

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



The Official Publication of the International Union of Operating Engineers Local 302 — Third Quarter 2015



BUSY CONSTRUCTION SEASON CONCLUDES
SEATTLE BUILDING BOOM AND INCREASED TRANSPORTATION FUNDING

**Daren Konopaski**

Business Manager

Brothers & Sisters:

So far it has been a pretty great year. All the halls are working steadier than we have seen in years past, a Master Labor Agreement in Washington and several other agreements in both states have been negotiated and ratified, and we passed a historic transportation revenue package in Washington. We are also getting underway with our Alaska Master Labor Agreement negotiations. I heard something the other day that resonated with me as it relates to this job and serving as your Business Manager. "I was not elected for the easy days, but for the tough weeks." Little did I know that those tough weeks would go on for as long as they did.

Of course now is not the time to rest on our laurels. We are getting underway on our Master Labor Agreement negotiations in Alaska. We appreciate your input and responses during the Master Labor Agreement survey process that we are using to prepare us for our negotiations. Your input was critical in Washington and will be equally important as we go to the table in Alaska. While I am a bit concerned with the lack of responses that we saw on the surveys and ratification vote in Washington I was pleased with the insight and information that you provided. It is always easier to know what the perspective is from the membership before we sit across the table with the contractors. As is becoming customary, they attempt to inform us what you all want to see in your new contract, and that is why we like to hear it directly from you.

While I have spoke often on politics I figured that I would take a minute to inform you of what I see in our political future. This interim (off-season) election will not be too drastic or unlike other similar elections in that many of the legislative seats in both states will shore up some vacancies and retain the same majority parties for the ensuing 2016 legislative processes. We will see some changes at the local levels that will either identify those that are friendly to our beliefs and values versus those that are not. Everything is gearing up for a crescendo at the Presidential, Congressional, and Statewide elections in 2016. There will be more to come from the Local and our International as to who we will endorse in these major elections as we get closer to Election Day. However, what I am seeing is that the historic partisan lines that were drawn for identifying our "friends" is beginning to change significantly. Washington and Alaska politics are drastically different, but the common denominator is changing from which party the candidate has identified behind his or her name to one where we take great efforts to determining the validity of the candidate both at the polls as well as whether or not once they take office whether they will be advocates for our priorities. If they are, then we push for them to win and if they are not then we fight like hell to keep them out of office. We are making friends on both sides of the aisle and fostering those relationships because it will equate to sustainability and consistency in having elected officials that vote and stand up for issues that we believe in for this fine Local. We have supported and fought against all parties and we have won and lost getting candidates into elected posts that we identify as critical to the future of this Union. I can assure you that we will continue to do this and we will continue to hold politicians and government officials accountable for the decisions that they make either for or against this Union.

We fully expect a continued onslaught of proposals that seek to expand "Right to Work" and other prevailing wage "reforms." We are constantly educating politicians of the reasons why these are bad ideas and alerting them to the full force of our opposition should they choose to undertake them. However, this will not deter all of them and they will continue to push for a "free-rider" approach to union representation in the form of "Right to Work" and prevailing wage exemptions. Be mindful of these ideals when you go to the ballot box and vote for elected officials that will not seek to undermine the protections that we have fought long and hard to retain. Read the bios and other campaign literature to determine if the person that you are voting for will support family-wage jobs, worker protections, unionism, etc.

I want to talk a little bit about our increasing recruitment of new contractors and new members. You may have heard or seen increasing numbers of members coming into this Local. Expanding our membership has become necessary with the increased number of jobs and construction work. Honestly, this year I saw an increased number of "all calls out" for positions that, in years past, we would have a line-up of members willing to take. Do not be afraid of this fact as growth in membership is a positive sign. Our ability to fill jobs with qualified Operators is paramount to our future. Welcome these new members aboard and do whatever you can to educate them on the philosophies and values that we stand for. These men and women are the future of this union and will be working in the field and continuing to make this union stronger when we decide to retire.

You may recall in the last Loadline I recognized the work that our Field Reps are doing to sign up more contractors. Again, this is a good thing and we are happy to welcome new contractors into becoming signatory with Local 302. The more contractors that we have working the more opportunities we have to put our members to work. With the new transportation package and more money being invested in construction work as this economy continues to turn is an opportunity for us to acquire more union market share for our work.

I'd like to take a moment to recognize all of the Reps that were involved in the various contracts that were negotiated this past year. Because of their hard work and taking the necessary time to work with the members and Stewards throughout the negotiation process we were able to successfully ratify all of the contracts that we negotiated. While we weren't always able to bargain for everything that we wanted I'm proud of them for doing the best job they could do at the bargaining table for the membership.

In closing, I wanted to inform you that Kyle Brees, Financial Recording and Corresponding Secretary and a valued staff member of Local 302 has retired from Local 302 for new horizons. I wish Kyle and his family well in their future plans.

It has been a great year for Local 302. Keep up the good work that you all are doing day-in and day-out and be safe out there.

In Solidarity,

Daren Konopaski
International Vice President and Business Manager

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COVER PHOTO:

7th & Bell, Seattle WA - Denny McKinney



Kyle Brees
Financial Secretary

Brothers and Sisters,

I would like to take a moment to thank the membership of Local 302 for giving me the opportunity to work for you in the capacity as a Dispatcher, Agent, and Recording, Corresponding and Financial Secretary. I have enjoyed working with and assisting many of you with a wide array of issues that have come up over the last fifteen years. I never dreamt 40 years ago sitting on that scraper that I would ever be given the opportunity that you have bestowed upon me. Life goes on and priorities change. It is time for me to pass the baton and move on to the next long awaited chapter.

I would like to thank all of those who came before us for giving their blood, their sweat, and their tears, to make it possible for us to enjoy the working conditions and the benefits that we have. No one of us has the right to give away any of these conditions and I know you will protect them with the same determination that those before us showed while they fought for them.

There are so many folks that I feel indebted to over my career I could never have made it as far as I did without them, in particular I would like to thank Bruce Parent for showing me the light, Bill Swift, George Sundburg, Tom Weaver, Earl Hahn and Louis Vournas for teaching me how to be more than just another hand on a piece of iron for their guidance I am eternally grateful.

One last thing. Respect tradition. Get involved, ask questions, remember that this is your local, you run the show, you have the power and you should never settle for less than the best. Read the bylaws, read the constitution, read your contracts, empower yourselves. It can't be about "me" it has to be about us. No one person is above the rest. Stand up together for what is right only together will you grow stronger. Remember you are the union, not the dispatchers, not the agents, not the officers; all of us together make up the union.

I wish all of you prosperous careers and again thank you from the bottom of my heart for your trust and the opportunity to serve you.

In Solidarity,

Kyle Brees





Trenching operation to restore flooded Dalton Highway.
Courtesy of Ross Oliver/Alyeksa Pipeline Svc Co.

LOCAL 302

Bothell office
425-806-0302



Josh Swanson
Government Affairs

Brothers & Sisters:

The 2015 Washington Legislature took three special sessions and five months, but they finally provided significant construction funding for transportation!

Passage of a new gas tax new revenue package represents the largest single investment in transportation funding in Washington's history. This is funding beyond the current transportation law budget, which reauthorized and retained on-going mega projects and maintenance and operations running on schedule.

The total gas tax increase realized at the pumps of 11.9 cents (7 cents in August 2015 and 4.9 cents in July 2016) over the next two years to fund the 16-year transportation package. The estimate job return on this investment is approximated at over 200,000 more construction jobs. Increased opportunities for Operators and others in the construction industry should far outweigh any tax vote criticism at the polls in the upcoming elections. Please thank your state elected officials for this new investment that will deliver road construction, safety improvements and critically-needed traffic relief for working families in nearly every region of the state.

The transportation jobs will be forthcoming with the \$16 billion for state highway investments, coupled with a \$15 billion authorization for the Sound Transit light rail expansion. Approximately half of the \$16 billion is for state and local transportation improvement projects. Over \$1.4 billion is provided for maintenance, operations and preservation to fix bridges, resurfacing of roads, and various other projects to keep our roads in good repair. Another \$1 billion is provided for "clean" transportation elements that seek to reduce traffic congestion and emissions, including bicycle and pedestrian projects, van pools, fish culverts and transit. Funding is provided for important road projects, ferry operations, vessels, terminals, and for freight and rail projects, and local transportation improvements. Freight mobility will vastly improve with inclusion of the "Gateway Project" which will improve State Routes 509 and 167 for Seattle and Tacoma Ports, with several smaller yet significant projects for local ports and industrial park expansions. Anticipate more revenues and local construction projects that can be added with new options provided to local governments to raise their own revenues to link additional projects based on local voter approval.

Additional legislative transportation policy changes include funding for the "Helmets to Hardhats" program and additional funding (up to \$700,000 per year) was added to use federal transportation dollars for pre-apprenticeship outreach and support of struggling new apprentices. Finally, a minor step back with increasing the Apprenticeship Utilization threshold from \$2 million to \$3 million for 5 years. This means that the 15 percent apprenticeship use requirement will only apply to transportation projects that cost \$3 million

or more. However, this change was minor and short term change that was negotiated to get certain legislators to back off on negative changes to the prevailing wage laws.

Continuous attacks on prevailing wage laws were thwarted off with the assistance of the other crafts and signatory contractors who supported the concept of utilizing our Collective Bargaining Agreement (CBA) wage rates as opposed to the cumbersome process of prevailing wage surveys. This effort was alive and nearly passed the Legislature, but became an “end-game” loss in late negotiations and floor debate as final passage of the new revenue transportation package moved to its final vote. The CBA issue is not dead and we will continue to push this issue and come back in full force in the upcoming legislative session in January to pass this change that makes sense.

All and all it was an extremely successful legislative session. Funding transportation has been within our grasp for the past few years and we finally have succeeded in bringing it home. This new transportation project funding will equate to working family jobs for our members for many years to come.

In Solidarity,

Josh Swanson
Political and Communications Representative



Governor Jay Inslee Signing the Transportation Revenue Package.

DISTRICT 7

Fairbanks office
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Lake Williams
Treasurer &
District Representative
Executive Board

Brothers & Sisters:

Alaska’s Governor Walker recently convened a conference with Alaskans titled, “Building a Sustainable Future: Conversations with Alaskans.” The Governor plans to have members of his cabinet travel the state and meet with communities to discuss the financial crisis in Alaska. His team’s goals are to educate the public on the projected budget deficits, receive public input on essential government services, and to develop a strategy to close the fiscal gap that the majority of Alaskans can agree with. For those of you thinking, “I’m glad that I don’t live in Alaska and I only work there” you may want to pay attention because an income tax may be on the horizon.

I was recently invited to participate in a conference at the Pipeline Training Center in Fairbanks, whose goal was to bring together community leaders. The workshop was sponsored by the Fairbanks Economic Development Council (FEDC), the Fairbanks Central Labor Council (CLC), and the Fairbanks Chamber of Commerce. The conference had representatives from business, labor, public officials, and the community who came together to learn about Alaska’s budgetary problems and discuss possible solutions. As you may already be aware, taxation from the State’s crude oil production can no longer fund the level of services our people and our economy require. Ninety percent of Alaska’s unrestricted general fund revenues come from crude oil production, however, the volume of oil production has fallen 75% to a current production level of 500,000 barrels per day. Coupled with this decline is the market price of Alaska North Slope Crude, which has fallen from nearly \$130 per barrel to \$40 per barrel. (In all likelihood, you see this decline in your gas price at the pump).

For the current fiscal year, low production and low prices combine to produce a \$3.5 billion deficit. Declining revenues are not our only problem. Between 2006 and 2013, Alaska’s combined operating and capital budgets more than doubled to almost \$8 billion. Some of that growth was discretionary spending, but a large portion was fueled by cost increases and inflationary pressures beyond the Governor’s or Legislature’s control. In response, the current Legislature and Governor have cut spending for fiscal year 2016 by \$800 million. We’ve all heard the rhetoric from national and local politicians that claim the only solution is to cut government spending. They almost always ignore ways to increase revenues and rarely give you details on the programs or people they want to cut. The truth, at least for Alaska, is that we can’t simply cut our way to a sustainable budget. As AK State Representative Chris Tuck stated, “Even if you lay off every state employee, that only saves us a billion, we’d still have \$2.5 billion to go,” and the Legislature’s top budget expert, David Teal, went a step further stating, “Alaska could shutter every state agency and still have a \$1 billion deficit.” Although we must continue to find efficiencies and reduce spending, laying off every teacher, firefighter, government employee, or shutting down every government agency is not a realistic option and in the end will only cause irreparable harm to Alaska. Roads, airports, schools and other infrastructure are necessary for maintaining Alaska’s communities, the economy, and our members’ livelihoods. If the legislature continues to kick

DISTRICT 7

Fairbanks office
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the can down the road and defund the capital budget as they did last session, Alaska will be headed for hard times in the very near future. If we realize that all options must be “on the table” including income taxes, corporate taxes, oil taxes, reducing capital, gambling, lottery, credits, sales tax, property taxes, the use of PFD earnings, and reducing the size of government, Alaskans can take control of their destiny.

I think we are all hopeful that in the near future the construction of a large diameter natural gas line from Prudhoe Bay to tidewater will happen. A gas line would fill Alaska’s coffers, and provide an unprecedented amount of man hours for our members and Local that have not been seen since the construction of TAPS. Unfortunately, under the best case scenario we are still 5-10 years off from breaking ground, which means Alaskans must be serious about short-term and mid-term budget solutions. Please join me in being part of the discussion by educating yourself (following the links below), use the “Revenue and Expenditure” interactive model to find your own solution, while urging your legislators to take action. Alaskans can’t afford to wait for the next “big one” to come to fruition.

Links:

- <http://tinyurl.com/walker-sustainable-future>
- <http://tinyurl.com/AK-revenue-expenditure> (downloadable excel file)
- <http://tinyurl.com/gunner-knapp-presentation>
- <http://www.alaskabudget.com>
- <http://akcommonground.org>

In Solidarity,

Lake Williams
District 7 Representative



DISTRICT 7

Fairbanks office
907-452-8131



Mark LaFon
Field Representative

Brothers & Sisters:

As a new field representative for the Fairbanks district, my role and responsibilities continue to grow. I have been busy working through multiple contract negotiations and learning my newly appointed role as the recording secretary on the Fairbanks Central Labor Council. The Fairbanks Central Labor Council is a group of local public and private unions that work together helping with community causes, outreach and support. With all of the newly added responsibilities, my core obligation to the membership continues to be solid.

As the new stationary Business Agent for the Fairbanks district, I have been hard at work with contract negotiations. Working on the FJCC, for those of you who don't know, the FJCC stands for the Fairbanks Joint Craft Council which is a multi-craft council, comprised of the Operating Engineers, Teamsters, Plumbers and Pipefitters, Laborers, Carpenters, Painters, and Sheet Metal Workers to name a few who join together to form the FJCC. The council negotiates and maintains stationary contracts that fall under the Service Contract Act for Military bases and facilities. We currently have contracts at Ft. Wainwright, Ft. Greely, Clear AFS and Gilmore NOAA tracking Station. Recently, the FJCC was successful in signing a one-year bridged agreement with Wolverine Services, the successor to CBI for the Ft Wainwright USARAK DPW support Services Contract. We were also successful in the clear AFS SSPARS contract negotiations with BAE Systems Support Solutions, Inc. We have recently signed a four-year contract with the Company, which includes a minimum annual raise of 2.25% for the duration of the contract. We are also currently in negotiations with Aurora Energy and are optimistic of a solid outcome later this year.

In our organizing efforts, we are proud to say, were successful in our voluntary recognition by Doyon Utilities for a unit at the Ft Wainwright Power Plant. The bargaining unit will include approximately 35 employees, most of which will become Union for the first time in their careers. Currently, negotiations are underway and are going well and we are optimistic and looking forward to the future relationship with the Company for years to come.

I have also been assigned to one of our paving contractors, Paving Products. The company has completed one of their busiest seasons in years. With their workload, they maintained crews working in multiple locations such as Ft. Wainwright, Eielson AFB and multiple Fairbanks areas as well. The quality of their work speaks for itself and the Operating Engineers. They are truly an example of what a Union contractor can accomplish, what proud Operating Engineers can accomplish.

In Solidarity,

Mark A. LaFon
Field Representative

Brothers & Sisters:

This summer took us by surprise. We didn't foresee it being such a busy season and definitely didn't expect the need for the number of new applicants that walked through the front door. From the spring floods that washed out the Dalton Highway, to the leveling of Hotel Rock in Valdez, we were jumping through hoops to fill the seats. It would be safe to say that our work has been right on par for the last few years, and we are hopeful it will continue to stay busy for the years to come.

I've spent a good portion of the summer out on the jobsites talking to both the members and contractors. In my travels I've noticed that not only the new equipment has changed, but also the way the work is being done. For example, the rock truck has taken the place of the scraper, almost every blade has a set of lightning rods for GPS, and mini excavators and skid steers are a hot commodity. Now more than ever we need to secure our positions as Operating Engineers. The term "tools of the trade" needs to go away for the other crafts. We've received more calls in the past two years of other crafts on our equipment than ever before. Heavy equipment is heavy equipment no matter how you look at it and we all need to police our work. Never, under any circumstances, should an Operating Engineer stand by and let a different craft run our equipment!

We will see a new AGC book next year and possibly new language in that agreement. I hope everyone took advantage of the survey that they received and noted the changes they would like to see in the new agreement. IUOE, Local 302 has many different agreements and with those agreements there is different language and pay scales. Please take the time to read the contract and the wage rates that you are working under. A majority of the questions that we get can be answered if you read the agreement that you are working under. Keep in mind that we have many different agreements and most of them are very different.

We are all being optimistic that the State of Alaska doesn't put the same pinch on us that they have to other departments around the state. Our heavy highway construction is the major income source for our membership and we need to make sure the state funds it appropriately. I hope that our workload continues as it has for the past few years well into our future. Enjoy the rest of your summer and have a safe rest of the year.

In Solidarity,

Avery Thomas
Field Representative



DISTRICT 7

Fairbanks office
907-452-8131



Avery Thomas
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



Shawn Lowry
Field Representative

Brothers & Sisters:

I hope each of you is healthy, happy and doing well in your pursuits. I have had the privilege of visiting with many of you this past year and to hear from your employers about the success that pride, skill and safety from the membership of Local 302 has helped bring to the jobsites. Alaska has continued to have a busy North Slope winter and summer seasons. High oil prices have, until recently, been the norm that has kept Alaska's coffers full and provided a strong budget that has funded many construction projects throughout the state. What a difference a year makes. Oil prices have all but been cut in half, the state is looking at budget cuts, deficit spending and difficult financial times on the horizon as the TAPS throughput continues to decrease.

I have attended several oil and gas meetings in the last year and have spoke to representatives from the clients in the industry and all of them are optimistic about the future of Alaska's oil and gas. The debate over the investment market of Alaska and oil tax reform is still on the front burner and will be a strong point of consideration for us as we continue seeking what is best for Alaska and our membership. Oil is the commodity that Alaska has been "all in" on for decades. The present situation is one for concern and our political leaders need to be doing all they can to find ways to attract investment to Alaska not chase it away. I am still cautiously optimistic about a large scale LNG project that would align the oil companies and the state in a project that would finally build a gas pipeline from the North Slope to Kenai. This project would be good for Alaska in many ways including construction jobs, operational and maintenance jobs, royalties, and energy relief throughout the State. Only time will tell if this "pipe" dream will become a reality. Alaska is one of the most resource rich states in the Nation, yet we are one of the most development restricted states in the Nation. Somehow this needs to change.

As with any commodity there are rises and falls. Skilled labor is no exception. With that said, I would like to address a topic of concern that has raised its head more than once in the past year. Several contractors, though satisfied on the "whole" with Local 302 hands, have made claims that we have sent a less than qualified hand to fill a position. I am not saying that we, as a craft, are failing to perform; there has been too much success and positive feedback on the professionalism we provide. The question becomes, what are we doing to better ourselves and ensure that we are the best of the best in our chosen profession? Are we taking advantage of skill advancement classes when they are available or are we content with where we are at? Having recently visited the training center to go over the Journeyman skills testing offered there, I was impressed and confident that when someone passes those tests they have the skills of a Journeyman. Last year's North Slope work season saw incidents of equipment damage, personal injury, immature and unprofessional conduct in camp and in some cases loss of production due to inexperience. Each of us needs to self evaluate and determine for ourselves where we are at professionally and take advantage of the skills classes when we are able to do so.

I am hoping that this year will bring more work and prosperity to our membership, and that we will face the coming year with our eyes open and an honest preparedness for the times ahead.

In Solidarity,
Shawn D. Lowry
Field Representative

FAIRBANKS DISPATCH

Brothers & Sisters:

Greetings from Fairbanks, Alaska! I'm very excited to introduce myself as the new dispatcher for the District 7 office. To tell you a bit about myself; my name is Crystal Tidwell. I am a second generation 302 hand, and graduated apprentice with experience ranging from the North Slope to working dirt throughout the northern region of Alaska. Though I have genuinely enjoyed all the different experiences I have had, I would say that I found my niche as a paver. Where that might be a dirty word to some, I enjoyed the hard work, long hours and having that specialized skill that kept me working.

Contractors are continually looking for finish hands and quality pavers, as the season draws closer to the end, having hands that can perform the finish work are essential. In the coming months and time off between working seasons, please take advantage of our training centers here in Alaska. There are opportunities at both the Alaska Operating Engineers Training Center in Palmer, AK and the Pipeline Training Center in Fairbanks, AK. The skills upgrade and specialized classes offered like paving, NCCO and GPS can give you additional skills to keep you more employable.

Also, I would like to mention the importance of having a dispatch. We all enjoy being name requested and returning to contractors that we've previously worked for. It feels good to be needed; however it is very import that you have an actual dispatch. Sometimes the contractors get so busy that things can get overlooked. If you are contacted by a contractor to come to work please check in with the hall. Keeping in contact with your union hall and dispatcher will assure that your dispatch will not be overlooked. Without a dispatch you may not be receiving the benefits that are negotiated on your behalf as a union member.

Please always keep safe and hold the union's reputation in the highest regard. Also, a reminder to keep registered at least every 90 days to keep your place on the out-of-work list. Stop in, say hello and introduce yourself, I'm looking forward to meeting each and every member!

In Solidarity,

Crystal Tidwell
District 7 Dispatcher

DISTRICT 7

Fairbanks office
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Crystal Tidwell
Dispatcher



Exclusive paving giving Cushman Street a new life

DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative
Executive Board

Brothers & Sisters:

Understanding Alaska’s Budget Crisis

As a resource development state, Alaska’s economy rises and falls with the price of oil. The state receives tax revenue from each barrel of oil that flows through the Trans Alaska Pipeline. This money is used to provide services and fund projects that Alaskans depend on. Oil production in Alaska has declined in recent years. The amount of oil now flowing through the pipeline is 25% of peak capacity. Low oil production and low oil prices mean less revenue to the state.

Why is Alaska facing a budget gap?

The State General Fund is the account that pays for most state government operations, services and projects. Oil revenue generates about 90% of the state’s general funds. As of February 2015, oil is worth about half of what it was last year when our current state budget was adopted. As a result, a \$3.5 billion gap has formed between the amount the state expects to spend in the current year, and the amount of oil revenue it expects to receive. To make ends meet, about \$10 million a day is being spent from the state’s savings. Fortunately, Alaska has about \$14 billion in the bank to help cover the shortfall, but at current spending levels and \$50 per barrel oil prices, our savings are estimated to last only 3-6 years.

What caused oil prices to drop?

The Organization of Petroleum Exporting Countries, known as OPEC, is a group of 12 nations that supply about one-third of the world’s crude oil. These nations are Algeria, Angola, Ecuador, Iran, Iraq, Kuwait, Libya, Nigeria, Qatar, Saudi Arabia, the United Arab Emirates, and Venezuela.

A recent decision by OPEC and its members to overproduce has resulted in more oil on the market than there is demand, causing global oil prices to plummet. This caused Alaska crude oil prices to drop from \$110 to \$50 a barrel in the past year.

What can be done?

This sudden, unexpected drop in oil prices has drastically reduced revenue to the state, creating a budget gap that is too large to be addressed by spending cuts alone. Getting Alaska on stable financial footing will require a combination of short-term solutions, long-term strategies, and prudent investments.

Unlike past oil price declines, our economy is better positioned, and we have enough savings to weather this downturn. There are many possible approaches to addressing the budget gap, but three factors are key to influencing any outcome: oil production and price, state spending, and state savings.

How does the budget gap affect me?

Every Alaskan benefits in some way from state services and projects. Alaska's budget supports communities, organizations and individuals through grants, direct payments and capital project funding. One hundred percent of spending benefits Alaskans. Forty three percent is used for state agencies and personnel. Fifty seven percent goes towards communities, organization and individuals through grants, direct payments and capital projects.

As you may all know a majority of the projects we work on are funded by capital budget funds. It's crucial that we talk with our legislators to let them know how important capital projects are for the future of Alaska's economy and infrastructure. Please refer to the legislative home page <http://w3.legis.state.ak.us/> to find a representative in your district.

In Solidarity,

Corey Baxter
District 8 Representative



Todd Tuckers and Izzy Compos working for ENCO Construction.

DISTRICT 6

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907-561-5288



Jason Alward
Vice President &
District Representative
Executive Board

Brothers & Sisters:

I would like to share some information about a recently enacted pre-employment physical examination/Fit for Duty policy in south central Alaska by one of Local 302's largest contractors.

A short time ago I traveled to Beacon Occupational Health and Safety Services to view one of our members being tested for a pre-employment physical. Most people refer to these programs as fit for duty. However, this is a misnomer as that term is only used after someone has been injured on the job and fit for duty is a way of determining if someone is able to return to work. As some of you may know, pre-employment physical testing was first used in Alaska nearly 10 years ago up on the North Slope. Specifically it was brought forth by Alaska Interstate Construction (AIC). The primary reason for its' implementation at the time was namely for two reasons; 1) the well being of our members being potentially compromised as a result of unknown medical problems 2) to provide a reduction in medivac flights that were paid for by the contractors at a cost of \$30,000 per trip.

Beacon's "Worksaver" testing system claims that being a part of their program results in an average reduction of injury rates of 63% following two years of using their program. Obviously, I have no idea if what they are claiming is truthful, but the bottom line is that more and more companies seem to be interested in a shift in this direction. Beacon says the testing does 5 things: 1) to assess pre-injury functional and physical exams; 2) to identify and measure any pre-existing impairments; 3) determine if the person can perform the essential functions of the job safely; 4) to instruct the person on the proper body mechanics during material handling; and 5) to provide wellness feedback related to improving strength, flexibility, and aerobic fitness, achieving weight loss, smoking cessation etc. Where is all of this going? Contractors are doing everything they can to keep their workers compensation claims down and the rates they pay at the lowest possible level. If you didn't know, the cost of a workers' compensation policy (the premium) is based upon the employer's payroll, type of business risk (classification assignment), and the employer's loss history. With all this in mind, Beacon is also claiming that contractors can expect a return on investment from 8:1 to 13:1 as a result of being in this program. If the cost savings claims are true, you might expect other contractors to do the same and get on the pre-employment physical testing bus as well.

What can you do to be the most prepared for these pre-employment physical tests if faced with an open call for a Colaska company? Make sure you are taking care of yourself. Get checked out by the doctor annually. One of the biggest failure rates is due to high blood pressure, which can be easily medicated to address the problem. Make healthier choices in the off season and make sure you aren't just sitting around on the couch. Take a small walk at lunch time and be sure to take good care of your back. You might look at this potential shift in the industry, proactively, as an excuse to try and take better care of yourself. After all, it should be more about the quality of life you have in your Local 302 retirement and not just the number of years you live.

I am hoping everyone had a safe and prosperous construction season.

In Solidarity,
Jason Alward
Vice President & District 6 Representative

Brothers and Sisters:

There is a lot of buzz in Alaska following an announcement made earlier in the year by the US Department of Energy. Alaska was conditionally granted permission to export liquid natural gas from Nikiski. The license, which would allow exports of up to 2.55 billion cubic feet of natural gas a day for 30 years, is conditional on final regulatory approval of the project by the Federal Energy Regulatory Commission.

The proposed 42-inch-diameter pipeline would be built to carry up to 3.5 billion cubic feet of natural gas per day. On its route from the North Slope to Nikiski, the pipeline is slated to receive 5 off take points with bullet lines to outlying communities. No specific locations of the off take points have been given at this point. However, it looks that interior Alaskans will finally have access to the affordable energy that they desperately need.

The companies estimate a cost of \$45 billion to more than \$65 billion for the project that includes a massive plant to cleanse produced gas; an 800-mile pipeline from the North Slope to the liquefaction plant; and a LNG plant, storage and shipping terminal. The Nikiski based plant would have the capacity to make up to 20 million metric tons a year of LNG, processing 2.5 billion cubic feet a day of gas.

In more recent news, Prudhoe Bay field owners BP and ExxonMobil have asked the Alaska Oil and Gas Conservation Commission (AOGCC) to approve plans to increase the volume of natural gas allowed to be produced and sold from the North Slope field. The AOGCC previously set a limit on gas off take of 2.7 billion cubic feet of gas per day in 1977. BP and ExxonMobil have now asked for permission to increase the rate to 4.1 billion cubic feet per day to supply a planned Alaska gas pipeline and LNG export project.

While the pipe hasn't yet been ordered, the LNG pipeline finally seems to be progressing in the right direction. The conditional approval of export has provided a crucial incentive to the producers given the volumetric potential of selling to markets far greater than the population of Alaska. Hopefully, our elected officials and the producers can keep the ball rolling towards this generational project.

In solidarity,

Kyle Virgin
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Kyle Virgin
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Shane Linse
Field Representative

Brothers & Sisters:

It's been a great season for hours and work for construction in the north end of District 6. Depending on who you ask, the outlook for 2016 is looking optimistic as well, but 2017 could taper off in work. I spoke with a Matsu Borough project manager and he said construction would be tapering off for the valley in 2016. The increase in work over the last couple years was largely due to a bond package voters passed back in 2013. The Borough project manager also commented that federal funding will likely be coming through for water/waste water projects which should bridge the gap. With the drop in construction, and the added water/waste water projects the valley construction should be at a more "normal" level similar to pre-2013. Also, another funding consideration is the lack of seniority we have at the national political arena. We get a lot of our federal funding and match from the work our senators and representatives do for us. Hopefully, Lisa Murkowski and Don Young will be able to fight to keep those federal funds heading our way.

Low oil prices have hamstrung the state's coffers and budget. Alaska's construction projects are funded through oil tax revenue with federal matching funds. With low oil prices the state may not have enough reserve to be funding projects. Talking to contractors about next year's construction season is a mixed bag. Most feel there will be a decrease in projects, however, speaking to one of the larger players; they are expecting another good season next year, but a dramatic slow down for 2017!

My advice to members has been; prepare for the worst and hope for a decent season for 2016 and 2017. Ultimately I am optimistic, but I think we would be naive not to worry about low oil prices and the potential for funding to dry up or significantly decrease. Try not to take on any unnecessary financial risk if you can help it. Let the new snow machine purchase wait a year until we see what happens with oil prices. Also, this may not be a good time to be switching employers if they have been keeping you busy.

Aside from construction, it's been a busy summer with contract negotiations. ARCTEC Alaska has a three craft agreement with Teamsters 959, IBEW 1547, and us, IUOE, Local 302. We successfully negotiated another 3-year agreement with decent increases, considering the current economics, which the membership ratified. Alaska Waste mechanics in Anchorage have been working without a contract for several months. However, the membership accepted another 3-year contract. This was a very challenging negotiation. We will be starting the AGC construction agreement negotiations shortly as well. With the above funding concerns mentioned above, this could be a challenging negotiation as well.

I hope everyone had a good, safe work season and looking forward to some well deserved R&R through the holidays.

In Solidarity,
Shane Linse
Field Representative

ANCHORAGE DISPATCH

Brothers & Sisters:

Welcome, and congratulations to the applicants that made membership this season. As an organization, Local 302 is always excited to increase the population with experienced members. Now set your sights on the other mile markers. Once you have worked five hundred hours in one year you will receive group 1 status, with this you are able to be requested by any contractor in the geographical area you worked the hours. Another good thing to do for the new members at the end of the season is to bring in your paystubs showing a total of hours worked. Contractors report to Local 302 once a month, so by the time they report the hours and it gets processed and we can see the hours in our monthly report the hours shown are from two months prior. With paystubs we can add up the hours and place you on the proper list right away. For all members new, and vested, if there is ever a question, please don't hesitate to call and ask.

This season in Alaska has been busy. There was ample work for all the contractors throughout the state. Here in Anchorage we were able to place a majority of the names on the lists in positions for the summer season. It will be interesting to see what next summer will bring for a scope of work with the new budget proposals for the state. Everyone that travels in Alaska can see the progress of the new construction and the maintenance being made daily, at the same time we also see all the improvements that are still needed.

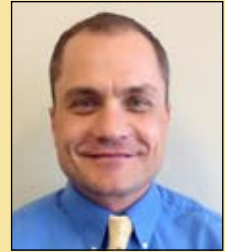
I hope everyone is enjoying their summer season, and I look forward to seeing pictures and hearing stories from this year. Just to break up the normal run of the mill, some of us here in Anchorage made a crossword puzzle titled "Industry Words." Have a safe remainder of the season.

In Solidarity,

Jamie Mack
Anchorage Dispatcher

DISTRICT 6

Anchorage office
907-561-5288



Jamie Mack
Dispatcher



Jim Hughes working for Exclusive in downtown Fairbanks

DISTRICT 6

Anchorage office
907-561-5288



Bill Sims
Field Representative

Brothers & Sisters:

I hope that this summer's construction season has kept you all very busy. The work out on JBER is beginning to slow down. Weldin Construction is about to complete a 13,000 foot pipeline project and ASRC Civil Construction is about finished repaving the East-West runway. Of the \$300 million appropriated for air base maintenance nationwide, Elmendorf Air Force Base received about \$20 million, and about half of that was spent paving the airfield and work on hangar doors.

For the first time in nearly 40 years, a new tenant at the Port of Anchorage is building a new facility: Delta Western is building a new tank to hold fuel called methanol, along with a truck rack to distribute the fuel. Roger Hickel Contracting is doing the work for this new facility. In the past, methanol was trucked to the state from the lower 48. There is a large demand for methanol on the North Slope and building this new facility at the Port of Anchorage just made good sense because of the infrastructure and because of the feeder routes to get to other parts of the state. The new facility is expected to be up and running by this fall.

It is estimated that 80% of the cement for manufacturing the concrete used in Anchorage, Fairbanks, Mat-Su, the Kenai Peninsula and the road system is delivered through the Port of Anchorage by the company Alaska Basic Industries, a division of Anchorage Sand and Gravel (AS&G). In some cases, cement is distributed from the Port of Anchorage to rural areas via air freight from Ted Stevens Anchorage International Airport. To date, 78 Alaskan communities throughout the State, including the North Slope have received cement through this distribution method. Roger Hickel Contracting is also doing the expansion for AS&G and intend to complete the project this fall as well.

On another note, the employees at Matanuska Electric Association's (MEA's) Eklutna Generation Station Power Plant recently ratified their Collective Bargaining Agreement. MEA's board of directors ratified the Agreement on August 10th and the Agreement went into effect on August 13th. I would like to thank the District Six staff for all their hard work and efforts during the organizing drive and in negotiating the CBA.

I would also like to welcome aboard the IUOE Local 302 represented hands that work at the new EGS Plant: Tim Bonnett, Joe Bryant, Ralph Campbell, Josh Crowell, Carl Gamble, Ryan George, Weldow George, Thom Miller, Bill Rodgers, Dave Rodkey, Mike Schick, Houston Snyder, Michael Thomas, John Torwick, Dave Varney, Nick Voorhis, and Ben Williams.

In Solidarity,
Bill Sims
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Granite Construction - Anchorage International Airport



Granite Construction's Anchorage International Airport Job

DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

Brothers & Sisters:

The construction season is in full swing and, at the date of this Loadline, we have very few members on the out-of-work list. As most of you know the busy winter in District 3 transferred into an even busier summer than we have seen in the past few years.

The Submarine Wharf at Bangor is winding down and we probably have another six months or so left of work. As I reported in the last Loadline, we are working hard to promote the Land-Water Interface and Service Pier Extension Project to be approved and administered under a Project Labor Agreement. This effort was aided by a recent letter from Congressmen Derek Kilmer (D-WA) and David Joyce (R-OH) urging the White House to promote the utilization of local skilled workers on federal construction projects. In the letter to Secretary Perez, the members stated:

"We are writing to urge the Administration to renew its efforts to promote and facilitate the use of Project Labor Agreements (PLAs) for federal construction projects," the members wrote in the letter sent today. "PLAs are successful project management tools that support the cost effective and timely completion of high-quality federal projects."

Other projects on the Kitsap Peninsula include:

- Granite is working in Silverdale replacing a fish culvert and constructing a 4-lane bridge.
- Ceccanti has a job in Poulsbo and Belfair and is also working on Bangor.
- Howard S. Wright is starting a new hospital in Silverdale in the fall.
- Lakeside has several paving jobs throughout the Peninsula.

The Olympic Peninsula and the Harbor is also very busy with work, including:

- Jordan Excavating has several jobs including the dirt work on the Port Townsend hospital and another pipe job in Port Angeles.
- Interwest is finishing up a job on the Beaver Creek hatchery in the Forks area.
- Bruch and Bruch has projects going.
- Del Hur and Port Angeles Concrete are busy crushing rock for all of the work that is underway.
- Scarsella is finishing up punch list items for the Kitchen Dick Highway 101 job.
- Access Crane is working in Port Angeles driving a sheet pile for a cell in Port Angeles for a sewer project (pour in place vault).
- Rognlins has several jobs going in the harbor including the Rock Crusher Hill slide stabilization and replacement project.

As a result of the passage of the Transportation and Capital Budgets we will have several jobs throughout the state. Project information and timelines should be coming soon to <http://www.transinfo.state.wa.us/> and in future Loadline articles.

I want to thank the membership for all the hard work and long hours. I've been getting a lot of positive feedback about the quality of our hands. Keep up the good work and be safe!

In Solidarity,
George L. Garten
District 3 Representative

Brothers & Sisters:

I hope this edition of the Loadline finds you well and you had a productive and busy summer. I want to start with the recent ratification of the Sand and Gravel contracts. While those of you involved and affected by these agreements know all of the work and solidarity that went into ratifying these agreements there are a few points that I wanted to make about my observations of this process. As we all know, the Sand & Gravel contracts typically follow the Master Labor Agreement and many don't get the opportunity to hear about what it takes to complete this task. You also may remember that the last major job action (strike) that this Local experienced was in Sand and Gravel. At a few points during the negotiations I thought that history might repeat itself.

These contracts differ and vary between five different companies so the dynamics in the changes to the terms of these contracts affect all the Brothers and Sisters working under them. This makes the negotiations complex and interrelated because you have similar work activities being negotiated with variable terms between each of the signatory companies. One negotiated item may very well set a precedent that affects one or all of the other bargaining units in the negotiations. All of these factors made the negotiations very difficult to reach a contract that achieved the expectations of the members. In the end, I think the final observation that I had and witnessed first hand was that there is strong solidarity amongst the members that work in Sand and Gravel. Because of this fact, I believe that the ultimate agreement that was ratified with Cadman, CalPortland, Northwest Aggregate, Stoneway Sand and Gravel, and Salmon Bay Sand and Gravel was an outcome that the members can be proud of.

In District 1, Snohomish County, we are seeing a lot of work occurring with Boeing, primarily relating to the 777X project. Unfortunately, the courthouse project that I have reported on in prior articles hit a snag and is currently delayed for at least another 9 months. Hopefully the regulators and politician work together to get this much needed project back on track with out more delay or waste of tax payer's money. We are seeing a lot of new projects come out for bid this fall. It looks busy for the foreseeable future.

I wanted to close with the importance of educating new members about solidarity and the values of being a good union member in this Local. You may see new faces on the job because of the increased amount of work. This is going to happen and it is a good thing. It's critical that you educate these new members on what we stand for and that we stand for one another. Also, if you know of potential new candidates that have the skills and aptitude for this line of work educate them on what it takes to become an Operator and our apprenticeship opportunities. Recruitment and retention are critical to our future.

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 and Sisters:

Downtown Seattle construction projects continue to employ a significant number of Operating Engineers. In June of 2015, there were; 106 active projects permitted, under construction or completed since January 2014. In the first six months of 2015, there were 24 projects completed and 20 new projects that had broken ground. The costs for projects currently under construction in downtown Seattle total over \$4 billion. With 36 projects on track for completion by the end of the year, downtown Seattle should see the largest number of completed projects in the past decade.

Seattle has an established technology industry and its office space is generally less expensive than other major cities like San Francisco, Los Angeles, New York City or Boston. This makes Seattle's downtown core attractive to several technology giants such as Amazon, Apple, Expedia, and Facebook. Even Weyerhaeuser plans to relocate its headquarters from Federal Way to Seattle. All of these companies moving into downtown are the catalyst behind several of the new office construction projects. Several thousands of these companies' employees will be moving downtown. This has resulted in an explosion of several high rise condominium construction projects.

It is impressive to see the amount of work being performed by Operating Engineers downtown. Everywhere you look you see; demolition equipment, Drillers, Dirt workers, conveyors, Surveyors, Mechanics, Oilers, Riggers, forklifts, elevators, concrete pumps, trucks full of concrete we batched, and some crane booms. Seattle construction is running full throttle and the Operators downtown are working long hard days.

Beyond the current projects, there are several major buildings in the permitting and planning stages such as; a proposed a 60 story skyscraper on Second Avenue and Columbia, a 58 story tower at Fourth and Union and a \$750 million project to double the size of the Washington State Convention Center. Some of the big general contractors I talk with downtown are booked up with projects through 2018. The downtown construction boom shows no signs of slowing and is predicted to continue providing jobs for Operating Engineers well into the future.

In Solidarity,

Denny McKinney
Field Representative



Doug Yuckert and Justin Ruth with Ness and Campbell Crane working together with Northwest Tower Crane to build Shawn Cook's Luffer he will operate for Sellen.
Photo by Thomas McFadden



Northwest Construction and Condon-Johnson working on the Skanska ARF project at the University of Washington.

DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

Brothers & Sisters:

By the time you read this summer will be over, elections will be near and the holidays will be just around the corner. The summer season on the south end of King County was very busy. A lot of houses, businesses, roads, etc. were constructed this year. Several projects came and went during this season and many of them were done at night.

I really enjoyed showing up on the night jobs when I could. The attitude of the members is terrific when they see an agent out to support them. The biggest question I get is: "What are you doing out here?" I always answer: "Well, if I come out here at 7:00 am, you'll be gone. You deserve to see an agent just like everyone else." It is easier to see the members and hear what they have to say on night visits too. The phone isn't going off every five minutes and there is usually less noise and less people from other trades to watch out for. It is a chance to meet with members that think they are left out or are not able to make it to union meetings. We are a Union of many that cover many different types of work. No member should ever feel left out. I've experienced this feeling from different parts of our industry at times. It usually comes from the more transient types of work such as mobile cranes, pavers, concrete pumpers, gas utility crews, and others that usually work in a very small crew or are rarely in one location more than a day or two at the most. We all try to stop and say hello to those crews or members when we can find them and have time. Some are hard to spot, unlike the cranes and concrete pumpers where there is a tell tale boom in the air to see most of the time.

Always remember that we are a very diverse part of the construction industry and fill a very wide variety of tasks. A lot of our members are highly specialized in their type of work. However, the biggest thing to remember is that we are all Brothers and Sisters of the International Union of Operating Engineers. We are all members of one of the most highly respected trades. None of us are alone. You may all feel that way at times, but when you really look around, you'll find that your Operator family is everywhere. You may also find that if we all treated each other as family, that we would be even stronger and feel less alone. You are only as alone as an Operating Engineer as you choose to be. Meetings are a great way to keep informed and find out what problems or achievements your Operator family is having. Training classes are another good way to meet, learn from, and learn about your fellow operators.

It doesn't matter if you live in Alaska, Washington, Oregon, Idaho, or any other state and are a member. The IUOE, Local 302 is a strong and proud Union Local. It isn't that way because of the staff. It is because of you, the members. We are a small part of the membership. You are the true face that everyone sees. I hope every one of you is proud to be an Operating Engineer and that you do your best to let those around you take notice of our skills and our attitude to do our best. So I'd ask that you take the time to reach out and be a part of this great family. You might find that it has a lot more to offer you, and you to it, than you ever considered.

In Solidarity,

Larry Gregory
Field Representative

BOTHELL DISPATCH

A busy work season is in full swing. We had a late start due to some of the permitting processes, but we are hopeful that the work season will be extended late into the season.

At the writing of this article, Group 1 is under 100 and all 4 groups are below 250 people. We have experienced shortages in the following areas at times:

- Surveyors (Party Chiefs)
- Grade engineers
- Main-line Excavators
- Asphalt finish roller, screed, top side
- Hazmat 40

There are many opportunities for our members at the training center when work is slow. Take advantage of the classes available when work is slow so you are ready for it when it picks up and gets busy. Hazmat, Forklift, and NCCCO are among just a few of the other certifications/endorsements that need to be current in order to retain your qualifications on the out-of-work list. A CDL Hazmat, CDL and NCCCO physicals and other certifications have expiration dates that need to stay current in order to get the dispatch. Be sure to check your expiration dates.

In order to maintain your membership in good standing status, you must keep your union dues up-to-date! During the slow part of the year we have many members go suspended and are removed from the out-of-work list for not staying current on their dues. When you are suspended you also lose the right to attend union meetings, union functions, receive correspondence from the hall, the ability to vote on union issues, and your Local 302 death benefit. Our monthly dues are comparatively low and are less than an hours pay per month.

This year is an “off year” for many city, county and state elections. As the major elections typically take place in the even-numbered years. We have politicians in both political parties that are not labor friendly and support Right to Work (for less) laws. In Snohomish County (right down the road from the Bothell Hall) alone, the County Executive seat is up for a vote. In a very close race, two Democrats will be running for this seat. Of the two Democrats, the current County Executive is Labor friendly, the other is not!

There are many clues in your Voter’s Pamphlet on how politicians lean by their endorsements that you should be aware of. References to the Freedom Foundation, Alec, Legal Defense Foundation are all Right to Work supporting organizations. You have heard in past Loadline articles the detrimental impacts that Right to Work laws would have on this Union, workers’ rights, and our livelihood.

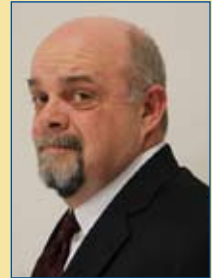
In closing, vote so your voice can be heard, keep your phone number current with dispatch so we can offer you work, keep or add new certifications and qualifications so that you can be dispatched, keep your dues up to date so that we are able to communicate important information with you, and most importantly always be an active participate in the Union!

In Solidarity,

Al Cummins and 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'm sure you have either seen prior Loadline articles or read other information about "Right-to-Work" (RTW) laws and understand that they do not provide or guarantee any rights for workers. In fact, what you may not know, these laws make it extremely difficult to organize. RTW laws prohibit unions and employers from voluntarily creating a Union Security Agreement. Costs of maintaining a Collective Bargaining Agreement such as: the cost of providing union negotiations, administration of the CBA, (Grievances and Arbitrations) are shared by employees who benefit from the CBA by paying union dues.

RTW laws are created to nullify the union movement by financially crippling unions. RTW advocates teach workers to not join unions or pay dues, pointing out that you do not have to pay dues and the union workers pay all the costs and have to carry the water for the non-paying dues workers. These non-union workers receive worker protection benefits and wage and benefit packages paid for by union members that understand the need to be represented. Under RTW laws the union is required to represent non-members. So if a non-member is fired the union must provide the time and resources to defend these free-riders of the system. What a lousy thing to teach hard working employees.

Would you like to have your wages and benefits decreased? When organizing rights are diminished, it has been shown time and again that the average worker earns less in a RTW state. Thus, RTW laws, Provide a Right to Work for Less. Whether it's less compensation, recognition, protection, or other benefits that are obtained through collective bargaining RTW laws do not benefit workers.

RTW laws bring and hold down wages. They create the "working poor" by increasing those in poverty. Higher poverty areas have higher infant mortality rates, limited healthcare, and substandard education. Workers' Compensation and Unemployment benefits also need to be considered because they are typically lower in RTW states.

Collective bargaining is a fair means of negotiating wages, benefits, rights, and protections of workers (members). Fair is fair and if you are being represented by a union you should have to contribute in order to enjoy those protections that the union works to maintain and protect. It is the union's job to do the best job that it can to represent you and to negotiate fair wages, benefits, and working conditions for you.

In Solidarity,

Bob Franssen
Field Representative

Brothers & Sisters:

It seems like just yesterday that I was writing to you all about the frustration that I was having with the governmental enforces of the wage and hour laws and our efforts to make more progress in combating wage theft. I will say that these efforts are on-going and that the wheels of government move very slowly. We are still actively pushing regulators to take cases that we believe are “easy picking” to deter unscrupulous contractors from competing against our signatory contractors. I am active in various governmental committees and task forces that are designed to identify the “underground economy” and develop strategies for combating against them. I’m pleased to say that we haven’t lost any ground and continue to defend against efforts to lower standards or reduce enforcement. However, I am equally as frustrated to say that it takes time.

On the job front, the Aberdeen Pontoon job is complete and the gate to the site is now locked. What they intend to do with the Casting Basins is anyone’s guess, and I have heard rumors from a parking lot to possible re-use for its constructed purpose. Unfortunately, it is in a shallow area so the re-use options are fairly limited. I have been assigned to assist Marge with some of the many Project Labor Agreement (PLA) jobs. My experience dealing with the PLA in Aberdeen has been readied me for the various other PLAs, all of which are slightly different but equally as active with issues. I’m excited for the Transportation and Capital budgets that passed this Legislature which will also begin to create more work for the members and the Reps.

The Master Labor Agreement negotiations are now complete and I was proud to serve the membership as one of the negotiators. It has become fairly evident to me the need for continued member involvement for us to continue our success at the bargaining table. While we were frustrated to not have brought home some of the language changes that were on the membership’s priority list I was excited to see a fairly substantial wage and benefit package, some additional improvements to our classifications, and absolutely no backward movement on our current negotiated position. All and all, while I would have like to have seen a greater turnout during the ratification process I was impressed by how smoothly our processes went from the comment process to the ratification process. The only real improvement is to get more members active in these processes to send a clear message to the contractors that we all stand unified together as members of this Local.

In closing I want to reiterate my request from the last Loadline to notify us if you know of any possible situations where workers, often working for competing non-union contractors, are being taken advantage of. We will remain ever vigilant in our efforts to apply whatever pressure we need to apply to ensure that all contractors are competing on a level playing field and that workers are being adequately protected.

In Solidarity,

Ron Dahl
Business Relations

DISTRICT I

Bothell office
425-806-0302



Ron Dahl
Business Relations

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Brothers & Sisters:

We need each and every one of our membership to find value in being an IUOE Local 302 member. I am union because I believe, with all my heart, in unions and what they stand for. Our values include equal pay, a strong pension plan, safety on the jobsite, excellent benefits for our entire family, overtime and penalty pay for working long, diverse hours. I believe we should be treated with respect and dignity and being paid a fair day's wage for a fair day's work. It is getting increasingly difficult to raise a family, buy a house, send your kids to college (if that is their choice) and live the American Dream.

We all know what we have to do to be successful as union members. We need to be the best trained operators, oilers and mechanics in the industry. We need to be able to demand better conditions, not ask or beg for it. We do this by attending our training classes. We offer refresher courses, upgrades, or a chance to develop new skills. So if you are not currently working I suggest that you invest the time to improve your skills. We need to be able to supply our contractors with quality operators.

We had a very busy summer and the upcoming months look just as busy. We are actively recruiting new members from all available sources. If you know someone working non-union and you think they would make a good operator please contact dispatch. Remember, if they are working non-union then we are losing those hours that could be contributing to our Health and Pension plans.

President Sean Jeffries and I held a couple of "new member" classes over the summer for entry-level apprentices. We think it was successful and it was definitely needed. We need to invest our time in our new members. Welcome them and make sure they know what our Union Label means to us. I am confident these new members are going to help to carry this Local into the next generation. They get it. They realize if they want to retire in 30-35 years then they have to participate now. We need more participation from our union members to carry this message forward. We continue to see such low participation at our meetings and voting process. It can be embarrassing during our negotiations when we have don't have a high vote count. If we are going to be successful and demand better treatment then we need all of our members to step up. If not, we will continue to fight at the bargaining table.

We have good union members who fight for our jurisdiction and conditions and truly want to see Local 302 continue to grow into one of the strongest, best trained, proud unions in the industry. We also have members who don't fight to protect our standards.

I believe Local 302 has the best hands, best pension, and the most interesting scope of work on the jobsite. I wouldn't work here if I didn't believe that. I don't think it is too late. We cannot continue the way it has always been. We need to turn it around. All we need is YOU!!! One member can make a

DISTRICT I

East King County
425-518-2069

difference. It just takes one hand to stand up and fight. Most people are willing to fight right alongside you they just don't want to do it alone. Talk to each other on the jobsite. Stand united with your Brothers and Sisters. Kick them in the butt if they need it (not literally). Reach down and help them up if they need it. Lead by example. Take your lunch, show up on time and ready to work. Take pride in what you do. We are in a fantastic union and it's up to you to make sure it stays that way. We have a lot of work to do but we can do it. If we stand united and continue acting like proud union members.

We want to thank all the ACTIVE UNION members and stewards who participate in our union. Leadership starts with YOU!

I'm up for the battle are you?

I look forward to seeing you at the next union meeting. Also, it's about that time again so, if you can, please bring unwrapped gifts and non-perishable food items to the Holiday parties. These will go to other union families in need. Stay safe!

In Solidarity,

Marge Newgent
Project Labor Agreement
Field Representative

Dana Miller working on the Seawall for 1 Alliance



DISTRICT I

Bothell office
425-806-0302



Gabriel Chavez
Field Representative

Brothers & Sisters:

It has been a busy summer for East King County. As I reported in my last Loadline article there is work all over in Bellevue, Kirkland, Redmond, Issaquah, Snoqualmie, Sammamish, etc. Just a few of the jobs that are underway, include:

- J.R. Hayes got a job in Newcastle. Sub: Jennings Northwest.
- Pellco Construction has a public job in Sammamish. Sub: Pile Contractors.
- Mid Mountain Contactor has a public job in Bellevue off I-90 by Bellevue Way.
- Skanska Civil Northwest has a job at Microsoft in Redmond. Subs: Active Construction, Sierra Pacific and Deeny Construction.
- Deeny Construction and Malcolm Drilling are working on Bellevue Way.
- Goodfellow Brothers has a plat job at Snoqualmie Ridge.
- Northwest Construction has two private jobs in Kirkland and two more commercial jobs in Bellevue and Mercer Island.
- Skanska has two commercial jobs one in downtown Bellevue on N 8th St. Subs: Malcolm Drilling and CTI Construction. The other job is in Redmond at Microsoft. Sub: Sierra Pacific.
- Tri-State has two jobs in Redmond.
- Goodfellow Brothers has a public job in Bellevue off 120th Ave.
- Titan Earthwork has a job in Bellevue.
- Interwest Construction has a job in Bellevue.
- In addition, we have several other jobs that have just been awarded and are currently getting started, including:
 - SR 203 Coe-Clemons Creek - Civil Constructors \$1,772,452.
 - Park Lane Pedestrian Corridor Improvements - Marshbank Construction \$2,301,697.
 - King County 2015 Overlay Program - Watson Asphalt \$4,046,306
 - Mercer Island Overlay - Lakeside Industries \$537,190.
 - King County Pavement Program – Lakeside Industries \$2,333,414
 - Wilburton Sewer Capacity Improvements – Mid Mountain \$7,970,759
 - Kirkland Overlay Program – Watson Asphalt \$1,948,592

This is only a condensed list of all the work that is happening in my area. Needless to say that it has been great seeing all of this construction occurring and a very productive work season. One of the highlights in the Transportation budget that was recently signed by the Governor was the completion of the SR 520 Bridge. In fact, he signed the budget with the bridge in the background and made it a point that this was one of the show case projects that this package would fund. There are several other projects in the transportation package that will equate to a lot more work for our members over the next few years in East King County. With all this work I'm doing my best to make my way around to all the jobs, but if you need anything don't hesitate to give me a call. Be safe out there!

In Solidarity,

Gabe Chavez
Field Representative

AT WORK IN WASHINGTON



DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
President &
District Representative
Executive Board

Brothers and Sisters:

Work in Districts 4 & 5 has been good this season and seems to be holding. The largest of the projects is the work being performed up on Snoqualmie Pass I-90 expansion. Atkinson is the general contractor teamed up with KLB to do the dirt work for both phases of this project. These phases will continue for at least another year or two during the work season since they shutdown for the winter. Other projects have been the Data Center work that Advantage Dirt has been doing along with several other road projects they have picked up to keep their crews busy working. Apollo, Inc. has also been working on several projects in the Yakima Valley, which has also kept a couple crews going. Granite Construction, being the largest signatory contractor based in Districts 4 & 5, has also been picking up projects all around so a lot of our members have been traveling to various job locations. Hours are up with more opportunities here in our territory, but I have been receiving a lot of calls from members of Local 370 looking for work claiming things in their area are slow. I feel good we have the work we do.

This year has also been busy with all the contract negotiations. It seemed like most of the contracts we have were up for negotiations. Most of the contracts are now negotiated and ratified by the members, but there is still a lot of work associated with finalizing them with the affected contractors. Being the spokesman for the Master Labor Agreement (MLA) and multiple others, the process starts early on prior to negotiations and continues well after the contract has been ratified. For instance, we started meeting with the Stewards a year prior to the contract expiration to prioritize the issues. This was earlier than in previous years, and although I was hoping for greater success in negotiating more language in our MLA, it was a helpful to have the Steward's input well in advance.

If I could change anything, I would ask the membership to be more involved and support your negotiators because that is where our leverage is during negotiations. Meaning, we can have the most productive workforce there is and we may only get an average cost of living increase. However, if we have the support of the membership, and they have knowledge of the process and a common interest in language and/or economics, that is when we will get the best contracts. It is true, that: United we Stand (Bargain) or Divided we Fall (Beg)! Please don't misunderstand me, I am not discouraged by the MLA we negotiated and I feel proud of our accomplishments, but I am disappointed that we bargained hard over several issues (night shift differential, time off between shifts and double-time after 12 hours) with little to no movement from the contractors. So, with that, we are having discussions of how do we do things different next time.

I wish more members would see the value in being involved by filling out the demand's questionnaire, going to the union meetings, and voting on the contract. This should be a priority for all members but the numbers suggests it's not. I commonly hear from members when discussing this that the Reps should visit jobs to do this, so why should the member go to a meeting when they never see a Rep on the job? My response is twofold: First, on the jobsite you don't get the same information as a group discussion and rarely do you even get into any details of the contract or negotiations. Much more detailed information and discussion are had at the meetings in a group setting with the members and bargaining committee present. Second, members like to see a Rep on the job but having to prioritize what is most important to the members there becomes a lot of other things like contract violations, organizing or negotiating contracts that is a priority over just a friendly jobsite visit.

I look forward to hopefully being involved and helping out again next time to better all of our situations in the collective bargaining process and our contract negotiations.

In Solidarity,
Sean Jeffries
President and District 4 & 5 Representative

Brothers & Sisters:

As I began my Loadline article I remembered that the first week in August makes one year since Brother Brett Holley passed away. I feel compelled to mention a few things about Brett because he had a profound affect on everyone he met or worked with. For a young man, he had a very keen awareness of what it meant to be a Union member and what the Union provided for him and his family. As I think back the one thing that I miss most about Brett was his infectious laugh and I know everyone has heard it because he was always laughing about something. There is a poster back in the agent's room at the Bothell Hall that says: "PRAY FOR THE DEAD --- BUT FIGHT LIKE HELL FOR THE LIVING." Brett always chuckled when he saw that poster and I think it was because he was always fighting for the living.

As time passes and the pain diminishes, in my heart, I know that Brett's legacy will be that he always fought for the Union everyday. So what is your legacy? It's something we all contemplate everyday. What do you want to be remembered for by your Union Family? Are you going to be the guy who's remembered for always talking about what went on at the last Union meeting; how you voted on the last contract; or the new equipment over at the school and what class you want to take next? Or are you going to be remembered for always breaking down conditions by working through lunch or telling everyone you don't need the Union? How about the member that watches some other craft run our equipment and does nothing about it? The good thing is nobody converses about your legacy until your demise so we all can improve our legacy starting today. With that being said, if you don't get involved and take an interest in your Union and protect it, what will be left for future generations and their families? That's right – nothing. Do you want to be that person that caused the decline of what has provided your family a middle class lifestyle?

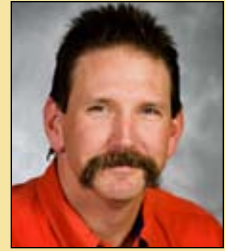
We now have several third generation families that have been 302. Before my demise, I would love to hear of fifth generation 302 Operators. That will only happen if our members get in the game. Brett Holley fought for us all everyday and you owe it to yourself to honor his legacy by continuing the path that Brett blazed for us all to follow.

In Solidarity,

Tony Zempel
Field Representative

DISTRICT 2

Bellingham office
360-336-2615



Tony Zempel
Field Representative

Seattle's building boom is good news for a new generation of workers

Seattle Times Article by Ron Judd
Originally published June 25, 2015

The Seattle Times

In Seattle's love-it-or-hate-it building boom, even the color of the construction cranes is a matter of perspective. For most of us, they're ominous yellow flags, signifying change, progress or disruption. But for anyone wearing a hard hat and toiling beneath one, they're pure gold.

Nothing new there. In a city defined by boom/bust cycles, the up and downsides of such "progress" have been the subject of booze-fueled banter in local imbiberies since Filson was selling clothes to miners, not hipsters. More than a century later, that bar tab is still open.

Mostly lost in arguments over this seam-bursting is one undeniable human upside: Beneath all those hard hats are real, mostly local, people, quietly enjoying unprecedented job security.

If you can get him on the phone, just ask Monty Anderson, head of the Seattle Building & Construction Trades Council.

"I represent 11,500 construction workers," says Anderson, who helps dole out work done by carpenters, cement masons, boilermakers, painters, bricklayers, electrical workers, glaziers, ironworkers, plumbers, roofers, sprinkler fitters, laborers and other craft workers. "All of them are working."

Not just that day. In an industry known for its feast-or-famine uncertainty, the Seattle-area construction calendar is booked as far as the eye can see.



"We're in for a good, solid, absolute full-employment decade," predicts Lee Newgent, executive director of the Washington State Building & Construction Trades Council. "Starting right now."

The construction boom hasn't peaked, labor officials say — it's just picking up momentum.

While the downtown/South Lake Union apartment boom that pulled the industry out of the Great Recession is ebbing, a succeeding boom in office space is already taking its place. Following in line is a list of relatively recession-proof megaprojects: A massive expansion of the downtown Washington State Convention Center. The ongoing Elliott Bay seawall and Highway 99 tunnel projects. Sound Transit light-rail lines. Major construction at the Port of Seattle.

The build-out is not confined to city limits: Thousands of construction workers have been working at Naval Base Kitsap on Hood Canal, Puget Sound oil refineries, Boeing's new 777X wing facilities in Everett, and office space in Bellevue. Even windmills in Central Washington provide jobs for local ironworkers. The list goes on — as much as \$25 billion in regional construction over the next decade.



“These are all good jobs for people right here in the Seattle area,” Anderson says. ***“Every time you see a road cone, that’s a job.”***

The statewide roster of about 75,000 union building-trades workers is expected to grow by 5,000 or more in the next 18 months. And the boom is significant beyond the short-term paydays, labor officials say: It’s paving the way for a younger, more-diverse, better-trained heavy construction workforce.

So who is digging all those foundations, pumping all that concrete and slinging all that steel? Union workers, mostly. About three-fourths of workers on publicly financed projects and about two-thirds on all projects are union labor. Specialists in large-scale construction, they’re distinct from construction workers in the homebuilding/contracting industries, which have been slower to recover from recession slumps.

While some “boomers” with specific, in-demand skills, such as welding, have been drawn here, only a fraction of the workforce has been imported, North Dakota-fracking style. Most workers have been here all along, not working or otherwise engaged.

Sheer numbers of local building-trades workers peaked around 2007, when a wave of city condo projects made them among the busiest in America. Much of that work vanished during the financial meltdown the following year. As many as 60 percent of local plumbers, electricians and sheet-metal workers sat idle.

When Seattle’s new boom began anew two years ago, experienced, journey-level workers who had left the business got the first calls. Some came back, but others had moved on.

Labor unions thus have been re-recruiting workers for more than a year, Newgent says. But that process has played out. “Now we’re talking about new bodies. We’re looking at a 10-year (hiring) cycle, finding brand-new apprentices to replace the older, baby-boom guys.”

They’re finding many of them right here — by design, through programs both within unions and by their employers that aim to keep solid construction salaries at home.

Terrell Woods, 26, worked smaller-scale local construction since graduating from Roosevelt High School. When the ironworkers put out the welcome mat, he saw it as a step to his trade’s big leagues.

“I like the blood, sweat and tears,” Woods says with a broad grin. “I like waking up every morning and thinking about putting things together. It’s all about that — putting something together you didn’t think could be put together. But you *did* put it together.”

Woods, who like many has worked and trained simultaneously through a four-year apprenticeship, will become a journey-level worker in November — a major step on a career path that pays newcomers \$20 an hour, plus full benefits, progressing to more than \$60 an hour for journeymen.

On the cusp of journeyman status in the country's hottest labor market, Woods, for the first time, sees a future that will allow him to follow in the steps of generations of American ironworkers who have seen the world by assembling its infrastructure.

"I can go anywhere," he says, "and do anything."

The union that snared Woods, Ironworkers Local 86, is headquartered in Tukwila, where office walls are adorned by fading, classic photographs of men straddling girders atop some of the highest structures in the world. A handful of those old-school guys ultimately fell to their deaths in an inherently hazardous occupation, notes Jeff Glockner, a 33-year ironworker veteran and the local's business manager.

The work is just as tough, but a lot safer now. Requirements that workers have at least one safety tether connecting their heavy harnesses to a structure at all times have slashed fatal injuries.

"Tie-off rules started in '91, '92," Glockner says. "We fought it tooth and nail. And now we've come to see it as the best thing that's ever happened to us."

The union has become similarly philosophical about other stubborn past beliefs. Like many others, Local 86 has tried to hang onto qualities that keep its workers the bestpaid, and most in-demand, in the industry, Glockner says. The most significant selling point is the skill and sturdy professionalism of its people — fostered through intentionally cultivated competitiveness among the ranks.

"We're tough, and we're proud," Glockner says. "I look at this place, it's like a big high school. Everyone's got a reputation. Something you do young might never be forgotten. I tell these kids, 'You need to toe the line now and get a good reputation, because it'll stick with you.'"

Construction craft jobs tend to run between generations. Ironworkers remain part of the clan even after they hang up their harnesses. The union is rife with stories about members helping out family members of those who go down on the job.

But the union, Glockner says, is just as passionate about leaving some of the old traditions in the history books — such as a combative stance with employers and a system that funneled most work to a good ol' boys club.

Glockner and Newgent, also an ironworker by trade, acknowledge the union's first steps toward inclusion of women and minorities came under federal order several decades ago. But they are proud to point to ways those principles now are ingrained in their culture. Says Newgent: "We get the best person that way. We don't look at any other issues. If you do the work, you can stay. If you don't do the work, we'll get rid of you."

Union construction workers, many of whom have trained and worked together for years, say they also function better as a team, getting work done better and faster with fewer bodies. This helps maintain the level of work, Newgent says, that employers expect when they dish out \$60 an hour for work they could get from "open shop," or nonunion workers, for substantially less.

"We're not the old union thugs of the past," Glockner says. "We work well with our contractors. We're not out to put them out of business. They want to make money, we want our people to work. It's simple."

The push for diversity and local hiring, not coincidentally, fits tidily with goals espoused by some of these workers' best long-term customers — public entities such as the city of Seattle. After a study showed that only 6 percent of workers on 33 city projects between 2009 and 2013 were Seattle residents, Mayor Ed Murray recently pitched the City Council a solution: A “Project Labor Agreement” (PLA) plan, approved earlier this year.

The goal is to avoid labor disputes while “insourcing” the highest number of jobs possible to workers of color, women, veterans and residents of poorer neighborhoods. The pact essentially moves the task of developing more-diverse workforces out of the hands of public bodies — where affirmative-action programs have been ruled illegal — and shifts it to labor unions, which are increasingly receptive.



Under Seattle's new Priority-Hire Agreement, public projects of \$5 million or more require contractors to offer at least 20 percent of all construction hours to workers from disadvantaged ZIP codes. Contractors also are required to reserve 15 percent of work for apprentice workers, and are urged to recruit women and people of color into accelerated apprenticeship programs.

Apprenticeship enrollment is expected to double in coming years. The ironworkers alone have added nearly 300 apprentices the past 18 months — some recruited through programs such as a training school at the state women's prison in Purdy.



While the diversity provisions aren't binding for private projects, Newgent says there's a carry-over effect: The 15-percent apprentice guideline, for example, has held "pretty consistent" on private jobs, he says.

The PLA concept, also adopted by Sound Transit and the Port of Seattle and being negotiated elsewhere, is hotly opposed by critics who say the agreements are unfair to nonunion contractors and increase overall construction costs. (National studies on PLAs have come to mixed conclusions on cost and general impact.) In Seattle, some minority small-contracting firms complained that the pact creates mountains of paperwork and freezes them out of jobs.

City and union officials dispute that, arguing that the agreements, in the end, benefit the local economy and might even save money on some longterm projects.

Newgent, who monitors labor contracts for some 75,000 trade union workers statewide, says the principle at work is clear: "Our workforce should reflect the community."

At downtown job sites today, work is done in eight- or 10-hour shifts, up to six days a week. The frenetic pace isn't unusual: Every moment a construction crane stands, it's costing the builder a fortune. Working in busy urban cores ("a mess," Newgent says, "but a mess we grew up with") presents challenges, such as parking — or the looks that come with schlepping 50 pounds of tools onto a cheek-to-cheek Metro bus.

In South Lake Union, the convergence of hard hats and young techies has created a cultural riptide.

"Separate tribes, I guess you could say," says James Christiansen, 33, a secondgeneration ironworker who lives in Skyway. Daily relations with the locals, he says, "depends on the area. Capitol Hill used to be a friendly area. Now it's just hipsters and . . . I don't even like going there. Georgetown, that's a labor-friendly neighborhood. It's all warehouse and factory workers."

But in South Lake Union or downtown, “You walk into a bar to get a beer after work, and people look at you like you’re a second-rate citizen,” Christiansen says. “You kind of want to slap them and say, ‘Hey, I probably make more than you do.’”

He and most of his co-workers have little patience for people who ask them why they don’t go to college and “better themselves.”

“I make a perfectly good living doing what I’m doing,” Christiansen says.

And the ability to do it with a future that appears secure has been a revelation to younger workers.

The building boom is more than a payday for apprentice Carlos Baldoz, 32, of Carnation, who worked lower-paying, smaller construction jobs before being swept into Local 86’s training program last summer. It’s family stability for him, his girlfriend and their three boys, aged 3 to 7.

“It’s wonderful work,” he says. “I made just shy of \$4,000 last month. I’ve never, ever in my whole life done that, not even working side jobs for cash. I’ve never seen it. It’s a great thing. It saved me.”

For the first time, Baldoz can budget for essentials beyond a month or two. This winter, “I had enough to pay rent, buy Christmas presents, buy a Christmas tree. I was like, ‘this is wonderful.’ And it gets better and better, the more you push yourself. It’s all about motivation.”

As a kid, Baldoz hopscotched between communities as his father sought work. Memories of that disruption drive him to keep slinging steel and bolting girders beneath that forest of yellow cranes, assembling buildings Baldoz takes pride in knowing will long outlast him and his co-workers.

To him and his peers, there’s only one side to the building boom. And that’s up.

“I grew up with very, very little,” Baldoz says. “I refuse to allow my own kids to grow up the way I did. I want to give them everything that they need and push them on to a life where they’ll be beneficial to society. I want them to have a place where they can say, ‘This is where I grew up. This is home.’”

Article by Ron Judd
Courtesy of The Seattle Times.

The Seattle Times



RETIREES

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

RICHARD ANTONIO
MARVIN BETTS
MICHAEL BORSVOLD
KYLE BREES
RONALD BROWN
LARRY BURUNETTE
ANDY BUSHNELL
STEPHEN CARTER
MICHAEL CHAFFIN
DEAN CLARK
HARLAN COLVIG
GORDON COPELAND
JACKIE COPELAND
BRETT ELNESS
TIM ENGLISH
LOTERIO FACELO
STEVEN FERREE
ROBERT FRENCH
GARY GALLANT
DOUGLAS GAY
DELMER GILMAN
WAYNE GRACEY
LENNIE HULO
GERALD JACKSON
GEORGE KIVI
ROBERT LA BELLE
WALTER LANIGAN

LAURA LATRAY
MIKE LATRAY
JESSE LEINARD
JIM MC GILL
KURT MC MILLAN
DAVE MC SWEYN
KEITH MELLICK
GARY MONROE
PETER NESSE
PIO OLIVE
BRIAN PETERSON
BRIAN PURFEERST
THEODORE RAYBURN
GERALD REINHART
TODD ROBECKER
LARRY ROMERO
JEFFREY ROUTT
DONALD RUSHTON
ELIZABETH SHEDD
RUSSELL SPAULDING
WAYNE STOUT
SCOTT STUDEMAN
ALLEN THIMM
JOHN WESTERMARK
GLENN WIKAN
TUHRAN WILLIAMS

DUES CLUES

helpful hints from your dues office...

Years of Service - How it Works

Each year in January the Dues and Membership office runs a list of all members in good standing that show originally initiating with Local 302 and will have 20, 25, 30, 35, 40, 45, 50, 55, 60 plus years of service within that calendar year. Those that appear on the list as having 20 – 45 years of service with Local 302 are mailed a pin, sticker and a letter from our Business Manager.

Members that have reached 50 years of service with Local 302 are considered Honorary Members. Honorary Members no longer have to pay their monthly membership dues. One of the ways Local 302 honors the Honorary Members is by paying their monthly membership dues on their behalf. The 50 plus years of service members are recognized and awarded for their dedication and loyalty to 302 at either the Membership Meetings or Retiree Luncheons. The 50 plus years of service members that are unable to attend are mailed their gifts.

Oftentimes members will call inquiring about their 50 year Honorary Status and inquire as to why he/she did not receive their jacket, watch etc. What many members are not aware of is that you have to have 50 years of service specifically with Local 302. There are many members that may have 50 years of service within IUOE, but they may have less than 50 years of service with Local 302. This could be based on a transfer from one local to another or because he/she took an honorary withdrawal and later deposited after an absence of several years.

If you have any questions regarding your years of service status don't hesitate to contact the Dues and Membership office. We are always happy to research your question and verify our information with the records of the International.

In Solidarity,

Bothell Dues and
Membership Office



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

VANCE ALLRED
FLOYD ARCHER
RAYMOND ARNETT
CLYDE BERLINE
TED BILES
RICHARD CARR
RICHARD COTTLE
JACK DAVIS
ROBERT DAVIS
GERRY DOLL
ROGER FLETCHER
TREAL FOUTCH
OBERT FRIBORG
HOWARD GOLDSBY
DARRELL GREENWAY
MAXWELL HARRISON
RICHARD HART
WALTER HILL
LEONARD HONSEY
JIMMY HORNE
NORMAN HOXIE
GEORGE HUMMEL
WILLIAM JONES
WILLIAM KEEL
SIDNEY LEDFORD

SIDNEY LEHMAN
LARRY LEICHLEITER
JACK MATHEWS
JOSEPH MC ASKILL
JOSEPH MC GRATH
BILLY MC NABB
ANDY MISCHENKO
ANDREW MISCOVICH
EUSEBEO MORINO
DARNELL OVERBY
BRADFORD PHILBIN
FRANK PUTNAM
BILL SCHUMANN
WILLMAR SCHWEIGERT
SOPHIA SEEFELDT
FRANK SPIDELL
ROBERT STRIBLING
DWAIN TAYLOR
JACK TAYLOR
CLARENCE TRIGG
RICHARD WELDIN SR
SYDNEY WHITELY
MICHAEL WILLIAMS
ELDON WILLS
HARRY YOUNG

2015 Holiday Party Schedule

Please call and RSVP your spot for the upcoming Holiday Parties as soon as possible. Also, don't forget that Local 302 collects and donates toys and canned food to our regional labor agencies. If you are able to help brighten the holidays for less fortunate families, please bring a new, unwrapped toy or non-perishable food item to the Holiday Party in your district. We will deliver them to the Labor Agency to be distributed in time for Christmas. The location with the most donations per guest will be spotlighted in an upcoming Loadline.

ALASKA

12/11/2015: Anchorage – The Captain Cook Hotel in the Discovery Room at 939 W. 5th Ave., Anchorage, AK 99501. Appetizers and No Host Bar at 6:00PM. Dinner at 7:00PM. Please call (907) 561-5288 to RSVP by November 25th.

12/12/2015: Fairbanks – Westmark Hotel, 813 Noble Street, Fairbanks, AK 99701. Appetizers and No Host Bar at 6:00PM. Dinner at 7:00PM. Please call (907) 452-8131 to RSVP by November 25th.

12/13/2015: Juneau – Glacier Room at the Juneau Travelodge at 9200 Glacier Highway. Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (907) 586-3850 to RSVP by November 25th.

WASHINGTON

12/5/2015: Bothell - Union Hall, 18701 120th Avenue NE, Bothell – Appetizers and No Host Bar at 5:30PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by November 18th.

12/6/2015: Pt. Angeles – Red Lion Hotel, 221 N. Lincoln St, Pt Angeles – Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by November 18th.

12/7/2015: Aberdeen - Aberdeen Eagles, 200 W. Market, Aberdeen – Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by November 18th.

12/8/2015: Bremerton – Kitsap Conference Center, 100 Washington Ave, Bremerton – Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by November 18th.

12/9/2015: Mt. Vernon – Best Western Plus Skagit Valley Inn Convention Center, 2300 Market Street, Mt. Vernon – Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by November 18th.

12/16/2015: Yakima – Yakima Valley Hotel and Conference Center, 1507 N 1st Street, Yakima – Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by December 1st.

12/17/2015: Wenatchee –The Rivertop Bar & Grill located at The Coast Wenatchee Center Hotel, 201 N. Wenatchee Ave., Wenatchee – Appetizers and No Host Bar at 6:00PM. Dinner at 6:30PM. Please call (425) 806-0302 to RSVP by December 1st.

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



Tami St. Paul
Training Coordinator

Brothers and Sisters,

We hope you have had a prosperous summer and that the season is treating you well. We hope you got to enjoy some of the warm weather doing something fun at least once in a while over the summer. Things have been busy at the training center. We trained two groups of entry level apprentices which took us through mid-July. That worked out so well last year, with the contractors getting apprentices with at least some entry level safety training and basic skills, that we did it again this year. We hope the entry level apprentices you have been working with have been learning lots and using their great attitudes and work ethic to be valuable additions to your teams.



Entry level Students and Staff May and June class



Entry Level Students and Staff June and July class

When we finished training the entry level apprentice groups, we switched into gear to set out the training calendar for 2016. The new schedule should be up on our web site www.oetraining.com in October if you want to get a jump on signing up for classes. We have a full complement of our usual two week dirt equipment and grade courses plus some evening and weekend safety courses and refreshers.

The crane classes are still a four week commitment at the training center. We have crane certification refreshers and rigging and signaling on the schedule for the West side of the mountains. In September, the trustees are going to decide if we should add Lift Director training to our Hoisting Program. That program has some pre-requisites that have to be met to take the class. So, stay tuned for more information on that. We have some new cranes to train on at the training center this season. Crane Instructor Mark Kaestner scoured the country to find, check out, purchase and load for transport a 120' luffing jib for the 222 and a 120 ton Liebherr all-terrain crane for the training center. Our overhead crane is also up and running and the NCCCO people are supposed to be out sometime in September to make sure we are set up and ready to test this fall, so if you've been holding off getting your overhead crane certification because Spangle is just too far to go... We should be able to help out with that shortly.

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



Putting together the luffing jib for the 222



Making final adjustments on the 120 Ton

Overhead Crane, Side boom and personnel basket awaiting NCCCO certification to use for training and testing.



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

I know, it's sounding like we only buy cranes but never fear, we continue to upgrade and update our fleet of dirt equipment as the opportunity arises too. We took delivery of two more of those new longer tracked beefy D-5 Dozers with the great balance that our instructor Efrain Saucedo was speaking so highly of, in the last Loadline article. There is also a new 950 Caterpillar Loader with a quick change bucket and forks set up for the loader class that arrived in time to use it for the Top Hand competition.



New D-5 Dozers all ready for Top Hand day



The new 950 loader poised for the competition

What a day that was. The sun was out, it was over 100 degrees but that old faithful Ellensburg breeze, that we sometimes curse when we are trying to do crane testing and it gets a little too enthusiastic, managed to keep the air moving gently and keep everyone pretty comfortable and in good spirits. The food and music were good, the competition was fierce and the company was unbeatable.



Setting up the Backhoe competition



The Excavator for friends and family to try out

We had the usual compliment of entertainment for everyone, including the very youngsters and even a couple new additions to the kids' area with sprinklers, wading pools, and super soaker squirt guns that brought peals of laughter and vows of super soaked revenge and lots of fun. We managed to locate a soft serve ice cream machine to have on hand for the day which was a big hit with kids of all ages.

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The kids' area all set up and waiting for kids



Kids Searching for treasure at the end of
"the best day ever!"
according to Logan St. Paul

Everyone seemed to have a great time and over 450 of our members and their families and friends came out to enjoy the day with us and meet our new apprentices. A big thanks to all our training center instructors and staff and the entry level apprentices to who worked so hard to make the whole thing enjoyable for everyone!

Drum roll please...

And the winners of the 2015 Top Hand Competitions with full bragging rights for the season are:

Equipment Contest	1st place	2nd Place	3rd Place
Loader	Steve White	Jon Mayerl	Randal Walt
Dozer	Mike Ristvedt	Chris Tarte	Jason Gonzales
Excavator	Jerry Turner	Aaron Crosby	Chris Tarte
Backhoe	Phil Peterson Sr.	Randy Rohrer	Joe Peltola
Truck and Trailer	Chris Tarte	Vern Pritchard	Jon Mayerl
Motor Grader	Dean Roth	Joe Peltoa	Ted Carlson
Forklift	Dean Beasley	Joe Peltola	Jerry Turner
Hydraulic Crane	Brad Johnson	Joe Peltola	Brandon Ahola
Lattice Crane	Glen Allen	Joe Peltola	Jerry Turner

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2015 Top Hand Winners



(pictured left to right)

**Lattice Crane – Glenn Allen • Excavator – Jerry Turner,
Truck and Trailer – Chris Tarte • Dozer – Mike Ristvedt,
Forklift – Dean Beasley • Loader – Steve White,
Backhoe – Phil Petersen Sr. • Hydraulic Crane – Brad Johnson,
Motor Grader Dean Roth (not pictured)**

Congratulations to all of our Top Hands and we hope you had a great time competing, enjoy your prizes and we hope to see you again next year to defend your title.

Speaking of next year, it's that time again to encourage the folks you've been talking to about applying for the apprenticeship to step up to the plate. Because of the investment we make in our future skilled craft workers, the selection process is lengthy and rigorous. It's time to send them to our web site (www.oetraining.com) to download and print the application so they can gather up the other required documentation to complete the packet and begin the selection process. Please emphasize to them that they must include all the items we require including a minimum of one letter of recommendation. If their application is incomplete, we won't be able to score it and they will get no further in the selection process. Applications are due by November 20th, we score them in December, send out letters in early January inviting the folks who turned in a complete application to choose the day and location of their test and interview. We will be doing the test and interviews the first couple weeks in February. Those scoring high enough on the written application and interview portion of the selection process will be invited to the training center in late March for a four day try out (that's that whole 4 day interview part of the process) and those who successfully pass that "Safety and Orientation" week will be placed on the pool of eligibles. When we have a good idea of the demand for apprentices for the industry, as best we can judge next spring,

APPRENTICESHIP & TRAINING

we will invite as many as we believe we can put to work, since 90% of their training happens out there on the job site throughout their apprenticeship). They will then attend entry level training which begins in late April or early May and runs on into June. It's a long and involved process. However, if someone is focused on becoming an apprentice as the starting point of their career path towards being a highly skilled professional Operating Engineer, it's worth the effort to them and has brought us the best outcomes in finding folks who have the attitudes, behaviors and work ethics to be successful in this challenging career path from apprenticeship to skilled journey level craftsmen and women.

The latest group to meet that challenge and achieve their goals met us to celebrate their graduation at district meetings in May and on into June. We offered our congratulations and presented them with certificates from the state and the apprenticeship program and a beautiful jacket they can proudly wear. We visited graduating apprentices and their brother and sister members and families and supporters from Bellingham to Aberdeen with a side trip to Ellensburg and Tacoma in between. It was great to get to visit with so many of you for a bit and get to recognize the graduates and their families and help them celebrate their accomplishment.



Some of the graduates from 2014 at the graduation meeting in May in Bothell.
Congratulations again to you all. Well done!

We look forward to seeing you at the training center or one of our many satellite classes this winter and spring if you get a minute to come take a class. After all, the second best way to spend a day off is honing or expanding your skill set and we can likely help with that at the training program. I'll let you be the judge of the best way to spend a day off as I guess that is in the eye of the beholder. When I put the final spell check on this article, I am headed out to go Salmon fishing out of Neah Bay... Fish on!

We wish you health, safety, prosperity and some fine weather to enjoy your work and your life in.

Respectfully submitted,
Tami St. Paul – on behalf of the staff of the training program

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IUOE Regional Training Center

Palmer, AK
1-877-746-3117



Mike Holcomb
Administrator



Chad Hutchinson
Apprentice Coordinator



Adam Ferguson
Apprentice Coordinator

Brothers & Sisters:

I hope that this Loadline has found its way to your home following a successful summer work season. The summer months have been very busy in both Palmer and Fairbanks, with numerous training and outreach opportunities.

Some of you may already know that the Training Trust has a partnership with “Helmets to Hardhats,” (an organization offering training and career preparation opportunities to transitioning soldiers). This summer we brought in a select group of five Veterans and offered them a one-week introduction to heavy equipment operations. The Veterans were able to try their hands at excavators, dozers and loaders in the one week class. Thanks to Brother Dennis Robertson for instructing the class. The students walked away with big smiles on their faces and a new appreciation for our trade following their week with Dennis.

Additionally, there have been partnering/ training opportunities with both the Department of Corrections and “Women in the Trades” over the last couple of months. A special thanks goes out to Brothers Jeff Kron and Neil Arneson who instructed these two classes. We are expecting to see multiple applications for the apprenticeship program this year as a result of their efforts.

Another success story is in Delta Junction, where we recently completed our 10th year of outreach training. Over those ten years, “Delta Training” has resulted in the successful intake of numerous apprentices. Thank you to Brothers Chad Hutchinson, Jay Hodges, Al Odom, and Bill Finke for the efforts that go into this training every year.

Finally, it was very exciting to also partner with the Calista Corporation this summer and offer training to eight of their share-holders. This was the first training of its kind with Calista and the student spots were extremely coveted. Over 150 folks applied in one week for the positions! The eight students chosen, were offered a great introduction to our trade including equipment operations, welding and basic mechanics.

With a very busy summer of training and community outreach behind us, we are now looking forward to the upcoming fall and winter training schedule. The fall 2015 through spring 2016 training schedule has been released and copies can be picked up at the hiring halls, training center, or online: aoeett.org. In addition to our training website, you can also now follow us on our Facebook Page. On the training schedule, you will find numerous equipment skills upgrade classes from the end of September through early November. If you have the availability, schedule for one of these classes to work on your skills before things freeze up!

IUOE Regional Training Center

Palmer, AK
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The Palmer Training Center has received some nice upgrades this summer. If you plan on taking any crane tests this year, you will appreciate the new asphalt pads that have been laid out for the crane courses. This year's apprentice class paved the mats and the courses were finalized this summer. Also this year, we have been fortunate enough to add a Volvo A40 articulating dump truck and Volvo L70G front-end loader to our on-site equipment fleet. The equipment is all here for you to train on, so sign up for an equipment upgrade class and get yourself prepared for the competency exams!

In Solidarity,
Adam Ferguson
Apprentice Coordinator

Women in the Trades



The old scraper and new front-end loader





Granite Construction paving at the Anchorage International Airport



Melissa Albright finishing slopes for CEI, LNG distribution project North Pole

2015 Boys and Girls Club Golf Tourney
Mark Lafon, Avery Thomas, Rob Peterson and Shawn Lowry





Just another day at the Alaska Training Center



Operator Kaile Lewis on the Caterpillar Dozer

Joel Wolfe on the Hitachi 400 Excavator



GOOD OF THE ORDER



Admiralty Construction crew building a retaining wall in front of long time 302 members house Randy Beason.



Shawn Lovell crusher operator for Secon in Juneau.



Hayden Eddy - Mechanic



Jamie Stickel operating a shuttle buggy for Secon on the Juneau Airport.

GOOD OF THE ORDER



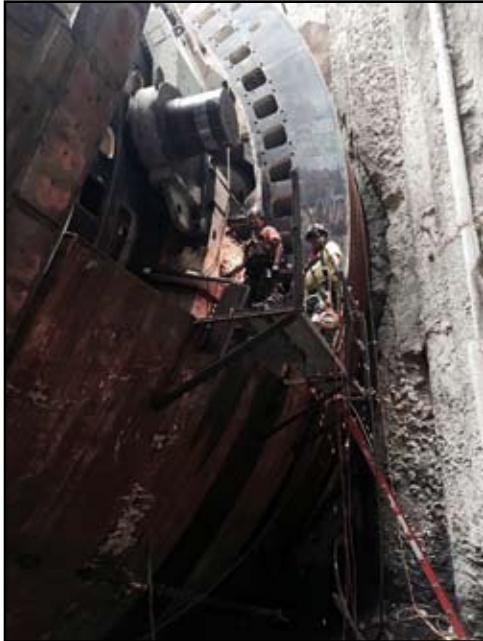
WA MLB VOTE SEPT 7, 2015



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Eugene Musgrove relaxing after celebrating 60 years in Local 302.



Union steward Jason Youso
reinstalling a shield for Bertha



Benji Howard working on the Rock Crusher Hill Project

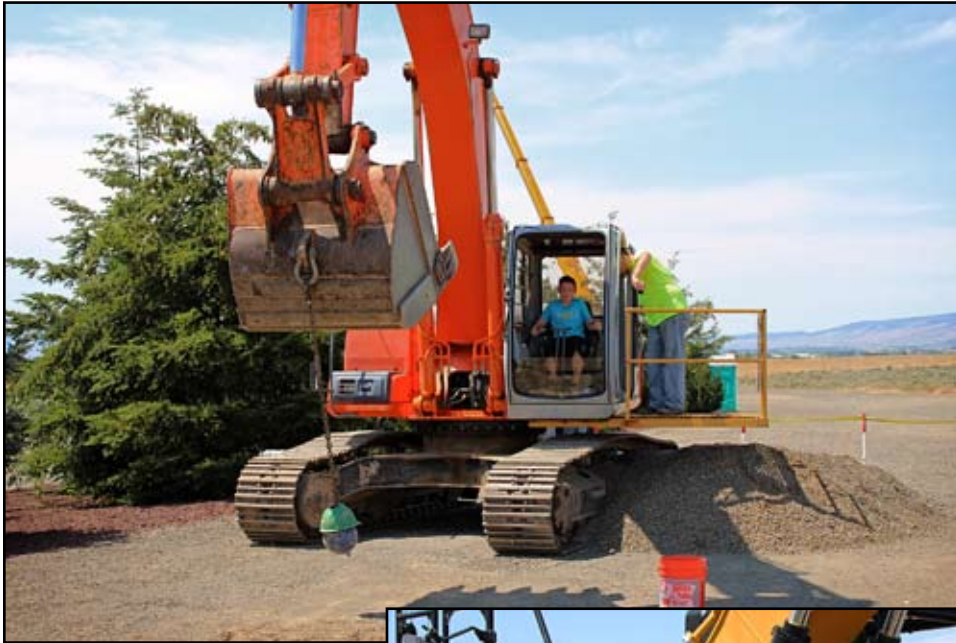


Don Johnson - Slide Repair Project near Aberdeen

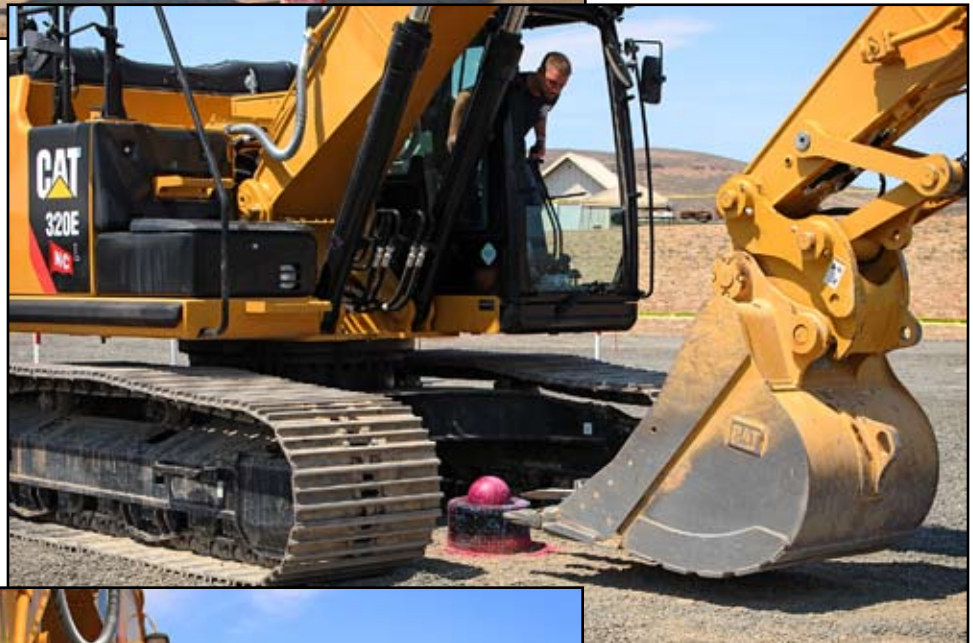
Manson working on the anchor cables on the Hood Canal Bridge



GOOD OF THE ORDER



Top Hand 2015



Top Hand 2015

Top Hand 2015



GOOD OF THE ORDER



Retiree Luncheon - Fairbanks



Retiree Luncheon - Fairbanks



Retiree Luncheon - Fairbanks



Retiree Luncheon - Anchorage



Retiree Luncheon - Anchorage



Retiree Luncheon - Bothell



Retiree Luncheon - Bothell



Retiree Luncheon - Bothell

Member Spotlight - Betsy Shedd

For this edition of the Loadline we would like to recognize Sister Betsy Shedd. For those of you that know Betsy or have been under her hook you know that she is a top notch hand and an overall great person to know. What many of you may not know is the countless hours that Betsy spends (off the clock) in the political arena to forward Local 302's interests and to defend worker rights and protections. Sister Shedd is the Vice President of the Martin Luther King County Labor Council and has been tirelessly active in Seattle/King County politics. As you can see from the featured article it is boom time in the greater Seattle area and it is recognized as the hub for Washington politics. That said, keeping an eye on Seattle politics is becoming a hefty endeavor and it is with much pleasure and admiration that we recognize Sister Shedd for her efforts of being an active and vocal member and advocate for this fine Local.

Sister Shedd started in this union as an apprentice in 1984, which was right at the heart of a recession in Washington. It took almost two years before Betsy was put to work. She claims that when she was interviewed she was asked the question: "Why should you be considered and what do you think it takes to be a successful apprentice and member of this union?" Betsy responded: "To show up to the job everyday on-time, work safe, and make the contractor money." She also said that she wanted it (becoming a 302 member) bad and just kept going. It is this attitude and fortitude that Betsy was accepted into the apprenticeship program and why she has had little trouble staying employed. She also offered some advice for those newly incoming apprentices that she has learned in her 30 years in the trade: "New apprentices should listen more than they talk."

Sister Shedd's matter-of-factness on the job is not lost in translation when it comes to politics and protecting the interests of workers and Local 302. She is adamant that going Right-to-Work would be the worst thing that could happen in Washington or Alaska. "You can kiss our pensions and unions goodbye – We all need to unite and fight against any expansion of Right-to-Work."

When asked what her plans are when she decides to hang em' up she smiled and said, "I'm looking forward to collecting my pension, but I will never quit in fighting for workers and this union!"

Thank you Sister Shedd!





It was Steve's Birthday don't ya know.
And if you think the cake looked good,
you should see my new fingers...much better

-thanks Marge



PLEASE NOTE:

All correspondence to union offices must include:
The last four digits of your Social Security Number
– or – Your International Registration Number

INSURANCE CLAIMS:

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

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

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



LOCAL 302 REPRESENTATIVES

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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
Kyle Virgin, Field Representative
Shane Linse, Field Representative
Bill Sims, Business Representative
Jamie Mack, Dispatcher

DISTRICT 7 - FAIRBANKS

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Shawn Lowry, Field Representative
Avery Thomas, Field Representative
Mark LaFon, Field Representative
Crystal Tidwell, Dispatcher

DISTRICT 8 - JUNEAU

Corey Baxter, District Representative

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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, 110 S. Penn St.

DISTRICT 4 - WENATCHEE

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

DISTRICT 5 - ELLENSBURG

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

DISTRICT 6 - ANCHORAGE

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

DISTRICT 7 - FAIRBANKS

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

DISTRICT 8 - JUNEAU

Fourth Tuesday of each month, 7:00 p.m.
Union Hall, 9309 Glacier Hwy., Bldg. A-105.

