

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



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



The International Pushes Congress for More Transpo Funding



Daren Konopaski
Business Manager

Brothers & Sisters:

Now that we have closed 2015 and are well underway into the new year, I wanted to reflect on the fact that 2015 was one of the best years we have seen on the work front. While the future is looking bright for Washington construction we are mindful of the difficulties that we may be facing in Alaska because of oil pricing's affect on state's tax revenues that fund construction investments. Thankfully, and as can be seen in our main article, the International has actively and successfully pushed for the passage of the Federal Fixing America's Surface Transportation Act (FAST). This effort, as well as the increased work picture in Washington, will ensure for a great deal of work for Local 302.

As we all know, Local 302 is a two-state local. This fact better positions us for situations, like the one we are facing, where work slows in one state but increases in the other. Our members are fortunate to have the opportunity to follow the work to either state. So, just like when construction times were slow in Washington and our Brothers and Sisters welcomed us north, our Washington members will need to do the same in turn. This is not to say that Alaska's work picture is dismal. In fact, we are seeing more federal money being directed to Alaska, we are continuing our expansion via new organizing efforts in stationary work, continued work on the North Slope, and the on-going needs for critical highway repaving. On the organizing efforts, I wanted to send a special shout out to our team that successfully prevailed on the organizing effort on Doyon. You will read more about this in the articles from the Alaska reps. This unit was a hard fought effort that further expands our presence in power generation in Alaska and was a good victory for Local 302.

In addition to our efforts to organize new units and members I feel that it is important to make the point that the membership is our eyes and ears in the field. If you see opportunities for contractors that we should be focusing on I ask that you let your Rep know about it. In addition, if you see or know of new-talented potential members I would ask that you educate them about us and suggest that they consider our apprenticeship program or talk to a Rep about opportunities with Local 302. We are in a constant state of replenishing our rolls with talented Operators. These new members are our future and will aid in keeping this union and our health and pension systems one of the strongest in the nation.

On to Health and Welfare, I wanted to send a reminder out to folks that if they have questions about their healthcare or their pension to reach out to Welfare and Pension Administration Service (WPAS). While our Reps are knowledgeable about Health and Welfare it is WPAS that is responsible to know these systems inside and out and they answer these questions day-in and day-out. They can be reached at (877) 441-1212 in Alaska and (206) 441-7314 in Washington. Of course, you can always call us if you are having any trouble getting answers from WPAS.

I also wanted to discuss our dues' structure. I am often asked why we don't provide more free stuff and how this would help get the word out about Local 302. While I recognize the idea of giving away free items sounds appealing, it directly conflicts with the membership's expectation that we are good stewards of their financial contributions. As an officer and representative of this Local I have a fiduciary responsibility, which I do not take lightly, to ensure for the proper management, expenditures, and use of Local 302 resources. There are also additional legal issues that we do

not take lightly associated with being recognized as a not-for-profit by the Federal Government. Among various other cost control measures, it is this adherence to strictly managing our expending of union monies that has provided us with one of the lowest, if not the lowest, dues structure in our territory. If you think that we should do otherwise or have any feedback about how we should spend your money I welcome the feedback.

While it was a great year for us at Local 302 we have a busy one ahead of us. The 2016 political season is right around the corner and we will be seeing more about our endorsements in the next Loadline. At this point, I want to suggest that you register to vote and study up on any candidates and political efforts that are making moves in your local areas. We have seen Right-to-Work efforts being introduced in local races so please let us know if you become aware of these. Lack of success for these efforts in the Legislatures of both states and other state-wide elections has meant that the proponents of these worker unfriendly laws have taken to the local elections. This next election is a big one with the Presidential race on the ballot. Brace yourself for all of the advertisements, media focus, and political rhetoric because it is coming. As always, we will be diligent in endorsing only candidates that we have vetted to ensure that they will be in support of our issues: jobs, worker rights, and worker protections.

In closing, I wanted to say that it was truly my pleasure to see many members and their families at the Holiday Parties. It was a great time had by all and I am truly impressed by the generosity of the members that provided gifts and food items for the less fortunate. These donations made the holidays for those in need. I also wanted to say congratulations for this year's winner.

May you have a prosperous 2016 and be safe out there.

Daren Konopaski
International Vice President and Business Manager

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COVER PHOTO:

Jamie Rine, Arctec Alaska
Tatalina LRRS, Alaska - Top Camp Road



Shane Linse
Financial Secretary

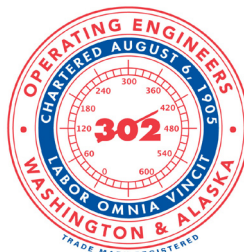
Brothers & Sisters:

What is a Grievance?

A grievance is something unique that typically only those working under a collective bargaining agreement are afforded. It allows a formal process for a worker to bring forth an issue which is a violation of the agreement, and have the ability for it to be corrected. In many cases, it's a wrongful termination, discipline, or some form of an error in pay. If the grievant wins, they can be awarded what they have been wronged. Such as; being rehired, removal of discipline from your file, or made whole for lost wages. A common misconception, members think we have the ability to go for substantial amounts of money way above and beyond what the person has lost. That is typically not the case, and other means may be taken on the workers own accord if that is their desired outcome.

There is one time of the year we predict higher traffic of grievances or complaints, and that is during the fall. Undoubtedly, we have members that have been working all season for the wrong rate, or never once received a lunch break and they demand to be paid their extra half hour for all season long. Don't get me wrong, those all could be violations of the contract and warrant a grievance; however we must keep in mind two things. First, all grievances procedures have time lines and we must adhere to those. Each contract is different, and usually varies from 7-30 days. We must be made aware of the issue within those time lines to be able to solidify our case. Secondly, Article III, Section 2(m) of IUOE Local 302 Bylaws states a member must bring forth and error of pay within 30 days of pay day. If those two items have not been adhered to, we may not be able to proceed forward on your behalf.

Every grievance procedure is different, and you **MUST** review the procedure outlined in the agreement you work under. However, the grievance process usually works as follows; when a worker first notices they have a complaint, they will try to handle at the lowest level possible. This may be through the foreman or company rep, and sometimes might involve a Steward. If the worker still feels unsatisfied with the results, they would contact their agent. They will discuss the issue, and the agent will determine if the claim has enough validity to be taken to the next level. Typically, the agent will try to resolve the issue by speaking directly to a company representative themselves. If they are unable to resolve the issue, the complaint may be brought forth to the grievance committee. The committee will hear the grievance and rule whether there is merit, and if so, move the grievance to writing. Upon being reduced to writing, the company will have a set amount of time to resolve the issue. If the worker still doesn't receive the desired outcome, the last step could be arbitration. This is where the employer and Union select a neutral third party to review the case. Each side will present the evidence, and then the arbitrator will make a ruling. For most agreements this ruling is binding on both parties.



Tips for a grievant:

- Try to resolve the issue yourself first, at the lowest level possible.
- Be reasonable
- Make sure you are within your timelines (*don't wait until the end of the season*)
- Take good notes and document
- Have a clear understanding of the contract and what has been violated
- GOOD Evidence
- The process can move slow.

This is a quick overview of what/how a grievance works and every process is different. Please refer to the “grievance” section in the agreement you work under for the specific procedure. If at any time you think the employer has violated the contract please call an agent in a timely manner.

In Solidarity,

Shane D. Linse
Recording/Corresponding and Financial Secretary

Bryan Churchill, Gene Adams, and Francisco Blanco.
Price Gregory - ML&P Power Plant PLA, Anchorage AK



LOCAL 302

Bothell office
425-806-0302



Josh Swanson
Government Affairs

Brothers & Sisters:

Happy New Year! I hope the holidays treated you well and you are ready for the year ahead. We are looking forward to a busy legislative session this year after the success we saw last year on the passage of the Transportation package. Obviously, transportation issues will not be front and center this year, but we will continue our push for more work, more jobs, and enhanced worker protections. This session is the “short” one and is intended to last only 60 days. In the past few years it seems like there wasn’t such thing as a “short” session given the heated budget debates. However, elected officials have the added incentive of concluding the session on time so that they can raise money for the 2016 election cycle.

This year we expect to see a focus on education funding given the Supreme Court and voter focus on fully funding education and decreasing class sizes. Decreased class sizes should equate to funding for more classrooms and capital expenditures for school construction. In addition, we intend to bring forward some improvements to prevailing wage laws to ensure workers have more information about what they are supposed to be paid and that contractors that perform public works have a better understanding of the prevailing wage law requirements. We are also looking for a small tweak in the law that ensures that the time on the clock for prevailing wage investigations doesn’t run up while the investigation is being done. These changes are designed to be minor, short-session minded improvements to the law so as to not get bogged down in partisan politics associated with prevailing wage law. Finally, we will continue to push for the use of Collective Bargaining Rates instead of the burdensome survey process that we currently utilize in Washington for setting prevailing wages. This is consistent with at least seven other states, and would guarantee certainty for contractors bidding public works.

As I said above the session is intended to only last 60 days so we will be hitting the ground running on forwarding our issues and defending against attacks on worker rights and prevailing wages. Last session there were over 20 bills that were direct attacks on prevailing wages, and as the process works those bills are still alive for this legislative session. While we feel like we have done a lot of much needed leg work to educate legislators against adverse prevailing wage and worker rights bills, we are certain that they will still be up for debate again this session. The good news is that this session will further educate us on elected officials that are friendly to our priorities and those that are not in preparation for the upcoming election. With the President’s race on the ballot we expect that it will be a busy election cycle. We will be continuing to vet the races and candidates to provide our recommendations in future Loadline(s).

LOCAL 302

Bothell office
425-806-0302

All and all, we are looking forward to another successful legislative session. If you have any questions about what's happening in politics don't hesitate to give me a call.

In Solidarity,

Josh Swanson
Political and Communications Representative



Local 302 Reps (George Garten and Josh Swanson) and other construction representatives meeting with U.S. Secretary of Labor Tom Perez and WA Congressman Derek Kilmer (both in center) on the success of Project Labor Agreement on the Submarine Wharf Project at Bangor and future Federal projects.

DISTRICT 7

Fairbanks office
907-452-8131



Lake Williams
Treasurer &
District Representative
Executive Board

Brothers & Sisters:

You may be aware that Local 302 has historically held the Hoist and Portable Charter from the International for Alaska, but you may not know that Business Manager Konopaski was recently able to secure the Stationary Charter in Alaska for Local 302. Stationary units are typically described as workplaces that have a centralized location; the employees are employed year round; and their collective bargaining agreements typically include set work schedules, paid holidays and paid annual leave. Often IUOE members that belong to stationary units are referred to as Stationary Engineers, and are employed in a variety of industries across the US including schools, hospitals, hotels, apartment buildings, airports, power plants, industrial plants, office buildings, government facilities, etc. Stationary Engineers generally perform operations and maintenance for building and industrial complexes, but there are even IUOE locals that represent nurses and other health industry workers.

Although Local 302 hasn't officially held the Stationary Charter in Alaska, we do represent a number of stationary units including workers at power plants, public utilities, military installations (Service Contracts), local city and municipal units, to name a few. It is no secret that heavy equipment operators, mechanics, and service oilers represent a majority of the Locals dispatches and Trust hours, but unfortunately construction hours are not shielded from economic downturns in the economy. In contrast, our stationary units resist the cyclical nature and volatility of the construction industry and provide our members and the Local with a stabilized source of dues, health, pension, and training contributions. Like investments in the stock market, the more stationary units the Local adds, the more our portfolio diversifies, which in-turn lowers the risks caused by downturns in the economy to the Local and our members. Business Manager Konopaski has made it a priority to identify and organize new stationary units, and since we are now recognized as the official IUOE stationary Local in Alaska, we can now solicit additional aid from the International.

With the State of Alaska's forecasted economic woes (due largely to Alaska's current budget deficit), there is no better time than now to diversify ourselves and look for unrepresented units. In Fairbanks, we were recently able to organize a new 35-plus man unit at Doyon Utilities, which is a powerhouse on Fort Wainwright. Our success was due, in large part, to the hard work and hours put in by Agent Mark LaFon and I, as well as the support, time, and leadership from individuals within the unit that were either former members, or friends or family of current members. In my experience, our members are the best organizing tool available. To expand the Local we need you to be proactive, which mean talking to friends and family about Local 302 and the benefits of becoming a Union member. Please let us know if you are aware of any worksites where the workers aren't represented, or if you know individuals interested in organizing. I'm not going to lie - organizing isn't easy, which helps explain why in 2014 according to the Bureau of Labor Statistics, only "11.1 percent of the workforce in America belongs to a Union." There is

DISTRICT 7

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light at the end of the tunnel because it has been proven time and time again that organizing isn't impossible. According to the National Labor Relations Board (NLRB), "there were 1490 elections involving union representation in 2015 involving 91,874 employees and unions won 69% of them. Employees CAN stand together and have a voice in their workplace, and most importantly, improve their own lives as well as the lives of their fellow workers and their family members. It is a statistically proven fact that workers who belong to a Union have better wages, benefits, schedules, safety records, and working conditions as compared to their non-Union counterparts.

In Solidarity,
Lake Williams
Field Representative



Roger Hickel Contracting - ML&P Power Plant PLA, Anchorage AK

DISTRICT 7

Fairbanks office
907-452-8131



Mark LaFon
Field Representative

Brothers & Sisters:

As we head into the New Year, I would like to reflect on the success of 2015. With a lot of hard work and perseverance, we managed to organize a 35 man unit working at a power plant operated by Doyon Utilities. Our efforts began with a few interested individuals that were able to see the benefits of representation. After multiple meetings, phone calls and home visits we achieved a seventy percent majority. We made contact with the company who recognized the unit voluntarily. The hard work truly begins after a unit has been recognized. Negotiating an agreement from the beginning is a difficult task but we prevailed. On December 16th, the negotiating team ratified the TA'd agreement with the Collective Bargaining Agreement taking effect on December 20th. The contract will substantially improve their healthcare and working conditions such as hazard pay, distribution of overtime, standby protocol and seniority just to name a few.

The success of our efforts for the unit is also recognized in the wages and benefits. We negotiated a minimum of a 4.5 percent total package increase with some personnel receiving an additional wage adjustment. The 4-year contract also has a minimum of a 1.5 percent annual increase for all bargaining unit personnel. The new unit will include approximately 33 new Union members. I truly look forward to calling them brothers and sisters as their journey as Operating Engineers begins. I would like to give special thanks to the bargaining team Dave Dunlap, Jeff Sharnbroich and Scott Reed for all of their effort and dedication throughout the negotiations. I would also like to thank Daniel Gold for helping with the organizing drive and making it possible to reach the majority of interest, we couldn't have done it without all of you.

On other fronts we successfully negotiated an agreement with Wolf Creek Federal Services, Inc., a successor company that was awarded a service contract at Fort Greely, a missile defense base. The agreement was negotiated by the Fairbanks Joint Craft Council and includes multiple Unions. For the 4-year agreement, we managed to achieve a 3 percent increase for the first 2 years and a 2.5 percent increase for the remaining years. The agreement also included a \$6.00 pension contribution with the option to re-allocate annual raises. The agreement was ratified unanimously.

For 2016, we will continue our mission of expansion into the Stationary arena. With new money coming into the state for our military bases, we are optimistic for increasing our market share in representing units at power plants and service contracts alike. With the new facilities, come the need for an increased workforce and a promising future for Operating Engineers.

In Solidarity,

Mark A. LaFon
Field Representative

Brothers & Sisters:

I hope everyone had a wonderful holiday season and are all looking forward to a prosperous new year. I would like to send a special thank you out to everyone who made it to the Christmas party this year and for all of your donations. We donated all of the toys to Santa's Helpers and all of the food went to the Fairbanks Food Bank. Once again, Local 302 members, staff, and families stepped up to make Christmas special for everyone that could use a little help around the holidays. Thanks again for all that you do, your donations are greatly appreciated.

This year got off to a slow start and from the looks of things it may stay this way for awhile. As we all know the decline in oil prices has taken its toll on the entire State of Alaska and across the country. The state, oil companies, and many other major employers have all made large cuts to their workforce and are tightening their budgets. The ripple effect on the economy is devastating, and is especially difficult for those in search of employment in a tough labor market. On a positive note the price of gas and home heating oil dropped significantly during the cold winter months when Alaskans need it most. I hope that our economy will see a positive turn in the near future and we will once again see construction at the top of the priority list.

Fortunately, we have a few big jobs from last summer that will start up in the spring and continue through this summer. Harris Sand and Gravel has a big job to complete at the Port in Valdez and were also awarded some road work in the area. Brice Inc. will have work in Nenana on the oil and gas exploration, and will continue work on a rip rap project in Galena. They will begin work on the airport relocation project at Pilot Station sometime this spring. Great Northwest, Exclusive Paving and H.C. Contractors all have work to be completed from last summer's projects and are bidding on additional projects for the upcoming season.

Doyon Limited has announced that they will be forging ahead in their search for oil and gas in the Nenana Basin located in the interior of Alaska. Doyon Drilling will be drilling two new wells just 60 miles southwest of Fairbanks just across the river from the small town of Nenana. Brice Inc. and Toghothlele (the Native Corporation of Nenana) joint ventured and were awarded the work in December 2015. Construction of the ice bridge, 1.7 miles of dirt road and a 500' x 500' drill pad began in early January 2016. The work is scheduled to be completed by the end of summer and hopefully we will get good news from Doyon. Doyon has also stated that they will be doing more 2D seismic work in the area and possibly looking at future work in the Minto and Yukon Flats. We can only hope this exploration will find a new energy source for interior Alaska.

I would like to wish everyone safe travels and a great year ahead.

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:

ConocoPhillips has awarded Price Gregory a three year contract with two, one year options as the resident pipeline contractor. This is good news as there has been a significant slowdown for pipeline work at this time. Conoco representatives stated that Price Gregory was awarded the work after consideration of the professional manner in which their previous projects for them had been completed. It was also stated that all of the union contractors who had performed work for Conoco in the 2014-15 season had done an exceptional job and true professionalism was acknowledged. In the argument over the cost of a craft hand over that of nonunion labor, it was nice to have value and professionalism acknowledged and recognized by the main representatives from Conoco who ultimately determine who performs the work for them.

BP has awarded over 180,000 man-hours of work for upcoming well work-over projects to Norcon based on their past performance and safety record. For years this work has been performed by CH2M Hill a large, nonunion competitor that has a long history and has had a substantial piece of the pie when it comes to oil field work. Norcon has enjoyed a strong history of coming in behind non-union companies and fixing things that were not done correctly the first time around, as well as maintaining a safe work environment. The ability to do the job on time, on budget, and safely are huge factors for the oil field work. It has been the craft hands who have ultimately brought this reputation to Norcon. May they continue to do so.

Alyeska Pipeline Service Co. has extended the maintenance contract on TAPS. The extension added three years to the existing contract at a time where oil prices are exceptionally low and the horizon for work is not as clear as it has been the past few years. The extension will maintain close to 100 year round jobs for Operating Engineers as well as several hundred positions for other crafts. In a time when work is not as plentiful as it has been in recent years, this stability is good for our membership and the Local.

Alaska Frontier Constructors, Cruz Construction and NANA Oilfield Services all continue to have work throughout the oilfield providing ice roads, logistical support and fuel to a variety of customers. The reports I have received is that there is a solid satisfaction with the work being performed by our craft in their endeavors.

The last thing I want to remind everyone is that the oilfield work is cyclical. We have enjoyed a whirlwind of activity on the North Slope for the last two or three years. Oil prices were artificially inflated due to market speculation. Now, there is an abundance of oil on the world market and the prices have been driven down to an exaggerated low. How long will it last? No one knows for sure, but history shows that prices will eventually recover as the forces that have created the large fluctuations will mellow over time.

Shawn D. Lowry
Field Representative

FAIRBANKS DISPATCH

Heading into a new year I would like to thank everyone that showed up and donated toys and canned food at our annual Fairbanks Christmas party, we had an amazing turnout and true generosity was felt with all the gifts, food, and money that we were able to donate to local organizations. Our union pride continued to shine throughout the holidays! I also wanted to thank the several hands that volunteered to help out the community of North Pole setting up ice blocks for the Christmas in Ice event. Speaking of union pride, I came across a list of what makes a good union member that I'd like to share:

- Don't cross picket lines
- Don't start work until start time
- Don't work through lunch or break times
- Don't perform work that belongs to other crafts
- Support the PAC fund
- Be active in your union!

I see more and more young people getting involved, coming to union meetings, attending functions and volunteering. Please be one of those members, show your pride! Speak up and let your voice be heard, our union is the membership. I encourage you to come to meetings and share your thoughts, concerns and questions, bring your coworkers, and invite your union brothers and sisters that may be unfamiliar with union activities. Get active, it can start with you. Being a union member is so much more than just your employment. You are part of a strong organization that is going to fight for your fight for higher wages, better working conditions, and higher contributions to your insurance and retirement accounts. When we all become excited and prideful, we become stronger as a union. Stick together and stand up for one another, be united.

One other thing I do want to touch on is qualifications. When an open call comes in from a contractor I run a list of members registered on the out-of-work list with ONLY those qualifications specific to what the contractor is looking for. If it's been a while since you updated your skills with dispatch it would be a good idea to do so now. You may be a hand that is name requested every season and it's just something that has gone overlooked. When work slows you may find yourself in a position to take an open call off the list... but I may not even call you because your qualifications are so out of date! Please come in and update your file, there may be things on there that you didn't even know existed like, water treatment, maintenance work, safety qualifications and certifications. Also, not having your NSTC card registered may result in being passed over for a call to the North Slope. As Dispatcher, I want to help you be as employable as possible, come in and take a look at what is on your file and let's make sure you are up to date. Work safe, work hard and let your Union Pride shine!

In Solidarity,

Crystal Tidwell
District 7 Dispatcher

DISTRICT 7

Fairbanks office
907-452-8131



Crystal Tidwell
Dispatcher

DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative
Executive Board

Brothers & Sisters:

Regional Economic Benefits of a Lynn Canal Highway

The effort to build a road connecting Juneau to the continental highway system is at a critical juncture. Planning for the first phase of the Juneau road project, labeled by the Alaska Department of Transportation (DOT) as “Juneau Access Improvements” is in the final stages of the environmental impact statement (EIS) process. DOT, in consultation with the Federal Highway Administration, is working to prepare the final supplemental EIS in 2016 and issue a record of decision (ROD). Based on the ROD, final steps can be taken to secure necessary permits and begin construction.

The Juneau Access Project and the local communities arrive at this juncture at a time when Southeast Alaska is facing economic decline stemming from cuts to state government operating and capital budgets. The near-term economic impact of the largest construction project in the region’s history would come at a time when Southeast could most benefit. Further, communities very dependent on the Alaska Marine Highway system service, such as Haines and Skagway, are facing major cuts in ferry service in 2016. These communities too would benefit from increased visitors and commercial traffic.

Economic Impact of Highway Construction

At a \$523 million price tag, construction of a highway from Juneau to Katzeihin would be the largest construction project in Juneau’s history. Katzeihin ferry terminal construction would add \$20 million to that total and \$9 million more would be spent for Skagway ferry terminal modifications.

Employment on the project would average 378 Jobs over the six-year life of the construction phase. With an annual payroll of \$39 million, including all multiplier effects, there would be a total of 530 direct, indirect and induced jobs created over the life of the construction project.

The construction industry in particular is expected to suffer from the State’s current budget challenges. The FY2016 capital budget totaled \$1.53 billion, including 1.2 billion in federal funding, is one-third (32 percent) below the FY2015 capital budget of \$2.24 billion which included 1.12 billion in federal funding.

Economic Impact of Highway Access

The construction of a Lynn Canal Highway would provide important short-term economic benefits for the region. The primary reason to construct a highway is the long-term benefits associated with more efficient and lower-cost movement of people and goods. The Juneau Access Improvement EIS documents describe the economic benefits associated with improved access through the Lynn Canal area, including: resident travel, economic development, mining activity, seafood industry, visitor industry, CBJ tax revenue, and freight transportation. All these industries will benefit the most from the Lynn Canal Highway being built.

DISTRICT 8

Juneau office
907-586-3850

For more than 40 years, Juneau residents and state officials have studied the cost and benefits of constructing a road connecting Juneau to the continental highway system. However, forces have aligned to make the case for highway construction more compelling than ever before. Juneau's economy is likely to suffer economic downturn as the State of Alaska, by far Juneau's largest employer, addresses a \$3.5 billion budget gap. Highway construction conducted over a six-year period would be a source of jobs, wages, and business activity that could mitigate some of the economic loss that is already unfolding in Juneau.

If you support this project and would like your voices heard, please send letters to Governor Bill Walker's office stating that you would like to see this project move forward. Please mail your letters of support to the Governor at Post Office Box 110001 Juneau, AK 99811-0001 or you can drop your letters off at any of our district offices and we will make sure the Governor receives them.

In Solidarity,

Corey Baxter
District 8 Representative



302 member Jeff Brown operating excavator backfilling ditch on the Juneau International Airport project

DISTRICT 6

Anchorage office
907-561-5288



Jason Alward
Vice President &
District Representative
Executive Board

Brothers & Sisters:

Happy New Year! For this issue of the Loadline I will be writing about the construction industry "Meal Period." You might ask why in the world would he be talking about that? Well, my intentions are to explain why this issue is so important to have a conversation about and why the membership needs to continue standing behind enforcing the long standing contract language. As you have probably already guessed, the meal period is one of the most controversial issues.

This issue of the policing the lunch language has been a long battle, but the language has been around from the start (1949 for Alaska). Two summers ago a Business Agent (BA) from the Hall here heard that a contractor was denying the members a meal period. As such, the BA visited the project and sure enough, they weren't taking a lunch break. In fact and as it turned out, the members agreed with the contractor to work through the half hour meal period in exchange for going home a half hour early. It is illegal (unfair labor practice) for a contractor to directly deal (bargain) with our members on matters that are contractually negotiated. Members can also be subject to charges under the Bylaws as well for direct dealing with the contractor. Please do not negotiate outside of the contract you are working under, as this simply undermines everything we try to accomplish on your behalf.

There are several items of discussion surrounding this issue, as to the reason to defend keeping our meal period language intact. First of all, many of you know about some of the benefits of rest breaks/meal breaks. It is known by the Occupational Health and Safety Agency that these breaks help control certain workplace health and safety risks. In addition, these breaks have been shown to actually increase productivity. These breaks are also really important for tasks needing concentration and attention to detail and also for highly repetitive and or sometimes monotonous work, which is clearly the work of an Operating Engineer.

Another reason that may eventually come back to add substantial support for the meal break might be due to cell phones and the problems of cell phones in the workplace. As you may know, nearly 90 percent of Americans have cell phones and people are becoming more and more reliant on these types of devices to live. While some employers have enacted hands free devices only, others like Fed-Ex have implemented a full ban of cell phones in the workplace. In Alaska, the state Legislature recently enacted the distracted driving law (A.S 28.35.161). In Anchorage, the Assembly recently voted to enact the texting and driving law. These laws as well as many others across the country are clear indications that personal phones in the workplace or a motor vehicle are a problem. As such, retaining these breaks and meal periods may become increasingly important and the only time during the day 302 members get to take care of personal business.

DISTRICT 6

Anchorage office
907-561-5288

While some employers have remained fairly lax about policies regarding phones, some have become very militant and the studies can easily justify why. The risk of operating a motor vehicle is four (4) times greater with cell phones than without. As such, the ability to take care of the 10 second personal call here and there may no longer be an option and hence the reason to continue support meal breaks. I am certain that very few Local 302 members abuse this luxury of cell phone use. However, with an increase in accidents, a decrease in production, insurance companies pressuring change, the writing may be on the wall. Please think about all of this the next time you pick up your personal cell phone at work or the next time a Contractor asks you to work through lunch.

In summary, I would like to leave you with the most recent survey results on this matter, as our survey asked members of the relevance of the meal period language. In the end, the Local 302 membership agreed by a large margin that the language was more important to keep than to do away with. As such and in defense of our surveys, our marching orders were and are to continue to protect the language. In light of all this information, we hope you will do the same and help retain the meal period language in Alaska and Washington.

In Solidarity,
Jason Alward
District 6 Representative



Granite Construction working on the Seward Highway - Operator Brandon Doig

Kyle Virgin
Field Representative

With the State of Alaska in a budget crisis and oil prices showing no sign of improvement, the capital budget is looking to be very skinny for years to come. With most politicians screaming for cuts, it's leaving little room for construction projects that support our members. There is still hope though; presently the Federal Government will match State spending at a rate of roughly nine to one for infrastructure. In other words, for every dollar the State spends, the Federal Government will contribute nine dollars.

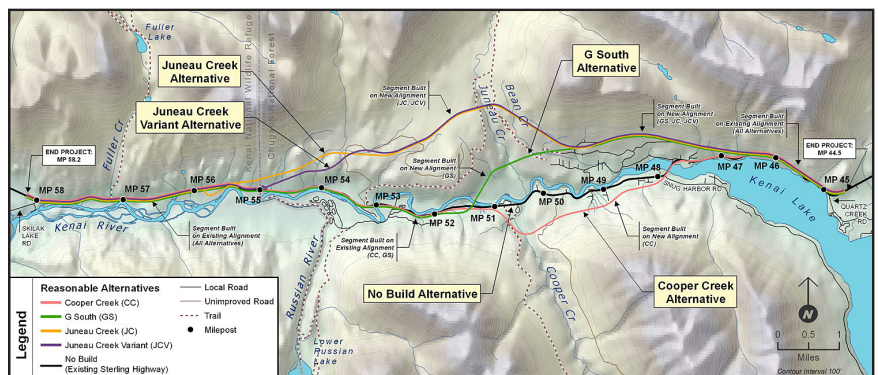
One of the biggest projects, behind the road to Juneau, would inject \$303.5 million into the Sterling Highway for a reroute around the current narrow, shoulder less road through Cooper Landing. With the State supplying \$30 million and the remaining \$273.5 million coming from the Federal Government would be one of the best investments Alaska can make to keep our membership working.

During summer months, the problems due to congestion near Cooper Landing are unavoidable. The roads surrounding the proposed project have largely been addressed with turnouts and passing lanes which has helped traffic flow considerably. Given the mountainous terrain, the Kenai River, and the private land ownership, it has left the State bottlenecked with no room for improving the road. This forced the state's engineers to search for more drastic change with large rerouting. After more than a decade of studies, the "G" South Alternative was found to be the best possible route to minimize environmental impact and the effect on the community. As shown in the map, it runs north of the river, bypassing the problematic and dangerous current route to the south. A new five and a half mile stretch of highway would be built that crosses over lower Juneau Creek and the Kenai River. The highway would no longer follow the river so closely near Kenai Lake either. Eight additional miles of road would be rebuilt with safety improvements. The Department of Transportation hopes to begin construction by 2018, but first must get approval from the Federal Highway Administration. With over thirteen miles in total, the Department of Transportation hopes to complete the reroute by 2023.

With a mega-project addressing traffic congestion through the Cooper Landing area and the proposal to realign the Kenai Spur released in 2015, it is hard not to speculate that it is in preparation for something larger. For the sake of generations of Alaskans, we can all hope that this one less roadblock for the Alaska LNG project.

In Solidarity,
Kyle Virgin

For more information on the proposed project, please visit
www.sterlinghighway.net



ANCHORAGE DISPATCH

Brothers & Sisters:

Welcome back after the Holiday season. All of us here in Anchorage hope you had a safe and enjoyable celebration with friends and family. I want to send a big thank you to all the members and family that donated to "Toys for Tots" at the annual Holiday Parties. It always feels good to see a group of people come together and make something like that happen.

Each year, Local 302 hosts Health Fairs in Alaska and Washington. These services are offered at no cost to eligible members and their dependents. Also they are at a greatly reduced rate to the health plan. Every eligible person 18 years and older can have a full work up of their labs done and the results mailed to them. Tests to choose from are:

1. Chemistry/Hematology profile: This test screens Kidney and Liver functions, Electrolyte imbalance, Diabetes, and Heart Disease.
2. Thyroid screen: This test will cover things such as, if you are experiencing unexplained weight loss or gain, depression, or memory loss.
3. Prostate Disease screen: Testing all men should get done as early as possible and keep an eye on.
4. Vitamin D levels: This test can catch a deficiency from living in areas that have less daylight hours. If low with supplements the levels can easily be brought back within a safe level.

As well as these tests all eligible participants over 9 years old can choose to get their FLU shot too. While you are there don't forget to look at all the booths full of helpful information and knowledgeable professionals to answer all your questions. In Alaska, there are 9 Health Fairs offered throughout the state, sad to say only a total of 268 people took advantage of this great resource offered by our Union. Early detection can change everything. My challenge to all the members is to spread the word about "Toys for Tots" and the Health Fairs. Next year let's have a better turn out at both events!

Recently the Anchorage hall has received several phone calls with questions about working as a traveler. For Local 302 members that are looking at working out of other Locals, here are the steps to follow.

1. Make sure your dues are current here at Local 302 and keep them current the entire time. If your dues aren't current here you will not be able to work there either.
2. Register on the out of work list at the local in the area you wish to work in. Let them know you are a traveler out of Local 302.
3. Cooperate, follow the rules of the hiring hall at that local. Pay your travel service dues.

Thank you for another enjoyable year as your District 6 Dispatcher. I look forward to working for the membership in the years to come.

Jamie Mack
District 6 Dispatcher

DISTRICT 6

Anchorage office
907-561-5288



Jamie Mack
Dispatcher

DISTRICT 6

Anchorage office
907-561-5288



Bill Sims
Field Representative

Brothers & Sisters:

In 2013, the Anchorage Assembly appropriated \$20 million in State funds to extend Elmore Road through Anchorage's University-Medical District and last year approved the agreement that transferred the funds to the Alaska Department of Transportation to build the project.

Conflict surrounding the connection between Northern Lights Boulevard to the north and Tudor Road to the south isn't new. Former Mayor Tom Fink began the conversation with a proposed connector in the late 1980's and early '90s. For nearly three decades now the project has been up in arms with the residents of East Anchorage. Many are in support of the project as it would alleviate much of the traffic and congestion in the surrounding areas of Tudor and Northern Lights. However, many are opposed to the project as they believe the new road would bring more congestion to the already congested U-Med district, create new safety issues and interrupt the green space.

After going through the public process for several years, a route had been agreed upon and the project was to begin in 2016. Most recently, however, Mayor Berkowitz has put a halt to the project. He has withdrawn the city's support for the project due to the state's "current fiscal restraints." Berkowitz issued a letter to the State commissioner of Transportation outlining his decision to pull funding for the Project.

Berkowitz said the project is not the city's highest priority. He is asking the state's Legislature to re-appropriate the leftover \$17 million to the debilitating Port of Anchorage project, which he says is Anchorage's most immediate infrastructure need.

The letter states, "The current fiscal restraints facing the State of Alaska and Municipality of Anchorage have already forced significant cuts to capital programs that force us to focus on highest priority needs, not wants."

Berkowitz noted that the Northern Access Project has been opposed by the majority of neighboring community councils. He also said there was no agreement between the municipality, the state and other interested parties on who will be responsible for possible cost overruns.

Many people believe that the Mayor's decision was influenced by community concerns over the project's environmental and quality-of-life impacts, while others who are in support of the project stand in opposition to the Mayor's decision.

DISTRICT 6

Anchorage office
907-561-5288

Recently, several of Anchorage's Assembly has challenged the Mayor's decision to halt the project. Assemblymen Bill Starr of Eagle River, Bill Evans of South Anchorage and Ernie Hall of West Anchorage suggested in a letter to State Transportation Commissioner Mark Luiken that Berkowitz "does not accurately represent the Anchorage government position regarding this transportation project."

The Assembly members' letter goes on to argue that the city Planning and Zoning Commission's recent approval of the project was the last official action taken by the City and the Mayor doesn't have the legal authority to directly appeal or reverse the ruling.

At this point, the future of the project is uncertain but regardless of the outcome, we can look forward to the work whether it be building a road through the U-Med District or reconstructing the dock at the Port of Anchorage.

In Solidarity,
Bill Sims
Field Representative



Bob White and Dale Schram both running topside on two pavers running side by side to eliminate any joint density requirements.

DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

Brothers & Sisters:

Happy New Year to you all and I hope that you had a good holiday season with family and friends. The Holiday Parties in District 3 had a terrific turnout and I want to say thank you to all the members and families for their generous donations to help others in need during the holidays. We are looking forward to a busy 2016 with the passage of the Transportation package and with other efforts that we have been involved with for more work for our members.

In December we met with the Secretary of the Department of Labor, Tom Perez and Congressman Derek Kilmer to discuss the use of Project Labor Agreements (PLA) on federal projects. First, they did a tour of the Submarine Wharf Project at Bangor. This set the stage for the conversation that PLAs are workable on military installations. Then a meeting was held with representatives from most of the other crafts to discuss the progress, successes, and challenges that we had on this project.

While most of the discussion was positive for increased PLA usage we did raise the fact that Local 302 did face some challenges that we were overcome utilizing the tools afforded to us by the PLA. While this wasn't our first choice for resolution we were able to prove that we were willing to stand up to situations that we did not believe were appropriate, follow the process, and achieve the resolution that we expected. We also raised the need for the use of third party administration on PLAs, and how these ensure for more successful and less legal measures needing to be taken. We pushed for more work and increased use of PLAs on other military projects like: JBLM improvements, Marginal Wharf expansion and a new service pier, Indian Island ammunition depot dock replacement, and new submarine drydocks at the Puget Sound Naval shipyard. PLAs on military projects is an effective means of increasing access for our contractors on these projects and in turn more work for our members. You may have read in the news the recent project, while not a PLA, is still a much needed \$11 million pier for support boats at Ediz Hook in Port Angeles.

Now is the time to update your forklift cards, Hazmat refresher, First-Aid cards, CDLs and CDL physicals. I look forward to working with you in 2016!

In Solidarity,

George L. Garten
District 3 Representative

Jack Neigel working at the Bucklin Hill Improvement
Project in Silverdale, WA.



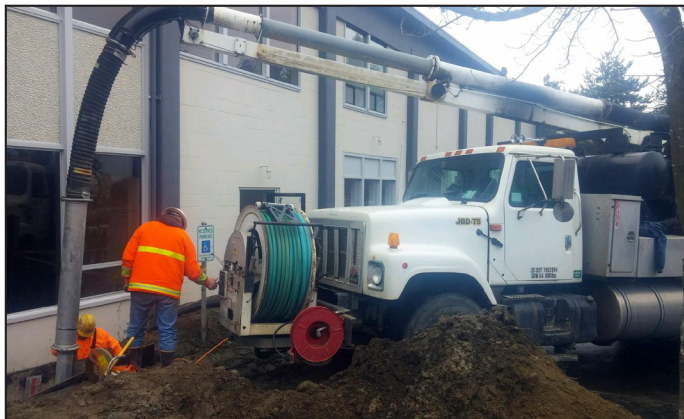
Brothers & Sisters:

Innovations in construction equipment continue to bring many new operating jobs and opportunities for our members. One new trend is Hydro Excavation. It utilizes a Vactor Truck, which is a self contained, large powerful truck mounted vacuum machine combined with a high pressure water jet used to simultaneously excavate and evacuate soil. In hydro-excavation, the operator uses a remote pendent to control and maneuver a hydraulic boom mounted hose extending out from the top of the truck. The operator safely breaks up the soil with water and then the slurry is sucked up by vacuum through the hose to a storage tank on board the truck. This method is being widely used and required for potholing and exposing underground utilities before digging. It virtually eliminates any risk of underground utility damage and results in safe, fast, and precise excavations that require less backfill, labor, restoration, and has less environmental impact than traditional excavation techniques. Many other uses are also being found for this “super sucker” operator job including debris removal, slot trenching, piling and pole-hole excavation, excavating under foundations and sidewalks, digging frozen ground in cold weather.

I am spotlighting this equipment and work description to draw attention to our members and contractors that this is in our operator’s scope of work and covered under our CBA. It is considered excavating with equipment and recognized by State and Federal standards as Power Equipment Operators. It is classified as Group 1 pay scale. When we see our contractors purchasing this equipment or sub-contracting this work pay attention and speak up!

We have long term signatory contractor, JBD Excavating, formerly known as Johnson Backhoe and Dozing that has hydro-excavating and vactor truck services available. They have found quite a niche’ and keep busy subcontracting to several of the larger union companies in our area. Some of their unique projects have included hydro-excavating hundreds of feet under the foundation of a large commercial building to replace a failing sewer system. They also have hydro-excavated entire footings and basements in areas with restricted backhoe or excavator access. Another interesting claim to fame for JBD Excavating and Local 302 Operator, Shawn Wells, was a few years back making the local TV news vacuuming out all the coins and engagement rings in the Space Needle fountain!

In Solidarity,
Rick Cunningham
Field Representative



DISTRICT I

Bothell office
425-806-0302



Rick Cunningham
Field Representative

DISTRICT I

Bothell office
425-806-0302



Denny McKinney
Field Representative

Brothers & Sisters:

During the past few months I have had the opportunity to be involved in negotiating some of the various 302 contracts. As most of you know, Local 302 represents thousands of Operating Engineers from several different industries. During the demands meetings and negotiations with the various companies, I was able to experience the differences in how each group interacts and communicates. I worked with different sized groups of members on many different issues with each contract. I listened to the membership talk with each other about the most important issues to bargain for. During these meetings, I observed that the issues that were important to some may not be what the others wanted at all. These discussions were full of passion, anger, humor, and respect. At the end-of-the-day, these members did not get exactly what they wanted, but they got on the same page and stood together. We brought these contracts to the membership to vote on in some cases the stakes were very high. I was impressed to watch the sacrifice of some to elevate others and ultimately how strong these groups were because they were united.

To me this defines exactly what it means to be union.

un•ion:

1. The action or fact of joining or being joined, especially in a political context.
2. An organized association of workers formed to protect and further their rights and interests; a labor union.

When I visit the different construction projects, derrick barges, shops, yards, and cemeteries, I am able to listen to several different opinions and ideas about Local 302. I meet members that are very involved and informed, some of whom attend the Union meetings and some that do not. I also meet members that are less informed and less involved. I recently gave a member a new contract book and they were unaware that their old contract had expired or what wage they should currently be making. On a different project, a member told me they didn't complete their survey or vote on their last contract because they didn't have time to check the mail or go to a meeting because they were too busy working.

Remember, Union membership is not the same as a Costco membership. Being Union is not just paying dues so you can receive the good working conditions, wages, and benefits. This Union belongs to you and is only as strong as you make it. If our membership becomes less informed and involved it will be difficult to improve and preserve our conditions in future negotiations.

Remember a group of people fought to get our wages, benefits, and working conditions. These people stood up for each other and because they were united they had the power to negotiate our working conditions. If we want to preserve or improve our conditions we need to communicate more with each other and be united. Without unification how will we keep our benefits from eroding? If you can't make it to a union meeting do your best to keep in touch with the other 302 Members. "United We Bargain Divided We Beg."

In Solidarity,

Denny McKinney
Field Representative



Local 302 Construction Site Surveyors Lori Page and Bill Krause working for Turner Construction at 2nd & Pine Seattle.

DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

Brothers & Sisters:

I hope everyone had a safe and happy holiday season. By now, we should be on the downhill side of winter and looking forward to spring. Hopefully, the rain will be slowing down and more sites can get going at full capacity again. It is looking like another very busy year in South King County. Most of the companies I have been talking to have a lot of projects slated for this year, and for a few more depending on the jobs. I don't see a slow down coming for the private market, such as housing and retail shops. The heavy highway side is looking great too. There will be a lot of overlay work for the pavers, along with several projects starting thanks to our legislators finally being able to get a roads package passed. There are also many current projects underway that will carry many of our members into summer, and a few into 2017. Sound Transit continues its expansion south too. It should be another great season for construction.

Are you ready for the upcoming season? Were you on a crew that worked all winter? Did you have very much time off this last winter? It's not too late to make changes that can keep you working through the winter next year, or at least be on the "A" team with your employer. We all need to take a good look at ourselves sometimes, and be honest about what we see. Why is someone else working when we're not? Are they a little bit better on the equipment? Maybe we're not as good as we'd like to be. I believe that our members are our best asset in promoting our Union and our skills. Our training centers are our best way to becoming the best operators in the industry and achieving those top spots on crews. We know that we should be more productive, safer, more disciplined, dedicated and have more pride in our work as operators than our non-union counterparts. On average, I believe we are. We can do better than average though. Raising your skill level should make you more productive and a more valued worker to your employer. This in turn should lead to being the one asked to stay and work overtime instead of being the one who leaves and watches others stay. And yes, I do understand that the decision for things like overtime isn't always performance based. The world isn't always fair. There are things you can do to even the odds though. Becoming better is the easiest one to do.

It is really a simple ideal. The better we are, the better chances of our companies to get bids. The more bids awarded, the more work we have. The more work, the more the company makes, and can use those earnings to expand and to bid more work. The alternative is to shuffle our way through our jobs, force our companies to have to overbid work to hope for a profit, and lose a lot more work to non-union companies. Why does a non-union company pay a dozer operator \$20.00 an hour and no benefits? Partly, because that's what they prove they are worth. Our dozer operators make around \$56.00 per hour, depending on the contract they are working under and their state. We need to prove we are worth it. We need to do this as a Union as well as individuals. Help your fellow operators if you see them struggling. If you've been to the training center, tell them about it and how it helped you. If we all learn to do our best, we all grow. Let's continue to grow Local 302 into the best Operating Engineer Local that there is.

In Solidarity,
Larry Gregory
Field Representative

BOTHELL DISPATCH

Brothers & Sisters:

It's been a good year, many of our members have continued to work through the winter with the exception of weather related shut downs. The work picture for the 2016 season looks very good. We had a substantial transportation package passed at the state level in 2015 that should keep the state roads work bright in the future. The out-of-work (OWL) list at this time for Group 1 is at 485 and the overall list: Groups 1 through 4 is at 649

We have added another way of registering or reregistering on the OWL list in Washington. You can now download the registration form off the website, fill out the form and email it to Bothell, Ellensburg, and the Silverdale dispatch offices the email address is on the form. As in the past, you can still fax, mail or fill it out in person at dispatch.

There has been some confusion with some of our members on requestability and rehire or call back to a former employer. If a member has been dispatched by Local 302 and has achieved Group 1 status in Local 302 they are requestable and a request by the employer must be made to dispatch. In the case of a rehire back to an employer, the member has had to have been dispatched by Local 302 to the employer within 5 years from the date of rehire. When a member returns to work to a former employer the member must contact dispatch. If a member wants to work for another employer and is currently working, the member must be checked in on the OWL before a dispatch to another employer can be done.

Your dispatch records are important for work history, health and welfare, pension and unemployment questions. In any case when you are working, you must have a current "Legal" dispatch.

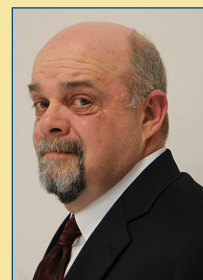
We have had a number of our members take advantage of the training classes available during the winter and are in the position for more work opportunities in the future. Now is a good time to check your cards (i.e. Hazmat, Forklift, NCCO, TWIC and RSO and CDL physical expiration dates).

As always, keep your monthly union dues current and let us know if you change your phone number!

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:

As you know I work with the public sector bargaining units such as cities and counties and other stationary units that work year-round and remain mostly at one location or area. These units perform maintenance activities, snow-removal, refuse management, etc. I have been asked why Operating Engineers that work for public employers do not make the same wages and benefits as their private sector counterparts. This is a question that does not have a simple or easy answer. I will attempt to do my best to educate those that are curious about why these differences exist and other things that you might not have known about the differences between our public and private sector units.

In 1935, the Wagner Act was enacted which applied only to private sector employers. It gave workers the right to unionize, bargain, and strike. However, it did not apply to the public sector (local, state, or federal workers). There was a great deal of time before some of the disparities were corrected. Many states at that time followed Wisconsin in giving some rights to collective bargaining to public employees. Today, there is a movement in some states to limit or eliminate public sector bargaining rights. Among other things, I suspect that one of the primary reasons for this was political opponents against unionism and was fueled by huge deficits in budgets brought on by the recession.

Public sector employees enjoy the protection of Civil Service Laws. These laws give workers more say in the decision making process than private sector employees. However, efforts have moved to reduce the ability of these employees to negotiate benefits and wages. We all watched on the news about the demonstrations and arguments in Wisconsin and Ohio, which reduced their states' public sector employee sector bargaining rights. Public sector bargaining is often driven by political and social pressures. The private sector is based mainly on profitability and productivity. The private sector produces products or materials, whereas the public sector provides a public service (i.e. public education, public safety, road maintenance). Many other states are introducing or considering legislation relating to restricting public sector worker bargaining rights. Along with harsh economic times, Right to Work advocates have been seizing the opportunity by pushing their agenda as a means of "balancing state budgets."

There have been efforts in the bargaining units that I represent to cut unnecessary costs. We have demonstrated that our members want to be proactive in helping our employers to achieve a balanced budget. I do not want what happened in Ohio and Wisconsin to repeat in Washington or Alaska. Please let us know if you hear of any of these efforts being considered and I would welcome your thoughts and ideas on how we can all help.

In Solidarity,
Bob Franssen
Field Representative

Brothers & Sisters:

With the SR 520 work done in Aberdeen, I have been shifted to assisting Marge with some of the Project Labor Agreement (PLA) projects that have been on the rise in Seattle and King County. PLAs or what is now commonly referred to as Community Workforce Agreements (CWAs) are becoming more common. Public entities are copying what other awarding agencies are doing and it seems that they have become more of a common usage for contractually ensuring for women, minority, and apprentice goals are achieved and labor harmony. As Marge will tell you, one of the most unfortunate features in these PLA/CWAs is the lack of the use of a third-party administrator to assist with managing the process for addressing issues. I once heard a third-party administrator referred to as the referee, and that was quickly corrected by another saying that: “they aren’t the referee they are more like the coach.”

For the remainder of this Loadline I wanted to reflect back over a hundred years and talk about a guy named Joe Hill. Joe Hill was born Joel Emmanuel Hagglund in Gavle, Sweden, and also known as Joseph Hillstrom was a Swedish-American labor activist, songwriter, and member of the Industrial Workers of the World (IWW, familiarly called the “Wobblies”). Hill, an immigrant worker frequently facing unemployment and underemployment, became a popular songwriter and cartoonist for the radical union. His songs were designed to express the harsh life and times for workers and call for them to organize their efforts to improve working conditions.

In 1914, two men were killed in their Salt Lake City grocery store by two armed intruders masked in red bandanas. Unfortunately, because of some not so similar coincidences, Joe Hill was accused of the crime, prosecuted, and executed by firing squad despite calls for clemency from President Woodrow Wilson, Helen Keller (the blind and deaf author and fellow-IWW member), the Swedish ambassador and the public. It generated international attention about the struggles of this union worker and critics charged that the trial and conviction were unfair. In a biography published in 2011, it was said that Hill came to see himself as worth more to the labor movement as a dead martyr than he was alive, and that this understanding may have influenced his decisions not to testify at the trial and refusing a possible chances of a pardon.

Just prior to his execution, Hill had written to an IWW leader, saying, “Goodbye Bill. I die like a true blue rebel. Don’t waste any time in mourning. Organize... Could you arrange to have my body hauled to the state line to be buried? I don’t want to be found dead in Utah.”

The point of sharing this piece of history was not to throw any stones at Utah, but rather to show how even in the last moments of his life this union hand fought to the end to promote unionism.

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:

Last year was a tough year for off-the-job accidents. Our thoughts and prayers are with those members and family members that passed away or became ill. In my area alone, we lost four members to off-the-job accidents.

Hopefully everyone was able to spend time with family and loved ones over the holidays. Remember we need to work to live and not live to work. It is nice to get on the big OT job, but important to take some time off and decompress.

This year should be even busier than last year on Project Labor Agreement jobs (PLAs) around the Puget Sound region. Bertha is finally up and running and the University Link rail is set to open in March. Work continues on the Northlink and the Eastlink is set to kick off in March. Mortenson is set to begin the Northgate Station for Sound Transit (\$180 million). PCL will complete the Southlink project by the end of the summer. HPG completed the parking garage. Sound Transit will begin heading north to Lynnwood next year.

The Seawall Replacement Project is still slowly progressing. They should be completed by early next year. Murray Pump Station and the Factoria Transfer & Recycle Station are just about complete. The Rainier Valley Wet Weather Storage project is just getting started (King County project). We have begun negotiations with the Pine Street group for the \$1 Billion Convention Center project in downtown Seattle. Skanska/Hunt Joint Venture is the prime contractor and work is set to begin next year. King County recently directed Balfour Beatty to begin negotiations in developing a PLA for the Family Justice Center. We insisted on a third party administrator if the County decided on utilizing a PLA and they have agreed. This is a major victory!

Also, there has been an Executive Order put into place by the Governor. This order instructs the Department of Transportation to utilize PLAs for all of the new transportation funded projects, when feasible. Again, this appears to be another possible situation where the owner wants a PLA just not with them. This has been problematic for labor. When you have a PLA with a contractor there is less oversight or accountability. We have seen this part of contractor PLA's fail repeatedly. The Seattle Tunnel Project, State Route 520 Pontoons and Bangor were all contractor PLAs created several problems that we had to fight in order to overcome. We may be better positioned to work under our Master Agreement then giving up our right to strike and having to fight for jurisdiction on a PLA that has little to no administration or accountability to our members. We try to stand united with the other construction unions but we will not at the expense of our members. Please keep in mind PLAs are now popular for many owners and can be extremely beneficial for our members but only if they are administrated correctly.

We need to keep recruiting men and women who can keep our union growing. Being an Irish Catholic blue collar union member I understand the struggles of my ancestors. Whether it was the "Irish Need Not Apply" signs or the

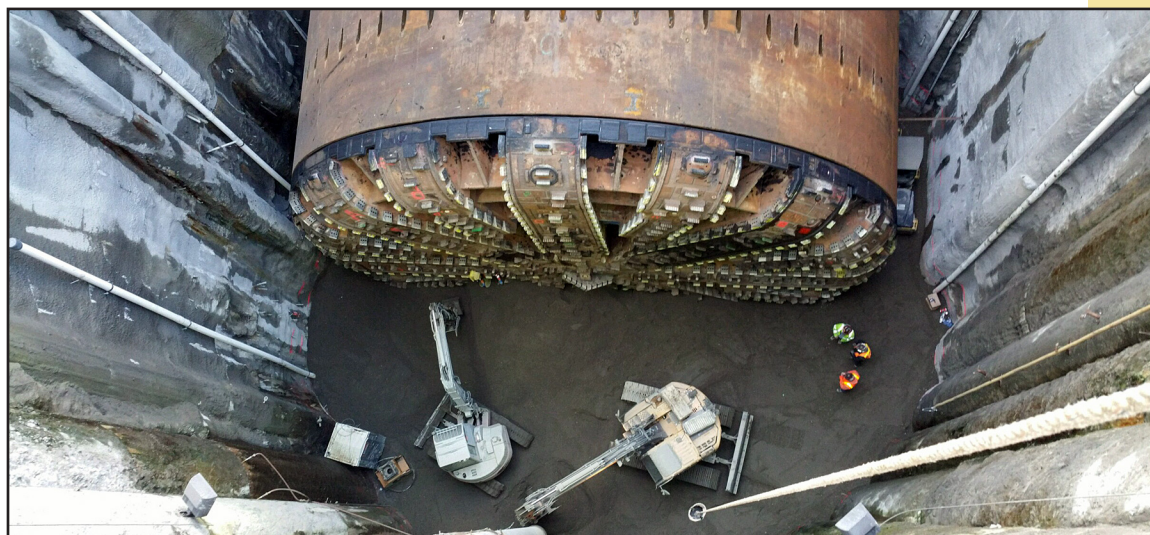
DISTRICT I

East King County
425-518-2069

various other struggles that the Irish, Italians, Polish, Germans, Chinese, and other immigrants had when they migrated here in the 19th century. I'm not even going to go there with the struggles faced by the Native Americans and Japanese. The atrocities are too many. I say this as a reminder that working people need to stick together and we need to embrace the new face of labor. We need to include ALL who want to be union. We are a divided nation. We are a divided class. When I grew up in South Seattle in the 1970s my neighborhood was 80 percent union. The teachers, bus drivers, mechanics, mailmen, machinists, electricians, carpenters, ironworkers, teamsters were all union workers represented by every race and ethnicity. I still live in a blue collar, diverse neighborhood but the union density is now about 25 percent. And that seems like a lot nowadays. Unions have been on a rapid decline for the last 35 years. We need to change this and recognize that there is power in numbers. Solidarity is critical for our growth and success and we need to remember, celebrate and exercise that strength. ORGANIZE OR DIE.

Please stay safe out there and call an agent if you have questions about the contract or issues on a jobsite. Hope to see you in the field and have a safe and productive year.

In Solidarity,
Marge Newgent
Project Labor Agreement Field Representative



DISTRICT I

Bothell office
425-806-0302



Gabriel Chavez
Field Representative

Brothers & Sisters:

Happy New Year! It was good seeing members and their families at the Holiday Parties. We appreciate all of the generous donations of food and gifts for families in need. It was a good time had by all and we are looking for a busy 2016.

Work has slowed a bit during the winter months, but we are looking forward to it picking up in the spring. The biggest job that we are expecting in the spring is the Sound Transit Eastlink project. This is a \$121 million dollar project to bring Light Rail to Bellevue. Guy F. Atkinson and Stacy Witbeck, Joint Venture is the prime contractor on this project. Other projects coming to East King County, include:

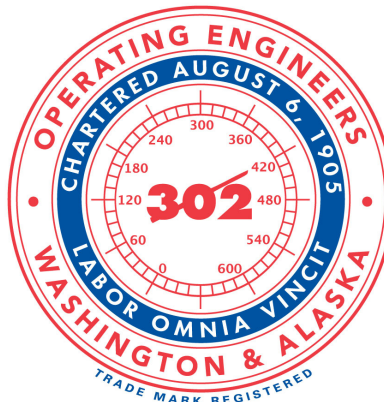
- 140th Avenue SE Midblock Crossing - \$295,125 awarded to Agostinos Construction.
- Cochran Spring Creek and Lake Washington Boulevard Crossing - \$1,157,387 awarded to KLB Construction.
- West Snoqualmie Valley Rd. NE - \$2,967,242 awarded to Scarsella Brothers.

I wanted to share some information about a new, innovative project coming to Bellevue being referred to as the Global Innovation Exchange (GIX) campus by fall 2017. Described as: *"a new way to educate innovators and spur innovation"* the campus will be a part of a 36-acre Spring District on a three-story, 86,000-square-foot building. In addition to the GIX, the building will have 3,200 square feet of retail, 200 underground parking spaces and about 5,500 square feet of decks. The Spring District is expected to be built around the future Sound Transit light rail station. Total development could cost upward of \$2 billion.

I look forward to seeing you in the field and work safe out there.

In Solidarity,

Gabe Chavez
Field Representative





Local 302 Crane Operator Clint Brown working for Flatiron on the SR 520 Bridge



Local 302 Crane Operator Stephanie Cramer driving pile for Flatiron on the SR 520 Bridge

DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
President &
District Representative
Executive Board

Brothers & Sisters:

I am anxious for the upcoming work season to start here on the east side of the mountains and hope for new opportunities. This time of year we talk with a few contractors we are not signatory with, attempting to educate them about the benefits of being union and hiring through Local 302. We also talk with our signatory contractors about there upcoming season, workload and their difficulties in the business to understand if we can assist in anyway. There are several things we can possibly partner with our contractors on to benefit the membership in attempt to secure more jobs and work options for the members. Some times it can be a matter of finding the right qualified person to help the company, legislation passed for a tax break or funding source, market recovery for a private job, help with permitting, or contacts from other contractors to bid with.

Although there are a few crews working through the winter, most are waiting for warmer weather and jobs to bid. Advantage Dirt Contractors is continuing to work on a several projects with the largest one at this time being the Cheyne Landfill in Zillah. That project consists of moving roughly one million yards of dirt in order to expand the landfill. Atkinson has even continued to try and work on Snoqualmie pass some but the recent snow has really hampered that. Leingang Excavating has been working on a couple of their small commercial projects around Yakima. RS Excavating is continuing to work on a project in the lower valley around Zillah. Granite was called out on the White Pass emergency work to perform emergency repairs from the multiple landslides.

As always this time of year everyone is wondering how the work looks for next year and trying to figure out what might be their best options. So far our contractors have a few jobs to finish up from last year and a few new jobs coming. The largest, of course, is the Interstate 90 Expansion on Snoqualmie Pass. Both phases of that project will be going again this season with Atkinson as the general contractor and KLB doing the dirt. Well I should say ROCK since that is what most of the Snowshed Phase consists of. There are rumors of several other projects coming out for bid that we are watching for along with the public works bids that we are hopeful our contractors will be awarded.

I would like to thank everyone for attending our Holiday Parties this year in Yakima and Wenatchee. We had a fair turnout but I believe the weather may have prevented some from showing up since we did not get as many people to show up that RSVPed. Having the participation at the meetings and other activities from the members is very important. This Union is built off the members who participate.

Now is the time of year to utilize our school to be the best you can be and keep your certifications current. Hope all is well with everyone and their families and I look forward to seeing everyone at our meetings. Be Safe on and off the job.

In Solidarity,

Sean Jeffries
President and District 4 & 5 Representative

Brothers & Sisters:

As the year gets underway and we roar towards spring and summer, with the Super Bowl over, our lives can get back on track. So I was contemplating what my personal goals for work should be this year. Taking stock of where I've been and where I'm going. A few of you know I have coached my kids in football for awhile now. So I tend to relate my work life with my personal life. Just like the Seahawks, Local 302 is a cohesive organization that works together and understands unity and an "all for one" mentality. We stick together through the wins and the losses in an effort to do what is best for the organization. So, just like the players that show up for practice everyday to improve their skills and techniques, I urge you all to the same thing by going to Union Meetings and getting out to the Training Centers. Also, just like the players we have our playbooks – the Contract(s) we work under and our Constitution and By-laws.

The Stewards classes are up and coming. Check with the agent in your area to reserve a spot. Training in Ellensburg is full speed ahead. We can't get you off the couch. We can only help you prepare for your next opportunity. That opportunity that you have trained for, have been certified or qualified for, and are willing to go the distance for.

Sitting on the porch is not what I want for our team (302 Membership) we need to start bringing everyone with us. New members need to attend meetings to find out what's up and more seasoned members need to find out what has changed. Do you have any skin in the game? Yes you do. The message is to utilize your school to ensure that you have the skills needed for the opportunities that are coming your way.

Be safe out there and it is a pleasure working with highly trained professionals on the playing field that we refer to as the jobsite!

In Solidarity,
Tony Zempel
Field Representative

DISTRICT 2

Bellingham office
360-336-2615



Tony Zempel
Field Representative





International Union of Operating Engineers

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

December 1, 2015

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GENERAL SECRETARY-TREASURER

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GENERAL COUNSEL

BRIAN POWERS

The Honorable Mitch McConnell
Majority Leader
317 Russell Senate Office Building
Washington, DC 20510

The Honorable Paul D. Ryan
Speaker of the House
1233 Longworth House Office Building
Washington, DC 20515

The Honorable Harry Reid
Minority Leader
522 Hart Senate Office Building
Washington, DC 20510

The Honorable Nancy Pelosi
Minority Leader
233 Cannon House Office Building
Washington, DC 20515

Dear Mr. McConnell, Mrs. Pelosi, Mr. Reid, and Mr. Ryan:

At this critical moment in the development of America's transportation infrastructure, the International Union of Operating Engineers respectfully requests that both chambers of Congress support the conference committee report on Fixing America's Surface Transportation (FAST) Act, the long-term reauthorization of the nation's highway and transit program. The passage of this five-year bill will finally place the highway and transit program – the federal government's biggest and most important investment in the nation's infrastructure – on a sound long-term footing to create jobs, enhance safety, and compete effectively in the global economy. If enacted into law, the FAST Act will be a seminal accomplishment of the 114th Congress – an achievement that has not been seen in more than a decade.

The International Union of Operating Engineers (IUOE) represents nearly 400,000 workers in the United States and Canada, tens of thousands of whom are building North America's transportation network every day. The IUOE is one of this country's largest construction unions. We represent heavy equipment operators, mechanics, surveyors, and other occupations in the sector, and, needless to say, building transportation infrastructure is the bread and butter of the skilled, proud members of the Operating Engineers union.

The International Union of Operating Engineers applauds the bipartisan model developed by the key authorizing committees, Environment and Public Works Committee in the DRIVE Act (Developing a Reliable and Innovative Vision for the Economy Act) and the Transportation and Infrastructure Committee in the Surface Transportation Reform and Reauthorization Act (STRR), and sincerely appreciates the work of the committee leaders. Frankly, the nation needs more examples of this type of governance from Capitol Hill. Chairman Inhofe, Ranking Member Boxer, Chairman Shuster, and Ranking Member DeFazio all deserve a lot of credit for their stewardship of this legislation.



The construction industry took a beating during the Great Recession and it has yet to climb out of the employment hole it created – a hole that has led to major economic distress for many of the members of my union and their families. While the unemployment rate in the construction sector is relatively low now (6.2% in October), this data belies the real story in the industry.

Since the start of the Great Recession, the construction industry has lost nearly 15% of all its jobs. Over 1.1 million workers are no longer employed in this sector; their jobs vanished. The long-term certainty and robust funding levels contained within the FAST Act offers the potential to bring these workers' valuable skill sets back into the sector to rebuild our country's ailing transportation system. We need the long-term solution contained in the FAST Act, and we cannot afford to wait.

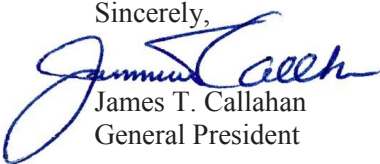
The FAST Act framework provides five-year certainty to transportation planners, the construction industry, and its supply chain. It builds on major successes in MAP-21, including improvements to the project delivery and environmental review process and important policy changes to the Transportation Innovation and Infrastructure Financing Act (TIFIA). The FAST Act creates a robust, new national emphasis on freight movement, targets resources at projects of national and regional significance and builds on the core highway program.

Furthermore, the Act will leverage private resources for transit projects while still ensuring the requisite protections for the public interest. In short, the FAST Act dramatically improves the nation's highway, transit, and rail systems, and it deserves the support of all members of the House of Representatives and Senate.

Enactment of the FAST Act represents a major opportunity for America, and for the thousands of members of the Operating Engineers who depend on these investments for their livelihoods. The transportation advocacy community believes wholeheartedly that now is the time to build on the bipartisan momentum from both sides of the aisle.

We appreciate your consideration and look forward to working with you to enact the FAST Act into law.

Sincerely,



James T. Callahan
General President

President Signs the FAST Act

Soon after the delivery of this memorandum, members of both chambers of Congress supported the conference committee report and recommended approval by the President.

The President approved the FAST Act enacting the first law in over ten years that provides long term funding certainty for transportation by allowing state and local governments to move forward with critical transportation projects. For more information on the details of the FAST Act visit www.transportation.gov

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.

MIKE ACHENBACH
ROBIN BARRINGTON
JEFFREY BENNETT
RONALD BETHEA
MYLES BOEHMER
ROBERT BRICKMAN
JOHN CARLSEN
CHARLES CESSNA
FRED CHRISTOFFERS
LARRY CLARK
JAMES DAVIS
RANDALL FENSKE
PATRICK FORMAN
STEPHEN FRERICHS
JULIUS GRANT
EDWIN HACKENBRUCH
KEVIN HALBERT
RONALD HEIDE
WAYNE HESSELGRAVE
EARL KELLEY
STEPHEN KIRBY
MARTIN KLIX
BRADLEY LOHNES
BRAD MAJDIC

ROBERT MATTHEWS
STEVEN METCALF
RONALD PHILLIPS
RODNEY PIERCE
DONALD RAY
DONALD REGALIA
STEVE RUOTSALAINEN
JAMES SCHROEDL
TERRY SMELSER
KENNETH SORENSON
DAN STARKS
HOWARD TAYLOR
CLIFF VENABLE
ERIC VONFOERSTER
RANDY WATSON
RICHARD WELDIN
RONALD WIEDIGER
VICTOR BACKSTROM
RICK CORRADO
MICHAEL RUBIDEAUX
JOHN TANNER

DUES CLUES

helpful hints from your dues office...

Monthly Membership Dues

Monthly membership dues are the member's responsibility to pay. We do not send bills as it is your responsibility to self pay your monthly membership dues. The receipt you are sent is your confirmation a payment was received and it indicates the date your dues are currently paid through. If you are behind on your membership dues you are sent a Delinquent Notice after 30 days past due and a Final Delinquent Notice after 60 days past due. If no payment is received your membership account will suspend on the last business day of the third (3rd) month past due. All payments are processed the date received. If you wait until the last few days of the month to mail your payment it may be too late. Make sure you give 5 to 7 business days for your payments to be received in our office for processing. Oftentimes, payments are mailed on the 29th of the month and this office doesn't receive it until the first of the following month and the account could have suspended.

Once your membership account suspends, you are no longer a member in good standing. As a non-member you no longer have voting rights within the union, no longer receive the Loadline or mailings for holiday parties or retiree luncheons, your beneficiary is also no longer eligible to collect on your Death Benefits. To become a member after you've suspended, you are required to reinstate your membership which includes paying reinstatement fees and all the unpaid back dues. If you are currently working and your reinstatement is not paid in full within 30 days, your employer will be sent a letter requesting your immediate termination until your fees are paid in full.

Remember, the working dues check-off that your employer should be deducting from your gross wages is not your monthly membership dues.

It is very important to keep the Dues and Membership office up-to-date with any new address changes. If we don't have a good address on record, you may not receive your delinquent or final delinquent notices which could result in your membership account going suspended.

You have multiple ways to pay your monthly membership dues. You can call and pay over the phone using a personal Debt card, Visa or Master credit card, you can mail your personal check, money order or cashier check. Otherwise you can set up online bill pay through your bank which more and more members are doing. We are not able to take company cards or checks due to the Taft-Hartley Act.

In Solidarity,
Bothell Dues and Membership Office

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

**CURTIS ABBAS
CRAIG AUSTIN
ROBERT BAKER
KENNETH BECK
GORDON BOOCK
GEORGE BUERMANN
JOE BUTLER
DENNIS BUZBY
GILBERT CLEAVES
MITCHELL DICKERSON
DONALD DRAKE
DALE DUVAL
RICHARD FROEDGE
DOUGLAS HALL
EUGENE HANCOCK
JEROME HANSON
RON HEINZ
WILLARD HIEBERT
PHILIP HOLMAN
LEONARD HOOVER
SOREN HOULBJERG**

**ROBERT LADWIG
JAMES LANGMAN
WILLIAM LEWIS
MARVIN MC ALLISTER
JEFFERY MORGAN
DONALD NICHOLS
JERRY NOELKE
CHARLES PETRIE
FRANK ROSE
CRAIG RUSSETT
JAMES SCHUERMAN
PETER SHADURA
WILLIAM STARTZMAN
CHESTER STEPHENS
JAMES STRATTON
EARL VROOMAN
DALE WERNER
WERNER WILHELM**

Fairbanks Toy/Food Drive



Another Donation
Fairbanks Food Bank



Retired member Roland Castillo
helping out at the food bank



Tanana Chiefs Conference Christmas Donation

Operating Engineers Regional Training Center

Ellensburg, WA
1-800-333-9752



Tami St. Paul
Training Coordinator

Brothers and Sisters,

We hope your holidays were spent with those you love and that 2016 is starting off to be a safe and prosperous year for you and yours. We are moving forward with classes despite rain or snow or combinations of the two at the training center. A wide range of equipment classes are proceeding according to schedule with one or two early releases due to questionable pass driving conditions. Please be ready for weather of any kind when you head out to the training center. We do our best to keep an eye on the weather to make sure you travel in the best conditions possible but Mother Nature sometimes has her own ideas on that, so bring lots of clothes to layer up during classes inside and out so you'll be comfortable. It's also a good idea to throw in the tire chains, bring a little extra food, water and maybe a spare blanket and don't forget to fill up your tank before heading across the pass. That way, if there are delays you will be safe and comfortable. Also it might be a good idea to allow yourself a little extra travel time on the way to the training center in the mornings. The side roads off of I-90 can still be a little slick and there's no reason to drive faster than conditions allow.



The Dozer fleet ready for the start of the 2015 training season.

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1-800-333-9752



Santa's helpers? Collin Jurin in the Liebherr and Tyson Dunlap rigging up the new man basket for an important task.



Hoisting Engineer Apprentice Collin Jurin running the Liebherr with Crane instructor Mark Kaestner and apprentice Hoisting Engineer Tyson Dunlap putting lights on the tower crane to help make the season bright.

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



RIP power box at the gate. Our one (thankfully non-human) casualty due to slick roads at the training center this season so far. Please give yourself a few extra minutes in the morning so you won't be in a rush to be on time.



George Hunkin Jr. in the Blade class working with some slightly frozen finish rock it's great when the weather thaws a little and it all starts to pump too. Now that is some good training experience!

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Ellensburg, WA
1-800-333-9752



Excavators chunking their way through the frozen top levels



Eric Anderson and Randall Clark running Excavators in the International Pipeline Rehabilitation class

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Regional
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Ellensburg, WA
1-800-333-9752



ANEW student on the forklift at the training center this past September

We have been doing outreach in a variety of locations throughout Western and Central Washington this fall. These outreach efforts don't work without a great deal of help from our signatory contractors, our instructors and some of our current and graduated apprentices. Their commitment and support to getting the word out about the amazing opportunities offered through our apprenticeships is invaluable and we thank them all for their participation. Lakeside industries has always been a strong supporter throughout the area supplying the sand and some equipment for the students to try their hand at operating at both the King and Pierce County events. We are very grateful to them for their generosity in time and materials to help us put these events together. Ness and Campbell Crane supplied a crane and an operator at the King County Construction Career day at Magnusson Park again this past October. Magnusson cranes and Ceccanti generously supplied staff and equipment to the Pierce County Career day in November. Our instructors pitched in to allow a group of a dozen students from the apprenticeship preparatory program ANEW (Apprenticeships and Non-Traditional Employment for Women) to spend a half a day running a few different pieces of equipment when they toured our training center in September. Thanks again to everyone who helped out with these events. We couldn't do them without your help and support.



Austin Littlefield bundled up running the National boom truck in hydraulic crane training.



Ceccanti had a wonderful underground utility mock up for students to work with at the Pierce County Career day at the Puyallup fairgrounds in November.



Crane instructors Greg Hogan and Dean Utek helping get the students lined out so Magnum's operator, Philip Cavelli, could give them a turn dunking the headache ball in the barrels at the Pierce County Career day event.



Pictures of the King County Construction Career Days event at Magnusson Park from above in the manlift taken by apprentices Leilanna Barrientes and Marquia Wooten.



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Crane instructor Greg Hogan facilitating the students operating Ness and Campbell cranes' crane at the King County Construction Career Day.



Crane instructor Mark Kaestner and CDL instructor Randy Dove helping students operate a boom truck at the King County Construction Career Day

APPRENTICESHIP & TRAINING

We are in the middle of our selection process for the entry level apprentices for 2016. It looks like we have a great group of applicants to choose from and we look forward to getting the best of them over to the training center later this spring. We also are looking forward to doing graduation ceremonies at the district local meetings in the month of May. If you worked with an apprentice that graduated last year, come help celebrate their graduation at a meeting with us in May. More details in future articles about that. If you are an apprentice that graduated last year, please make sure to send your jacket size request form back to the training center so we can have your jacket built for you.

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16000 Manitowoc Crane in Seattle operated by IUOE 302 member Dan Usso and his oiler, Hoisting Engineer apprentice, Nik Perron (who took this great picture).

(See, if you get a picture of something cool in our industry and send us the full size file, you too could end up in a Loadline article.)

We will close with the hope that if you wanted to get into a training course over the winter you were able to spend some quality time with us. If you were working and didn't get to come see us, that's what it's all about anyway so good deal. If you find yourself on a Monday morning, overloaded on the last of the holiday cookies and wondering what you are going to do this week, you might consider giving us a call at the training center. Any given Monday morning there is usually an empty seat in some class where someone else couldn't make it over and we'd be happy to fill it with you. Please give us a call. We usually know if we have seats available by 8 or 9 AM and we hate for them to go to waste. And really, how many episodes of Dr. Phil or the History channel can you watch, and is that doing anything positive for your career?

Wishing you all the best. Have fun and be safe out there.

In Solidarity,
Tami St. Paul
On behalf of the training program staff

IUOE Regional Training Center

Palmer, AK
1-877-746-3117



Mike Holcomb
Administrator



Chad Hutchinson
Apprentice Coordinator



Adam Ferguson
Apprentice Coordinator

Once again, it was an extremely busy winter for training. As we roll into another spring, it's a good time to ask yourself if you have taken care of all of your safety certifications for the season. Don't be the one who can't take a dispatch because you forgot to take your MSHA refresher!

Some training highlights over the winter included side-boom, crane, and mechanic pipeline training in Fairbanks, (a special thank-you to C.M.I. for donating a Volvo pipe-layer that was incorporated into the side-boom class and Precision Crane for donating the use of their 65 ton Link-Belt). Additionally, welding, hydraulics, and safety classes were all offered in Fairbanks this winter.

Our Palmer Training Center had several great courses over the winter as well. A 130G motor-grader was over-hauled, allowing for comprehensive diesel engine rebuild and drive-train classes. In addition, paving, electrical, crane, CDL, grade-checking, GPS/CAD, welding, hydraulic and equipment skills courses were all offered. There was excellent participation in these classes through-out the winter which was great to see!

There have been several changes in the apprenticeship and training staff in Alaska that are worthy of mention. Chad Hutchinson (previously the District 7 Apprenticeship Coordinator), has accepted a position as the Executive Director of the Fairbanks Pipeline Training Center, (F.P.T.C). We are excited for Chad as he enters this new chapter of his career. His hard-work, dedication and many years of service with the Training Trust are greatly appreciated. Chad will be relieving Jim Sampson, whose countless years of community service cannot go unmentioned as he enters a well-earned retirement. Jim's social service included two terms as Fairbanks North Star Mayor, Commissioner of Labor and AFL-CIO President, among countless other positions and professional accomplishments. Rarely, can labor find such a strong ally in local and State government. It is very exciting to have Chad as Jim's successor at the F.P.T.C., as the training center and its management is an invaluable industry partner of ours.

Moving into the District 7 Apprenticeship Coordinator position is Justin Quakenbush. Justin began his Local 302 career as an apprentice and has an extensive background in surface mining and pipeline operations. We couldn't be more excited to have him on the team!

Finally, I would like to say congratulations to this year's group of incoming apprentices. Statewide, twenty-five heavy-equipment operator positions were offered and eight positions were offered for heavy equipment mechanics. Once again, the interviewing committee had a very difficult job as they discerned over many great applicants. It is not uncommon for applicants to apply several years for one of these coveted positions. If you know someone who applied and didn't get in this year, encourage them to stay motivated, gain any applicable experience they can and stick with it!

In Solidarity,
Adam Ferguson
Apprentice Coordinator

IUOE Regional Training Center

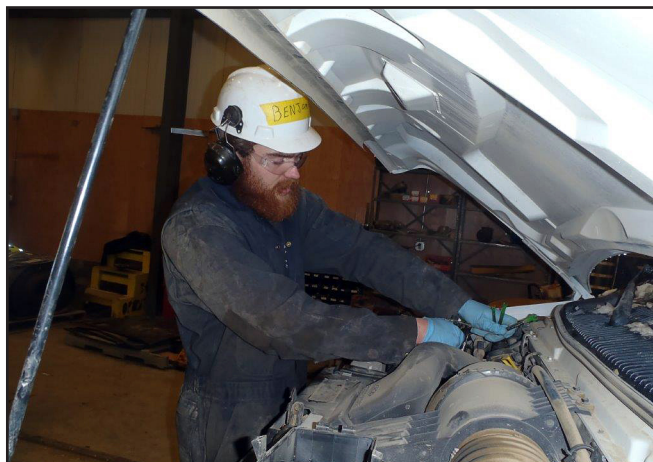
Palmer, AK
1-877-746-3117



Andrew Kingwell and Dylan Davis working together in a recent engine rebuild class



Nick Bayless, Dalton Mills and Andrew Kingwell hard at work during a motor grader rebuild class



Benjamin Pruitt working hard during a DC Electrical Course

2015 JACK MCDONALD MEMORIAL SCHOLARSHIP WINNERS

We are pleased to announce the winners of the 2015 Jack McDonald Memorial Scholarship. Their scholarship awards were sent directly to the schools of their choice.

\$1,500 Scholarship Awards

Two scholarships of \$1,500 each were awarded to students planning to attend an accredited college or university. This year's winners are Gabrielle Lindley of Juneau, Alaska and Rian Plastow of Port Ludlow, Washington. Gabrielle is the daughter of Local 302 member Matthew Lindley. Gabrielle plans to pursue a degree in criminal psychology and forensic science at University of Alaska Southeast. Gabrielle attended Juneau-Douglas High School, where she played both Junior Varsity and Varsity girls' soccer. Rian is the daughter of Local 302 member David Plastow. Rian plans to pursue a degree in ecology and environmental science at Evergreen State College. Rian attended Chimacum High School, where she was a National Honor Society member.

\$1,000 Scholarship Awards

Four scholarships of \$1,000 each were awarded to students planning to attend an accredited college or university. This year's winners are Hayden Hudgins of Cle Elum, Washington, Cale Woyvodich of Tukwila, Washington, Jake Johnson of Aberdeen, Washington, and Megan Finke of Chugiak, Alaska. Hayden is the son of Local 302 member Jon Hudgins. Hayden plans to pursue a degree in engineering at California Polytechnic State University. Hayden attended Cle Elum-Roslyn High School where he was a member of the National Honors Society. Cale is the son of Local 302 member Ed Woyvodich. Cale plans to pursue a Bachelors degree and attend Law school at the University of Washington. Cale attended Seattle Christian, where he was a National Honor Society member, Grand Honors and High Honors student. Jake is the son of Local 302 member Don Johnson. Jake plans to pursue an engineering degree for use in the Operating Engineers, Local 302 at Grays Harbor College. Jake attended Wishkah Valley High School where he was the Senior Class Vice President and played Basketball. Megan is the daughter of Local 302 member William Finke. Megan plans to major in psychology, biology, or chemistry and minor in German at Washington State University. Megan attended Chugiak High School where she was on Honor Roll, German American Partnership program and played volleyball.



JACK MCDONALD MEMORIAL SCHOLARSHIP



Cale Woyvodich - \$1,000 Winner



Gabrielle Lindley - \$1,500 Winner



Rian Plastow - \$1,500 Winner



Hayden Hudgins - \$1,000 Winner



Jake Johnson - \$1,000 Winner



Megan Finke - \$1,000 Winner



Job steward and 30 year member Scott Thomas and his Son Camden Thomas who is a new 302 member. Working for Secon Construction

Operator Todd Tucker working for Enco Construction on the Jackson street project



Brother Hood Bridge Project
General Contractor Orion Marine



302 Member Leonard King building mailbox post.
Working for Secon Construction



Al Roskam sporting the Grove GMK 5175 175 ton.
On the Rock gym project in Anchorage



Roger Hickel Contracting
ML&P Power Plant PLA, Anchorage AK



Granite Construction on the Seward Highway
Operator Brandon Doig



Leibherr hammerhead tower crane overlooking Gasworks park and Seattle.
Photo by 302 member John Stelfox



1007 Stewart St Seattle tower project
Photo by 302 member John Stelfox



Brundage Bone
Photo by 302 member John Stelfox



Raymond Craver II asphalt plant operator at Lakeside Industries at Issaquah plant.



Just another day in Port Gamble.



Lakeside Industries asphalt plant maintenance mechanics crue at lunch time.



DBM and KLB working for Sellen on 9th Ave & Stewart St in Seattle

Sellen Construction and Hos Brothers downtown Seattle.

Ralph's concrete doing the mat pour, almost 11,000 yards of concrete with 7 concrete pumps.





Anthony Trail on the Walsh job for Sound Transit N111



John Carlson STP Apprentice

Kyle Keiser STP crane operator and Mitchell





Operator Steve Sande letting Apprentice Run the big rig at Davis Slough Bridge Stanwood



Tony DeMarco Davis Slough Stanwood

Garry Scott (left) Edgar Gomez (right) at Black River Recycling





Tami St Paul at the women in the trades award dinner.
She won the lifetime achievement award

Advantage Dirt Contractors doing the work at the Cheyenne Landfill Project



Mark Syverson - Mid Mountain I-90 Westbound truck lane rehab project Cle Elum WA



Member Spotlight

Spirit Therapeutic Riding Center is Celebrating 10 Years

Located in Ellensburg, Washington, Spirit Therapeutic Riding Center (TRC) is celebrating 10 years of service and success for many riders with a variety of disabilities. Spirit TRC was founded by Evelyn Jones who has a passion for therapeutic riding, which has shown limitless benefits to the participant. The connection between rider and horse has been shown to advance physical capabilities of the rider and leaves participants with increased confidence, strength, encouragement and joy.

Evelyn has put together a team of horses, volunteers, donors and a facility to meet the needs of participants. Her determination, hard work, and love for therapeutic riding has made Spirit a success. There are no paid positions at Spirit TRC. The endeavor survives on the generosity of volunteers and donors. Operating Engineers, Local 302 is one of those donors and the generosity extended has been invaluable to the organization and the riders. Thank you Local 302!



Pictured left to right: Rick Wyllys, Local 302 Member and his daughter Emma Wyllys (both are volunteers at Spirit), a Special Little Rider, Evelyn Jones (founder) and Dave Jones (Evelyn's husband and volunteer/assistant).



This Month's Best Picture

Field Rep Larry Gregory got this squirrel to pose for him while lost in the woods. Sounds easy...until you try it.

Think you have a better picture of anything? Show us. Send us a full resolution image to loadline@iuoe302.org

PLEASE NOTE:

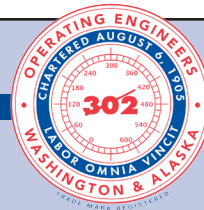
All correspondence to union offices must include:
The last four digits of your Social Security Number
– or – Your International Registration Number

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

DISTRICT 1 - BOTHELL

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

DISTRICT 2 - BELLINGHAM

Tony Zempel, Field Representative

DISTRICT 3 - PENINSULA

George Garten, District Representative

DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

Sean Jeffries, President & District Representative

DISTRICT 6 - ANCHORAGE

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

DISTRICT 7 - FAIRBANKS

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

DISTRICT 8 - JUNEAU

Corey Baxter, District Representative
Kelly Grant, Dispatcher

EXECUTIVE BOARD

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

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

Daren Konopaski, Business Manager

18701 120th Avenue NE
Bothell, Washington 98011-9514



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DISTRICT MEETING SCHEDULE

DISTRICT 1 - BOTHELL

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

DISTRICT 2 - BELLINGHAM

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

DISTRICT 3 - ABERDEEN

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

DISTRICT 3 - SILVERDALE

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

