustments, sick and bereavement leave, jury duty, etc.

**Mason County** – This 28-member unit primarily does road maintenance, ditching and culvert repair, snow and tree removal, and various other construction and maintenance operations.

Bargaining for this unit started off a bit rough but we are beginning to move in the right direction. The members took a three-year wage freeze because the County had a significant financial and funding shortfall. The fiscal situation has improved and we are now attempting to elevate the wages. In addition to wages, we are bargaining for enhancements in medical coverage, personal protective equipment, Family Medical Leave, etc. The Public Employee Rights Commission is involved in the process to attempt to mediate a solution.

**Wolf Creek at the Oak Harbor Military Base** - This unit is approximately 28 members doing maintenance and repair work for all the systems, roads, and buildings.

We just finished bargaining last week and it was three straight days of head-to-head negotiating. We bargained for wages, personal time off, bereavement, hazard pay, classification changes, sick and vacation leave, health & welfare, etc. After we had a tentative agreement in place we were informed that the employer was not awarded the contract so we are in the process of determining if the new company is obligated to what was bargained.

Please give me a call if you have any questions about these contract negotiations or any questions about public sector units. Have a great summer and be safe out there!

In Solidarity,  
Bob Franssen  
Field Representative

### Brothers & Sisters:

Work will soon be picking up at the Sea-Tac Airport. Hensel Phelps is completing the design phase and will soon be moving into construction of the \$507.6 Million Northstar Project. They will be remodeling the north terminal and are expected to finish the project in 2020. Clark Construction will be starting the \$608 Million International Arrivals Facility in the 4th quarter of 2016 and are expected to finish in 2019

I have often wondered why projects take so long prior to breaking ground. I did some research that I wanted to share on the history of the State Route 509 improvement project:

Design and construction began from South Seattle to Burien in the 1960s. In the early 1970s, approximately 3.3 miles of right-of-way was purchased from Burien to State Route 516 in the City of Des Moines. Because of rising costs and tightening federal and state highway construction funds, and opposition to continuing the highway, the Washington State Department of Transportation (WSDOT) abandoned the plans to continue construction of the route. In 1979, the state completed the last freeway segment from South 160th Street to South 188th Street.

In 1990, the first citizen and stakeholder advisory group was formed for the project. Between 1991 and 1995 the State Route 509 Steering Committee worked closely with a consultant team to screen and develop corridor alternatives. Following the identification of alternatives, a Draft Environmental Impact Statement (EIS) evaluating the environmental impacts at a corridor level was issued in 1995. In 2003, the Final Environmental Impact Statement (FEIS) was published.

In 2009, the Legislature directed WSDOT to conduct a feasibility study regarding tolling for the SR 509 project. Specifically, WSDOT was asked to examine the potential for variable tolling to generate revenue for transportation facilities within the corridor and how to maximize the efficient operation of the corridor and the economic considerations for future and system investments. In 2010, WSDOT issued their Toll Feasibility Study. The study found that tolling is expected to generate a significant amount of revenue to fund the project's construction. In 2012, following decades of project development, WSDOT began an effort to develop an integrated, sustainable approach to completing the SR 509 corridor connections to I-5, while relieving congestion and improving mobility. In 2013, WSDOT assembled stakeholders consisting of representatives from local jurisdictions to gather input on corridor priorities related to project phasing. Stakeholders agreed upon a phased approach that offers commuter and freight mobility through added capacity and improved connectivity. This approach was known as the Puget Sound Gateway Program and incorporated a phased build-out of SR 167 as well.

This history articulates why we are frustrated with the permitting and environmental delays that are involved in construction projects. These timelines and processes are far too time consuming and arduous. We will continue to fight for improved and streamlined project permitting.

In Solidarity,

Ron Dahl  
Business Representative

### DISTRICT I

Bothell office  
425-806-0302



**Ron Dahl**  
Business Relations

### DISTRICT I

Bothell office  
425-806-0302



**Marge Newgent**  
Field Representative

#### Brothers & Sisters:

As you have probably seen on the news and also has been shared in other Loadline articles, it is fair to say that we dodged a major bullet with the recent death of Supreme Court Justice Scalia. Friedrichs v. the California Teachers Association (CTA), was before the Supreme Court of the United States (SCOTUS). Many were predicting a significantly catastrophic decision from the courts for union representation laws, especially public sector unions. The issue was relating to whether teachers could be required to pay for the services associated with union representation. As you might assume, losing this decision would be one more step toward Right-to-Work and fair representation of workers by unions. Attacking the public sector unions seems to be a common theme for those looking to union bust. I guess they assume that once the overall all union numbers decline that the private sector unions won't be a formidable opponent for retaining union rights and collective bargaining.

All unions and middle class workers need to stand together. Union members have been called the soldiers of the middle class and that's very accurate. When union workers get a raise it raises up the wages for all workers. When unions take a hit all of the middle class takes a hit. An injury to one is an injury to all. The Friedrichs case was heard by the remaining 8 justices and they tied 4-4. This is one case where the proverbial tie went to the runner (worker) and the case was sent back to the lower court with the decision supporting the union was upheld and you must pay for services received.

This was a major victory for unions. I mention this case because it is critical for our survival. The next SCOTUS appointee is being held up by the Senate. We have a chance to swing the court back to the middle and might even be able to overturn Citizens United. Citizens United has been very disruptive for our democracy. Whether you are a conservative or not is beside the point. Republicans and Democrats have been working together for well over 100 years. They don't always agree on issues but it is a balance of power that has worked for the good of the country. Citizens United is a big-money, special interest group ran by a few of the ultra rich families who have set up super PACs to promote their agendas: less government regulations and oversight, lower wages, decreased union protections, etc. Unions fought long and hard to implement many of these worker protections. The survival of unions is very much at stake, which means your union protections, wages, healthcare, and pensions are at stake. This is exactly why you need to be active in politics and be active, registered voters.

I have a few updates: Mortenson was removed from the Sound Transit Northgate Station. After being awarded the contract, Mortenson changed 75 percent of their management personnel and Sound Transit thought they didn't have enough aerial work experience so they pulled the contract. This project is set to rebid soon. This is a \$180 million project that includes the station and the elevated track from Maple Leaf to Northgate. Skanska was also removed as the GCCM for the \$1.4 Billion Convention Center expansion project. The owner, Pine Street Group, said Skanska was charging them too much for the

PLA administration. Skanska filed a lawsuit and it was recently settled out of court. Ron Dahl and I are still negotiating the PLA for this project which is set to kick off in the spring of 2017. Clark/Lease Crutcher Lewis was recently selected as the new GCCM.

Ron and I are also ready to negotiate a PLA for the King County Family Justice Center. This is a \$250 million project in Seattle. Howard S Wright (Balfour Beatty) is the GCCM. Work on this project starts this summer.

Sound Transit – East Link work has begun for Atkinson. They are building the downtown Bellevue tunnel. KLB has started the dirt work and Condon Johnson will begin work there in August. The tunnel should start in December. This is an SME tunnel and will take two years to complete. The cut-and-cover work won't start until the tunnel is complete. Kiewit/Hoffman has four stations starting next year to build from Rainier Avenue along Interstate 90 to Bellevue. The North Link (L 300) bids soon, along with Northgate Station to Lynnwood (L 200), the Operations and Maintenance Satellite Facility (OMSF) in Bellevue, and South Bellevue (IFB E320). Kiewit/Hoffman was awarded SR 520 to Overlake Transit Center (E360). JCM is still working on N125 and the South Link work is just about complete. This section runs from the airport to South 220th. N180 UW to Northgate track work should be awarded by the time this article is published. N160 Northgate station and parking garage bid were due by July 1st. Should be awarded sometime in August.

Deep Bore - Bertha is up and running and the interior bridge deck work will be beginning at the end of May.

The King County Murray Pump Station and Factoria Recycle Station are just about complete.

The Rainier Valley Wet Weather Storage (RVWWS) was awarded to Fowler. This project starts at the end of May.

Seattle Housing Authority - Work continues for Anderson. They have several union subs on site including Mayfield Hoisting, Deeny Construction, Olsen Brothers, and Ralphs Concrete Pumping. Flatiron is about 75% complete with their project.

Seawall- Mortenson has begun season three (hopefully the last phase). Mid Mountain continues work there. Condon Johnson is finishing up and Hayward Baker is moving in. Marshbank is still there as well.

It's going to be another busy season and next year looks even busier for work in Seattle. Stay safe and remember to look out for each other. You need to have each other's back at work regardless if you like each other or not. We are a family. Have a productive summer,

In Solidarity,  
Marge Newgent  
Project Labor Representative

**DISTRICT I**

East King County  
425-518-2069



## DISTRICT I

Bothell office  
425-806-0302



**Gabriel Chavez**  
Field Representative

Brothers & Sisters:

The work season is in full swing in east King County. If you have been in or around my area you can see that there is a lot of construction underway. Particularly Watson and Lakeside are doing a lot of asphalt and overlay projects in East Bellevue, Kirkland, Issaquah, and Sammamish. In addition, there are still a lot of cranes in the air all throughout Bellevue and Kirkland.

I have been dealing with a few issues and I wanted to remind members to keep good records and to maintain their daily logs and pay stubs throughout the duration of the project they are working. Not that we like to encounter problems but it makes it much easier to resolve if we have all of the information documented.

Now with all of the work that you are hearing about relating to transportation projects and Sound Transit I wanted to alert you to a possible megaproject starting this fall in Bellevue. The project is to construct a pair of 40-story residential towers off of Northeast Eighth Street between 108th and 110th. Phase one of the project is 1,200 underground parking spaces with commercial space on the ground floor. Phase two is an office tower and a four-star hotel which is being referred to as Bellevue International Plaza and will include open space and walking paths connecting the site to downtown. The first two towers are scheduled to be complete in 2019. The start time for this project will augment the work that is currently underway and hopefully equate to a busier than expected winter.



Wash Plant Operators from Lakeside - Issaquah

A few of the projects that are currently underway, include:

- 140th Ave SE Midblock Crossing in Kirkland - \$295,125 awarded to Agostinos Construction.
- Downtown Bellevue - GLY is doing a dual high-rise and Sellen is doing a single high-rise structure nearby.
- Snoqualmie Ridge and Duvall – 2 larger scall plat jobs awarded to Goodfellows.
- West Snoqualmie Valley Rd. NE. - \$2,967,242 low bidder Scarsella Brothers.
- NE 80th St. Kirkland Sewer and Water Main Replacement Phase II - \$2,874,621 low bidder Shoreline Construction.
- NE 6th St. Pedestrian Corridor improvement \$333,046 low bidder Agostinos construction.
- Inglewood Hill Storm Water Retro and Motorized Improvement - \$3,994,796 awarded to Marshbank.
- Redmond Way/Cleveland St. Couplet Conversion - \$10,714,923 low bidder Johansen excavating.
- I-90 Westbound Mercer Slough to Westlake Sammamish Parkway Paving - \$4,242,692 low bidder Lakeside Industries Issaquah.
- Bellevue 2016 overlay program - \$3,844,822 low bidder Lakeside Industries.
- SR 202/SR 302 NE 124th St. vicinity to Tolt River Bridge paving - \$3,329,129 low bidder Watson Asphalt.
- Sammamish 2016 Pavement Program Overlay - \$3,033,369 low bidder Watson Asphalt.

Finally, I wanted to send a special shout out to the Stewards and members at the concrete plants for Glacier in Snoqualmie and Cadman in Redmond and Issaquah. Keep up the good work. I look forward to seeing you all in the field and work safe out there.

In Solidarity,  
Gabe Chavez  
Field Representative



Rayn Jones - Asphalt Plant Operator at Watson Asphalt

### DISTRICT 4 & 5

Ellensburg office  
509-933-3020



**Sean Jeffries**  
President &  
District Representative  
Executive Board

#### Brothers & Sisters:

Work demands are currently high. We could still have more local jobs to keep us busy close to home but in our trade working close to home is very rare especially in our district's on the east side. We constantly struggle to get work over here. With that said, I sure appreciate all our contractors who do bid the work in Eastern Washington.

I often think how can we make a difference in convincing non-union contractors to pay significantly higher wage package than they already pay? Or sometimes we struggle convincing the workers the benefits of being union. I hear non-union operators all the time say: "I make more money now and/or I have healthcare and a retirement." Most non-union operators don't understand our benefits when they say that. I have yet to see a non-union benefit plan comparable to our benefits. I'm always looking at different approaches to show people the benefit of working with us and how much better our healthcare and defined benefit pension is versus an average healthcare plan or a 401 retirement savings plan. Some workers listen to me but most think I am exaggerating the differences in order to sign them up so we have more people paying dues. That is not the case, however, our benefit plans are better off with more contributions coming in from more members and more contractors. So who has the most ability to organize? You do!

The members in the field who talk to the non-union operators or non-union contractors have the most ability to organize. You are not looked at as a salesman for the union and they see first hand your skills and abilities. With a lot of construction work going on, a good operator can be working for almost any good union contractor. But now is the time that it is critical to organize. So many members have a belief that helping organize means you will be put into a position of confrontation, and or looked at as a troublemaker. There are different strategies for different situations so if you want to help organize let's talk. If you're that person who is willing to commit to helping us organize please get a hold of me. The worst thing we can do to ourselves and this organization is to go work non-union without working together to organize.

We have been trying to organize and educate Columbia Asphalt employees for the past several months. We have been doing house calls focusing on trying to educate the workers of the difference in wages and benefits between what they currently make and the contracts we negotiate here in Yakima and Kittitas counties. With educating the workers, the differences we would hope to achieve is that they either choose to be represented by us or at least go back to their employer and demand better wages and benefits. This campaign or organizing drive is going to take time and will not be easy for us or the employees. They do a lot of prevailing wage work where they are paid around the same wage as our contract, but they don't realize that it is our contract rate and hours of work that sets these rates. So without us negotiating and setting the prevailing wage rates they all would be working for less.

I would also like thank all of our staff, members and the International staff who have been devoting time and resources to help us with the Columbia Asphalt organizing campaign. It takes extra commitments and time from all. Thank you...

In Solidarity,

Sean Jeffries  
President and District 4 & 5 Representative

### Brothers & Sisters:

With the construction outlook being very good and in the midst of the construction season I thought it would be a good time to reflect a bit on the past. I recall back in 2005 when I started in Dispatch work was going full throttle and there was no end in sight. At the time, nobody foresaw the significant drop off of work that was right over the horizon. From empty lists to some of the highest out-of-work numbers that we have ever seen it was certainly a huge shift when the bottom fell out of the economy.

Fast forward to today and we are looking at a multi-billion dollar transportation package that has and will put a lot work on the table for us as well as a recent uptick in private jobs that is also providing our members with steady work. So where am I going with this you might ask? As many have said to me over the years, "construction work is cyclical and we must be prepared for what comes." Unfortunately, I have no idea what the next 5 years will bring. I am not a pessimist and I think that we are doing everything we can as a local to promote continued job and construction growth. However, I just want our members to remember the past and be mindful to prepare for the future and unforeseen work slow downs. Remembering the trials and tribulations helps all of us better prepare ourselves for the future. When times are good it is hard not to buy that next toy, but you may want to consider if the next toy after the next toy and so on is the most prudent decision. I saw the fallout from divorces, repossessions and foreclosures firsthand in dispatch when our membership was hurting for work and I'd prefer not to see that or for any of our members to experience that again.

I have no desire to be an accountant or to dictate how or what our members do with there hard earned money. I will say I am more impressed by a member who tells me they paid cash for their new car--- saved for three years to do it. Credit is not our friend as it tends to trap you and not let go. I know the world revolves around credit, but it's your choice to get off the merry-go-round if you choose. Just think what you could spend your interest payment on. I had a credit card I was paying \$175 a month just in interest. That's a good day of roping for me. I choose to keep my money. Starbucks and I parted ways a while back and Ron Mc Donald and I don't speak too often --- a little adds up every time. I used to throw a lot more away and now I do a lot more repairing especially with teenage boys that can break anything. It saves money and it's fun to do with my boys. Have I got it all figured out, hell no! I know I could save a lot more money if I could kick the tobacco habit. My point is to suggest that you be aware of your financial situation. One of my co-workers once told me that: "Chance favors the prepared mind." I took that to mean you will always fair better if you are prepared for the worst. While work looks solid for the unforeseen future lets make sure your rainy day fund is solid.

In Solidarity,  
Tony Zempel  
Field Representative

### DISTRICT 2

Bellingham office  
360-336-2615



**Tony Zempel**  
Field Representative



## New Prescription Drug Carrier – Effective July 1, 2016 For Active Participants and non-Medicare Retirees and their Dependents

Effective **July 1, 2016**, the Locals 302 and 612 I.U.O.E. Construction Industry Health and Security Fund (the “Plan”) will move your prescription drug coverage from Express Scripts to OptumRx, who will administer the retail, mail-order, and specialty drug benefits for **Active Participants and non-Medicare eligible retirees and dependents**. Your prescription drug benefits are *not* changing, but the Plan’s prescription drug provider is, so be sure to read notices you receive from the Plan’s Administration Office carefully.

There are thousands of pharmacies in the OptumRx network. You can locate an OptumRx pharmacy by calling (800) 797-9791. Or ask your current pharmacist if they are a member of the OptumRx network.

If you currently receive prescriptions through mail order and you have remaining refills, most all of those prescriptions will be transferred from Express Scripts to OptumRx. However, there are certain types of prescriptions that cannot be transferred, such as, narcotics and compound medications. If your prescription cannot be transferred, you will need to obtain a new prescription from your physician and submit it to OptumRx.

BriovaRx is the OptumRx specialty pharmacy and will be the Plan’s exclusive specialty pharmacy. Specialty Drugs are prescription medications that require special handling, administration or monitoring. If you are currently taking a specialty medication, you will be contacted by BriovaRx to enroll in their specialty medication program. Watch your mail for more information from the Plan and a letter from BriovaRx.

### Important Phone Numbers and Websites

OptumRx Customer Service	1-866-887-0234 (on or after July 1st )	<a href="http://www.optumrx.com">www.optumrx.com</a>
Plan Administration Office Claims, Benefits, and eligibility	1-877-441-1212	<a href="http://www.engineerstrust.com">www.engineerstrust.com</a>
Premera Blue Cross Locate a Provider	1-800-810-2583	<a href="http://www.premera.com">www.premera.com</a>



## New Prescription Drug Carrier – Effective July 1, 2016 For Medicare Retirees

Effective **July 1, 2016**, the Locals 302 and 612 I.U.O.E. Construction Industry Health and Security Fund (the “Plan”) will move your prescription drug coverage from Express Scripts to UnitedHealthcare MedicareRx®. Medicare Retirees will be automatically enrolled into the UnitedHealthcare MedicareRx® for Groups (PDP), and your Express Scripts coverage will end on July 1st. Your prescription drug benefits are *not* changing, but the Plan’s prescription drug provider is, so be sure to read notices you receive from the Plan’s Administration Office very carefully. You will be eligible for this coverage if you are entitled to Medicare Part A and/or purchase Part B. **Please note, in order for the automatic enrollment to work, UnitedHealthcare needs a physical address (street address) for you – a P.O. Box will not suffice.**

Your P.O. Box will work for mail order delivery, however in order to enroll in the coverage, a physical address is required – if one is not on file, you will receive a separate letter from UnitedHealthcare requesting this information. If a physical address is on file, you do not need to do anything to enroll. UnitedHealthcare will be mailing you more information about the mail order program, including OptumRx mail order information.

### Still Have Questions?

If you still have questions, please do not hesitate to call.

Contact...	To...	How...
UnitedHealthcare	Learn about Rx plan benefits	1-866-628-4715, TTY 711, 8:00am – 8:00pm. local time, 7 days a week
	Look up prescription drugs	<a href="http://www.UHCRetiree.com">www.UHCRetiree.com</a>
Administration Office	Ask about eligibility Make changes in coverage	1-877-441-1212, ext. 3322 8:00am – 5pm M – F
	Ask about your retiree health coverage	<a href="http://www.engineerstrust.com">www.engineerstrust.com</a>



## Local 370 Merger Questions & Answers

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**Q** How many members and what is the territory for Local 370?

**A** Local 370 is approximately 1,700 active members and has the territory to the east of us in Washington (120th Meridian) and all of the state of Idaho.

**Q** What do we get out of this merger?

**A** Local 302 is committed to Organizing, Politics and Training. There is strength and diversification with a merger which supports our mission to organize and be united. Frankly, this isn't about what is in it for Local 302 this is about what makes sense for the International Union of Operating Engineers. If combining our two locals provides us with better opportunities to increase market share and put our members to work then it is a win-win for all of our members. This merger isn't about a hostile takeover or kingdom building. This merger is being done by mutual agreement and shared interest in doing what is best for the Operating Engineers. Expanding our territory under one local provides us with opportunities to ensure more jobs for our members while utilizing the tools and experience of the talented teams and membership from both locals. It is also important to note, that one of the immediate benefits of this merger is savings on administrative costs (i.e. financial audits) that currently both locals have to pay for.

**Q** How will the contracts and wage rates work between the two locals?

**A** The contract process will remain on the same bargaining schedule for now. Like us, Local 370 has several contracts that they negotiate year-round. This will continue for the unforeseeable future. There will continue to be a different wage structure in place for these contracts. While we would prefer to bring the existing 370 rates up to our scale, we realize that this isn't a practical reality in the short-term. We don't intend to move forward with a plan that prices our members out of the market. However, we do believe that this merger will provide us with better opportunities to show contractors that we have the skilled labor capacity that is ready, willing, and able to accomplish any project they can acquire. More members with the best training program available equates to more market share and opportunities for the membership.

**Q** I heard Local 370's pension is underwater so why would we want this liability?

**A** We are not "buying any liability." As you read in Business Manager Konopaski's article, when the time is right we will look into our options associated with a pension merger. At the end of the day, it may be decided that a pension merger is not possible. Despite what you may have heard Local 370's pension plan isn't in dire straits. Local 370 has two different pensions, which have historically been stable and healthy. However, like us, they have had to deal with the downturn of the economy. Local 370 have made some adjustments to their pension to address situations where members are working non-union to ensure for a healthy pension plan going forward. It is important to note that pensions are not allowed to be merged unless they are equivalent. The assets of one trust may not be used to stabilize another trust.

## Local 370 Merger Questions & Answers

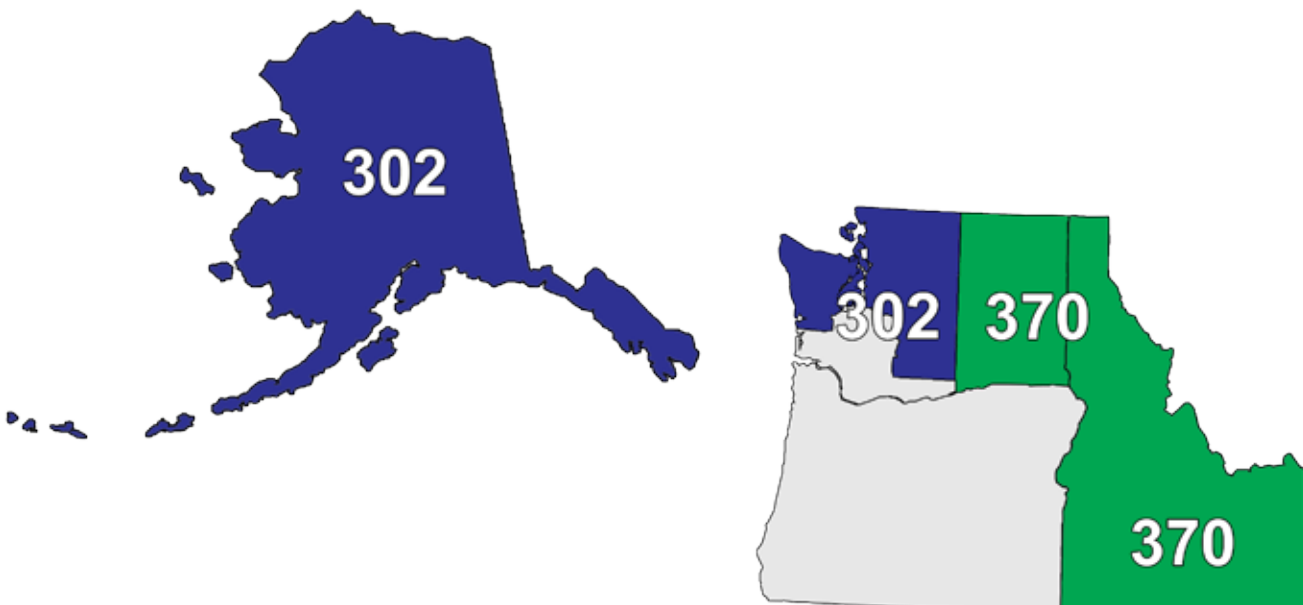
**Q** Idaho is a “Right-to-Work” state and everything that I have read said that’s a lose-lose situation, what opportunities could possibly exist in that state?

**A** You are correct about Idaho being a Right-to-Work state. Right-to-Work stands against everything we believe in is contrary to the growth and preservation of family-wage union jobs. However, standing back and watching Right-to-Work persevere is not what will ensure the future of the Operating Engineers. Quite frankly, we need to take the fight to them and demonstrate that we can do the work quicker, faster, and better and that unionism doesn’t prevent contractors from making money. Those non-union workers are frustrated with scraping by with substandard wages, and I believe the state is ripe with opportunity in turning things around. The International is currently involved with a legal challenge to overturn their Right-to-Work laws and that coupled with our larger presence in this state is a move in the right direction to defeating Right-to-Work in this state.

**Q** What does this merger mean for members that want to work in 370 Jurisdiction and vice versa?

**A** Traveling within the new 302 Jurisdiction will be just as it is today. A Keyman Agreement will no longer be required and you will be subject to the rates and conditions of the contract that you are dispatched to work under. This is a significant benefit to our contractors and members that work on the border of our two jurisdictions. Contractors will not have to go through the paperwork that they currently are required to submit prior to putting our members to work and you will not be required to pay travel service dues.

If you have any questions feel free to talk to any of the Field Reps or send us an email to [info@iuoe302.org](mailto:info@iuoe302.org).





## RETIRES

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

MARK ANSELM  
MICHAEL AUKAMP  
ROBERT BAILEY  
BRIAN BOARDMAN  
BRADLEY BOND  
NICK BOSKOFISKY  
EUGENE BOURM  
BOB BOYLE  
MARC BRAZEAU  
DANIEL BROWN  
GREGORY BROWN  
BYRON BURGE  
EDWARD CARLSON  
KURT CHAMBERLIN  
DALE DAHLKE  
GARY DEAVER  
JOHN DURHAM  
ROBERT ERICKSON  
JERRY EVANS  
MICHAEL FENTON  
MIKE GIVENS  
BRIAN GJERNES  
ROBERT GRANDE  
MICHAEL HATTEN

WILEY JEMEYSON  
DONALD JOHNSON  
PAUL JONCAS  
STEVEN KERNELL  
STUART LYON  
TAYLOR MAYFIELD II  
PAT NEWCOMB  
DAVID OAKDEN  
ERLING OLSEN  
THOMAS OSBORNE  
JOSEPH PADUANO  
LEWIS PAGE  
ROBERT PROCTOR  
KEVIN RABBITT  
GEORGE REYNOLDS  
WESLEY RIDLINGTON  
WILLIAM SCHEUFFELE  
THOMAS SMITH  
THOMAS SOPKOWIAK  
TED STERN  
DENNIS THORNE  
JACK TICE  
MICHAEL WARTBURG  
RUSSELL WHITFIELD

# DUES CLUES

helpful hints from your dues office...

Brothers & Sisters:

Delegates to the 38th General Convention of the International Union of Operating Engineers approved an amendment to “Article XI Section 1. Per Capita Tax” of the IUOE International Constitution as follows;

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

The General Executive Board as authorized by the IUOE International Constitution has determined that it is necessary to increase the monthly per capita dues effective July 1, 2016, by fifty cents (\$.50) per member per month.

Washington member rate: \$29.00 per month  
Alaska member and Retiree rate: \$19.25 per month

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

Bothell: (425) 806-0302  
Fairbanks: (907) 452-8131

Juneau: (907) 586-3850  
Anchorage: (907) 561-5288

Members who have pre-paid their dues for a period of time beyond the July 1, 2016 increase date will not be expected to pay the \$.50-cent dues increase retroactively.

In Solidarity,



Daren Konopaski  
Business Manager & General Vice President

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

CURTIS ABBAS  
CASPER ABERLE  
WILLIAM ALLENBY  
CLAYTON AVERY JR  
ROBERT BAKER  
JACK BARKER  
GARY BEATON  
BYRON BOGART  
FLOYD BOLTJES  
GORDON BOOCK  
SETH BRAGET  
DOUGLAS DELFEL  
CHARLES DELP  
BILLY DODSON  
KENNETH DORMAN  
DALE DUVAL  
MARVIN ELLIOTT  
FRANCIS ELMENDORF  
MYRON FULTZ  
RALPH GILLIAM  
DOUGLAS HALL  
JEROME HANSON  
MICHAEL HELM  
WILLARD HIEBERT  
GLENN HIGGINBOTHAM  
LEONARD HOOVER  
CHARLES HOUTCHENS  
LESLIE JOHNSEN  
ROBERT JOHNSON  
MORRIS JOHNSON SR  
KARL KINDLE  
WILLIAM KING  
GARY LAFON  
WILLIAM LEWIS  
MICHAEL LOWE

DONALD MAC DONALD  
CHARLES MARTHINI  
MARVIN MC ALLISTER  
JERRY MILLER  
JEFFERY MORGAN  
DONALD MURPHY  
EUGENE MUSGROVE  
DONALD MYRES  
DONALD NICHOLS  
JERRY NOELKE  
FRANK OLANDER  
ROY PETERSEN  
DALLAS PETERSON  
CHARLES PETRIE  
WILLIAM PHILLIPS  
EDWARD POOR  
ALAN RADDATZ  
ANDREJS RAIZE  
QUENTEN RATHBONE  
DONALD REGALIA JR  
LEO REGNER  
ROBERT RICHTER  
ZURL RIDDLE  
FRANK ROSE  
JAMES SCHUERMAN  
WILLIAM STARTZMAN  
CHARLES TAPIA  
WILLIS TENNYSON  
JAMES TUNING  
JOHN VEST  
ROBERT WALLI  
CLOID WATTS  
WERNER WILHELM  
WALTER WILLIAMS

# RETIREE LUNCHEONS

## WASHINGTON

### DISTRICT 1

Wednesday, July 6, 2016 – Union Hall, 18701 120th Avenue NE, Bothell – 12:00 to 2:00 p.m.  
Please RSVP to the Bothell office at (425) 806-0302 or 1-800-521-8882 by Monday, June 20th.

### DISTRICT 2

Thursday, July 14, 2016 – Best Western Plus Convention Center, 2300 Market St., Mt. Vernon  
– 12:00 to 2:00 p.m. Please RSVP to the Bothell office at (425) 806-0302 or 1-800-521-8882 by  
Monday, June 27th.

### DISTRICT 3

Tuesday, July 19, 2016 – Aberdeen Eagles, 200 W. Market, Aberdeen – 12:00 to 2:00 p.m.  
Please RSVP to the Bothell office at (425) 806-0302 or 1-800-521-8882 by Monday, June 27th.

Wednesday, July 20, 2016 – Kitsap Conference Center, 100 Washington Ave, Bremerton – 12:00  
to 2:00 p.m. Please RSVP to the Bothell office at (425) 806-0302 or 1-800-521-8882 by Monday,  
June 27th.

Use the parking garage on the corner of Washington & 2nd, under the Hampton Inn, the Con-  
ference Center and Anthony's Restaurant. The GREEN and RED levels (2nd & 3rd entrances)  
ONLY. Local 302 will be hosting the parking; there will be a validation sheet at the conference  
center front desk to write down your stall numbers.

### DISTRICT 4 and DISTRICT 5

**\*\*New Location\*\*** Thursday, July 21, 2016 –Palace Café, 323 N Main St, Ellensburg - 12:00 to  
2:00 p.m. Please RSVP to the Bothell office at (425) 806-0302 or 1-800-521-8882 by Monday,  
June 27th.

## ALASKA

### DISTRICT 6

Thursday, August 25, 2016 – Union Hall, 4001 Denali Street, Anchorage – 12:00 to 2:00 p.m.  
Please RSVP to the Anchorage office at (907) 561-5288 by Monday, August 8th.

### DISTRICT 7

Wednesday, August 24, 2016 – Westmark Hotel Gold Room, 813 Noble Street, Fairbanks - 12:00  
to 2:00 p.m. Please RSVP to the Fairbanks office at (907) 452-8131 by Monday, August 8th.

### DISTRICT 8

Tuesday, August 23, 2016 – Juneau Travelodge Hotel, 9200 Glacier Highway, Juneau – 12:00 to  
2:00 p.m. Please RSVP to the Juneau office at (907) 586-3850 by Monday, August 8th.



### Operating Engineers Regional Training Center

Ellensburg, WA  
1-800-333-9752



**Tami St. Paul**  
Training Coordinator

Brothers and Sisters,

The members in Washington have been doing a great job of keeping the seats full through the fall and winter as we offered classes to advanced apprentices and journey level students. We hope you got a chance to take the training you wanted and that it was everything you hoped it would be. We continue to grow our fleet of equipment and have added a new 950 M loader, a 320F Excavator, D-5K Dozer, a grade roller, two 642 Forklifts, a 1999 222 Manitowoc crane and a new 120 M series grader as additions to the resources to train on. We are still working on more equipment for the CDL classes too.



Instructors Greg Hogan and Jeff Hathaway with the new 950 M loader



Lowboy driver Jeremiah Boehm from Advantage Dirt (Big thank you to Advantage Dirt!) who helped us haul the crane to the training center, and Instructors Mark Kaestner and Randy Dove unloading the 222 Manitowoc crane at its new home.

We want to give our sincere thanks and heart felt congratulations to the most recent graduates from the apprenticeship programs. We appreciate the efforts that they and many others made to help them achieve this significant milestone in their careers. Thanks to their families and support networks. Thanks to the instructors, training center staff and journey level workers on the job. Thanks to the members and contractors for supporting apprenticeship. Thanks to the graduates for showing up every day with that can do attitude while they learn their craft. Being an Operating Engineer is a life long learning experience don't forget to learn something every day if you can and pass it on to the next generations who will walk that path in your footsteps.

## APPRENTICESHIP & TRAINING

### Congratulations to the Operating Engineers Regional Training Program's Graduating class of 2015!

Albert Arellanes	Nathan Aynes	Nathan Ball
Shaun Bailey	Zachery Brader	Robert Bright
Logan Butsch	Jace Ceccanti	Dale Coleman
James Curlis	Cory DeYoung	Marshall Dillon
Jarret Edwards	Darwin Hughes	George Hunkin Jr.
Christopher Jackson	Doug Johnson	Jess Johnson
Alfonso (AJ) Juarez	Marcus Keenan	Ashley Lehman
Michael Madden	Jesus (Jesse) Ochoa	Marcel Ouedraogo
Brent Rice	Levi Robison	Dakota Rust
Robert Santos	Ryan Sedy	Jacob Smith
Eric Solis-Mena	Brandon Stenerodden	Jesse Tarabochia
Justin Travis	Pernel Uepa	Chris Whitson
James (Nick) Wiedman	Ahloma Wilkens	Evan Wilcynski
Jared Williams		Blake Wood

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

Pictured below are some of the graduates at the graduation meetings in May.



District 1 meeting in Bothell, Pictured left to right: Apprenticeship Coordinator Tami St. Paul, Training Administrator Ole Fjellstad, graduated apprentices Jake Smith, James Curlis, Nathan Ball, Brandon Stenerodden, Nick Wiedman, Mike Madden, Marcel Ouedraogo, Albert Arellanes, Jesse Ochoa, Bobby Bright, Cory DeYoung, Evan Wilcynski, Levi Robison, Doug Johnson, Dillon Marshall and IUOE Local 302 President Sean Jeffries.



Ashley Lehman & Marcus Keenan at the District 3 Aberdeen graduation meeting.



Aberdeen graduation IOUEO Local 302 Business agent George Garten, Ashley Lehman Jess Johnson and apprenticeship coordinator Tami St. Paul

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



Pictured left at the District 4 & 5 Ellensburg graduation meeting: IUOE Local 302 President Sean Jeffries, Graduating apprentices, Dakota Rust, Shaun Bailey, Justin Travis, Ahloma Wilkens and Apprenticeship coordinator Tami St. Paul

Thanks to the training program staff and especially all our instructors for their unending patience and enthusiasm in lending a hand with the outreach! The students had a wonderful time trying out the equipment. We hope to get some good candidates from these efforts.



We also continue to do outreach at the hands on events on the west side giving High School students and other adults a chance to try their hand at running the equipment. Apprentice Erika Kopstad is pictured here helping a student try out a skidsteer at the Tumwater New Market Skills Center's 8th annual Try-a-Trade event held in early May. We also attended the 33rd annual Washington Women

in the Trades career fair at the Seattle Center and gave students from Skagit, Whatcom, Island and Snohomish counties a chance to run the tower crane and excavator simulators at the HOTT (Hands on Trades Training) event in Burlington in April. We want to thank the apprentice and staff and volunteers who help out with these events. And a big thank you to our contractor partners, Lakeside Industries (who also hosted an event for local students at their plant in Port Angeles) and Snell Crane service at the Try a Trade specifically, who pitch in and supply the equipment and materials and often staff to work with the students. They are absolutely invaluable in these outreach efforts and we couldn't do it without them.



Al Rollins' forklift class is continuing to do some excellent work teaching folks how to be safe and productive on the all-terrain forklifts. Forklift cards expire every 3 years now so you may want to check out our forklift training and testing if your card is expired or nearly so.

Our Mechanic apprentices are also really impressive in their dedication to their education. They do their related training differently than the Construction Equipment Operator or Hoisting Engineer Apprentices. They go to school one night a week and every other Saturday for about 8 months out of the year while continuing to manage their work schedules, family lives and also complete about 5-7 hours of homework weekly for their classes too. Mechanic Instructor, Ken Pagel made the time to tell us about some new tools at the Mechanic program's required related training courses as follows.

"The W. WA Training Program for IUOE Locals 302 & 612 does our Mechanic training at Bates Technical College South Campus in Tacoma. Bates recently got a grant from the Department of Labor for improvements to their diesel mechanic program which allowed them to purchase two new simulators and one truck disc brake mock up for the diesel mechanic students' training.

The hydraulic simulator is the MF102H-TSE made by Fluid Power Training Institute. It is two training simulators in one. The students learn about hydraulic systems by building a circuit that is shown on an LCD monitor, then troubleshooting the circuit after the instructor places faults into the hydraulic components of their circuits. It has three different pump arrangements that can be used: a fixed displacement pump, a Pressure Compensated pump and a Load Sensing pump. Students build circuits and see how different hydraulic components such as counter-balance valves, pilot operated check valves, relief valves and cylinders work. They can run a number of tests on the circuits they build. Pressure tests, Pump Flow tests, cylinder drifting tests, and how to setup and adjust Pressure-Compensated/Load Sensing Pumps.

The other simulator is for training in the latest in On-Highway truck air braking systems. The Bendix EC-60 ABS/ACT/ESP Advanced Stability brake simulator board is fully functional and has all the working truck and trailer ABS components of a Class 8 On-Highway truck and trailer.

The students learn the components and observe them working with air and electricity as they do on a tractor trailer. The instructor can place faults into the system for the students to troubleshoot. We have been using an older non-ABS brake board so this takes our air brake training to the next level.

The mock up is a working Bendix ADB22X Air Disc brake assembly on which the apprentices can change disc pads and learn how the automatic adjuster system works. Many of the newer trucks are coming with disc brakes so this is valuable training for our mechanic apprentices.

*"We just started using these new training tools this year and the apprentices are really enjoying the hands-on learning of these simulators."*

- Ken Pagel – Mechanic Instructor IUOE Locals 302 and 612

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Codie Miller (General/Kiewit) and Dave Forbes (Ness Cranes) troubleshooting an ABS warning problem on the Bendix EC-60 ABS/ACT/ESP Advanced Stability brake simulator at OE Regional Training at Bates Technical College.



Mike Baker ( JCM Northlink) and Richard Kropp ( Deeny Construction) troubleshooting a brake problem on the Bendix EC-60 ABS/ACT/ESP Advanced Stability brake simulator at OE Regional Training at Bates Technical College.



Ben Predmore (Lakeside) and Jonathan Morgan (American Construction) diagnosing an ABS problem with Pete Santie (JCM Northlink) waiting for his turn.

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Reece Haugen (Barnhart) and Trevor Collins (American Construction) building a hydraulic circuit on the MF102H-TSE.



HDR Apprentices from Locals 612 and 302 using the MF-102H-TSE Hydraulic simulator during their Hydraulics Training module. From left to right. Codie Miller (General Kiewit), Austyn Anderson (Tucci), Kyle Bales, Ben Predmore (Lakeside) and Dave Forbes (Ness Cranes)





First year operator, Savnene Min servicing her equipment at the end of the day



First year operator Andrew Manton during his “dozer” rotation



First year apprentice mechanic, Derek Vargason troubleshooting the dozer.

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Bendix ADB22x Air Disc brake working mock up.



Many of our apprentices out on the job site are getting the opportunity to do some really cool stuff too. Dan Youso has been working with Hoisting Engineer Apprentice Nik Perron who took this great picture of the crane they are working on in Seattle.

We have a new group of apprentices ready to hit the field. Some may already be on your job site. Please take them under your wing and teach them all you can so as to make the most of your investment in them so they can be ready to carry our trade into the future.

We hope to see many of you at the Top Hand competition June 25th 2016 at the Regional Training Center in Ellensburg. Bring your families and come visit with old friends, maybe make some new ones, compete for fabulous prizes and bragging rights and meet our entry level apprentices for 2016. Thanks again to Mechanic instructor Ken Pagel for the look inside the Operating Engineers Regional Training Program's Heavy Duty Diesel Repair program. We wish you all a safe, prosperous and productive summer.

In Solidarity,  
Tami St. Paul - for IUOE Locals 302 and 612s training program staff.



### IUOE Regional Training Center

Palmer, AK  
1-877-746-3117



**Mike Holcomb**  
Administrator



**Justin Quakenbush**  
Apprentice Coordinator



**Adam Ferguson**  
Apprentice Coordinator

### Brothers & Sisters:

I hope that everyone has had a good start to the summer construction season. The Training Trust is continuing its goal to remain strong in community outreach efforts. This summer we will again be participating with the Partners in Progress training in Delta Junction. Our instructors will provide training opportunities to local youth accepted into the program. Over the past several years, the program has spurred interest in many young people who have gone on to join our apprenticeship and/or pursue careers in the construction trades. Additionally, we attended the Anchorage, (held in Palmer) and Soldotna Construction Career Days this spring. These events are sponsored by the Department of Transportation in an effort to show middle and high-school aged kids the opportunities that exist outside of the conventional 4-year college pathway. There were over 800 students that attended the event in Palmer! Our heavy equipment simulator trailer was at the event and as always, it was a huge hit.

On August 15th, the training calendar for the year will be available in person at the Palmer Training Facility, Union halls, and on-line, ([www.aoeett.org](http://www.aoeett.org)). We are excited to now be offering man-lift training with the recent addition of a Genie man-lift to our equipment fleet. Also, two side-booms are being retrofitted with wet kits in Fairbanks. This will allow us to offer classes on hydraulic side-booms in our pipeline training that will be scheduled for next October. A 312 Caterpillar excavator and D-5 Caterpillar dozer will also be headed to Fairbanks for additional training opportunities at the Fairbanks Pipeline Training Center.

Our first year apprentice mechanics graduated from their “initial training” on April 22nd. These new operators are scheduled to finish up with their training on May 27th. There is a good group of folks this year that are eager to go to work. At the Palmer and Fairbanks training facilities we set our expectations high and constantly stress the importance of work ethic, work quality, promptness and commitment. If an apprentice would fit into your crew this summer, please contact myself, (Adam Ferguson: 907-746-8302) or Justin, (Justin Quakenbush: 907-456-5421) to discuss the details. As we all know, today’s apprentices are the ones that will be carrying this local into the future (ensuring the continued health of our pensions)! The task of mentoring these young practitioners in the field and leading by example is of huge importance to our Local and I want to thank all of you that take on that task.

Heavy Equipment Operator apprenticeship applications will be accepted this year in the latter part of August/ early September. Keep an eye on our website, ([www.aoeett.org](http://www.aoeett.org)) for up to date information on the application process. Please also see the website for new information on applying for the mechanics program. Applications for the mechanic apprenticeship are now going accepted year-round.

In Solidarity,  
Adam Ferguson  
Apprenticeship Coordinator



First year operator, Allyson Michener getting the hang of the TLB



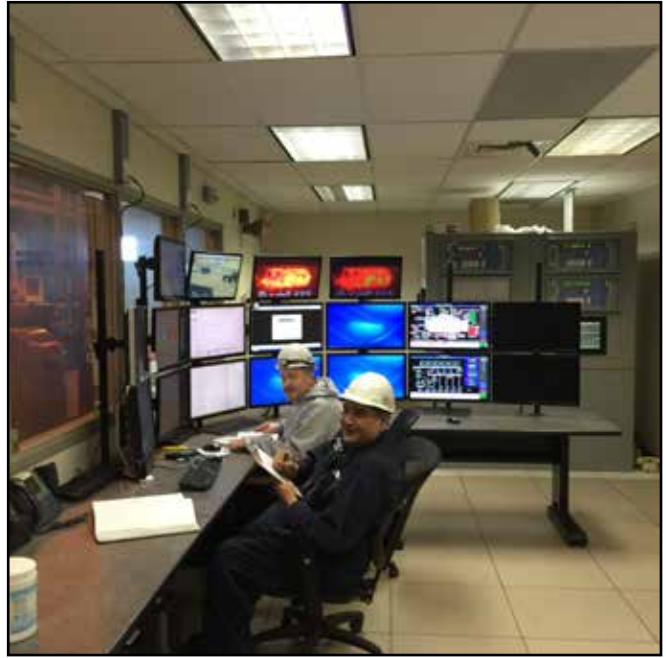
Instructor Al Odom gives advice to first year mechanics Josh Carson and George Mountain on patching and splicing conveyor belts.



**GOOD OF THE ORDER**



Bill Lathrop and Chung Brown - Aurora Energy



Chad Nusunginya, Kevin Peterm  
Doyon Utilities CHPP Power Plant Operators



Valdez Harbor Project - Harris Sand and Gravel and Western Marine



University of Alaska Power Plant



Larry Clark - Conico Award



Mike Givens - Conico Award





Manson Construction - Summer in Juneau



Operator Sonja Henricksen operating crane for Henricksen Construction

Grade checker Jamie Stickle for Secon Construction





Lisa Bond - KLB Operator Eastlink 330



Paul Olson running the excavator at the Murray Pump Station



370 Business Manager Curt Koegen, Daren Konopaski, Marge Newgent, General President James Callahan, and Western Regional Conf Director Carl Goff



## GOOD OF THE ORDER



Jesse Tarabochia making up a connecting link for joining shots together.



Crane Operator Chris McGrath and Oiler Todd Adams working for Pacific Pile & Marine on the SR 520 project



Crane Operator Kyle Wylls and Oiler Jesse Holloway working for Malcolm Drilling. Pump Truck Operator Shelby Hurley working for Ralph's on the SR 520 project.





Lakeside Fourth Grade Field Trip - Trade Up event at Marysville/Pilchuck High School



Gerard Creek Bridge Reinforcement Project in Oakville, WA  
Phillip Batiste (Local 115 Canada) driving pile - Mike Huffman (Local 302) on the excavator





50 Year Members



55 Year Members



65 Year Members



75 Year Member - Gilbert Splaine



Daren Konopaski, Larry Johnson, Clyde Wilson and James Callahan

## Member (Contractor) Spotlight Rick Ceccanti and Ceccanti, Inc.

This month we are highlighting one of our signatory contractors, Ceccanti, Inc. In fairness to other contractors we are not going to focus the spotlight on what it is like working for them (although rumor is that they are a great contractor to work for 😊), but rather to show you one of the extremely cool things Ceccanti is involved with outside of construction.

Recently, President Sean Jeffries had the opportunity to take a little time off and participate in the 2016 National Off-Road Racing Association (NORRA) Mexican 1000. This race utilizes the same course as the BAJA race. Totalling approximately 1374 miles, with 970 of those miles being off-road, this four-day race across the desert of Mexico starts in Ensenada and finishes in San Jose Del Cabo. Needless to say, full throttling across the desert proves challenging on any piece of machinery and good mechanics are a necessity.

During the race, President Jeffries was pleased to see the Ceccanti truck making its way throughout the course. He was also pleased to see a fellow Operating Engineer on the Ceccanti crew made up of: Rick Ceccanti, Dean Detweiler, Jeff Mead, and Jammer Trummert.

Sean had the opportunity to connect with Rick and pick his brain on race strategy, experiences, and of course, how construction was looking back home. He also had the chance to inquire with Rick what brought him to the race and how he was able to make Ceccanti the company it is today. Rick, like most of us in construction, doesn't mince words and he said: "Well, as for the racing I do it because I love it." And as for Ceccanti, Inc.: *"I started with a shovel hand digging side sewers, then bought a 3550 Ford farm tractor with a backhoe attachment, one backhoe led to another backhoe and here we are!"* Rick Ceccanti is great example of one of our contractors (who employees 35-50 Operating Engineers) who has been successful and demonstrates how he is able to enjoy life by playing as hard as he works.

If you are interested in seeing some of the highlights from Ceccanti's truck or are interested in learning more about NORRA try the link below:

NORRA:  
[www.norra.com](http://www.norra.com)







Exclusive Paving - University of Alaska, Fairbanks



## LOCAL 302 REPRESENTATIVES

### DISTRICT 1 - BOTHELL

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

### DISTRICT 2 - BELLINGHAM

Tony Zempel, Field Representative

### DISTRICT 3 - PENINSULA

George Garten, District Representative

### DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

Sean Jeffries, President & District Representative

### DISTRICT 6 - ANCHORAGE

Jason Alward, Vice President & District Representative  
 Shane Linse, Recording/Corresponding and  
 Financial Secretary  
 Kyle Virgin, Field Representative  
 Bill Sims, Business Representative  
 Jamie Mack, Dispatcher

### DISTRICT 7 - FAIRBANKS

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

### DISTRICT 8 - JUNEAU

Corey Baxter, District Representative  
 Kelly Grant, Dispatcher

## EXECUTIVE BOARD

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

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

## 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](http://www.engineerstrust.com)

Or access it via our web site: [www.iuoe302.org](http://www.iuoe302.org)

Operating Engineers Health & Welfare Trust  
 P.O. Box 34684, Seattle, WA 98124-1684  
 Phone: (206) 441-7574  
 206 441-7314 or 877 441-1212



Daren Konopaski, Business Manager

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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, 3525 NW Anderson Hill Road

### **DISTRICT 3 - PORT ANGELES**

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

### **DISTRICT 4 - WENATCHEE**

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

### **DISTRICT 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.

