

LOADLINE

A UNION BUILT ON PRIDE, SKILL AND SAFETY



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



Matanuska Electric Association
A SUCCESS STORY IN ALASKA



Daren Konopaski
Business Manager

Brothers & Sisters:

The construction season is underway and there is much to talk about for Local 302. We have just begun the Master Labor Agreement negotiations in Washington with Alaska right around the corner. The political season is very active with many job creation efforts happening in both states. Several new contractors have been signed to full compliance agreements and with many more in the works. Also, new apprenticeship classes are in the early stage of learning to become journey-level Operating Engineers.

First, let's talk about the contract negotiations. Many of you received the surveys and I would like to say thank you to all the members who took the time to fill these out with your comments. This information is critical for us to go to the bargaining table prepared with your priorities. While the negotiations are

just getting started we are as well positioned as we have been in several years. A growing economy with most of our halls nearing empty has put our skills and abilities in high demand. Obviously, the employers will be negotiating for things that they want, but they know that with a multi-billion dollar transportation package likely on the horizon they will need our highly skilled Operators to help get the work done.

Moving on to the political season, during the election cycle we were judicious in who we supported and did what we could do to make for a Legislature that would support jobs and the working men and women of this fine Local. So far it appears that we have fared pretty well in our selections as the Transportation Package in Washington is progressing as good as could be expected. In addition, there are positive signs that we will also see a healthy Capital Budget package as well. These budget packages equate to work and family-wage jobs. While there were a few slight concessions and we had to thwart off efforts to lower prevailing wage standards and worker protections, for the most part, those efforts were abandoned in exchange for funding the much needed work that needs to be done to improve Washington's transportation infrastructure and to complete many of the mega-projects that have only just begun.

One of the components of the Transportation Package that I found interesting relate to the reforms in the permitting processes. The politicians are becoming more aware of the fact that environmental oversight has become a bureaucratically hindering process to getting work underway. It would seem that what we have been telling them is beginning to sink in – when a \$60 million project only costs \$28 million for construction then where did that other \$32 million go? Environmental remediation, permitting costs, consultants, studies, etc.

As a side note, in the media you may have seen recent environmental efforts at the Port of Seattle where several kayakers are protesting the oil rig that has been delivered to port for safety maintenance. We have and will continue to work with Shell and Foss on this and any effort that directly relates to work for our members in both Washington and Alaska. Shell and Foss have been open and appreciative of our efforts to work together to ensure that this rig was able to have the safety work needed to be performed on it. As many of the media captions referenced, several individuals that directly utilized petroleum byproducts to get to and protest this rig fail to realize that this country still has a need for domestic oil and that any delay in ensuring this rig has its much needed safety maintenance to be fully operational is potentially dangerous to the workers on the rig and its ability to function properly.

In Alaska, we have had productive conversations with Senator Murkowski on permit reform and the subject of where the money is going when it comes to major construction projects. The message

was well received and we provided example upon example of how difficult it is becoming in both states to get projects of the ground. The Senator was receptive and I feel that she understood our frustration. I also think she now understands better that labor unions aren't the cost prohibitive reason for why construction projects are so difficult to move forward. This is a good thing. With the continued pressure push on the "Right to Work" agenda the more that we can educate the political leaders that we are not the problem for why a project doesn't get off the ground or why it fails before it even gets started. We are constantly being painted with a brush that using union labor is cost prohibitive and difficult. The fact of the matter is that using our highly skilled and trained members will ensure for successful project completion.

The tidal fear of utilizing union labor is beginning to shift. We are seeing continued growth in the number of new contractors that our Field Reps are signing up with this Local. I want to recognize all the Reps for a successful year of organizing new contractors. We are having overwhelming success with contractors that are knocking on our door with high expectations for skilled labor that they are realizing they can only find, retain, and use if they are signatory with us. So the new demand for skilled labor is coming both from the fact that we are working with contractors to garner more work (e.g. a multi-billion dollar transportation package) and once the work is there in front of them they next logical question is what labor are the able to get that has the skills and abilities to get the job done. This is where we come into the equation. In order to turn a profit, the contractor has to have qualified professionals ready to do the work. We have recognized this need and have done everything we can to prepare. We are investing heavily into our training centers and we are recruiting and training the next generation of qualified operators. In addition, we are identifying those in the field that possess the skills and abilities that we need and we are recruiting them to become members of this Union. My hat also goes off to the training centers and apprenticeship programs for gearing us up with the tools we need to be successful and for our Reps to promote why wouldn't a contractor go Union. There really is no better choice if they want to get the jobs and work with us to make them successful and profitable.

In closing, I want to say that all and all this year is well on its way to being a great year. It is truly a pleasure and honor serving as your International Vice President and Business Manager. I have the luxury of working with a great team of folks that are committed to doing the best job they can representing you and your families.

In Solidarity,

Daren Konopaski
International Vice President and Business Manager

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**302 RIGGER ASHLEY BELLAMY
AT THE TROY BLOCK IN SEATTLE**



Kyle Brees
Financial Secretary

As the cost of health care continues to climb the trustees are constantly challenged how to continue to provide you with the benefits that we all enjoy at a cost that remains reasonable. The trustees are very happy to announce that effective July 1, 2015 our preferred provider network will switch from First Choice to Premera. One of the considerations for the trustees, is the disruption a change like this creates for the membership. This change should have minimal disruption to our membership. In fact most of us should not even notice a change. Switching to Premera will save our plan a considerable amount of money while allowing for a broader network of doctors and facilities.

With that said I thought it would be a good time to remind you of how your medical claims get paid and how our system works.

When you go to the doctor usually the first thing that happens is that the receptionist asks you for a copy of your medical card. This card has your identification information on it, and it also has the billing information on it that the doctor needs in order to send the claim to the proper place.

Once the visit is over the doctor starts the claim process by sending the bill electronically through the Premera system or by mail. All claims submitted electronically or by paper are next electronically repriced through the Premera network. Once the claims have been priced through the Premera system they are forwarded electronically to WPAS for processing.

Note: Self-paid member claims, self-funded option dental claims and Medicare Retiree claims will still be submitted directly to WPAS. Vision claims will still be submitted directly to Vision Service Plan (VSP)

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

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

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

1. Make sure you have your medical /prescription card (ID Card) with you when you go to the doctor. If you haven't seen your doctor or been to your hospital for a number of years, check to make sure that they have your current ID Card on file. If you need a new card contact WPAS.
2. Make sure that your doctors and hospitals have your current address on file as well. This is where they will send you their billing statements. If they don't have a good address on file, you may not be aware that there is a problem with the submission of your claim.
3. Make sure that your spouse's and dependent's information is up to date.
4. Make sure that WPAS has your current address and phone numbers on file.
5. Open the mail that comes from WPAS and return requested information in a timely fashion. Requested Information needs to be returned within 45 days or claim will be denied for lack of response.
6. If you receive a "pend" letter this is your indication that something needs addressing on your claim, call WPAS.
7. If you haven't seen an explanation of benefits for your claim within thirty days, call WPAS.
8. Try to use preferred providers whenever possible. Doing so protects you from being balance billed for amounts the provider has charged that are in excess of the usual, reasonable and customary allowance.

I realize that this can be an aggravating process because we all think that it is a simple case of I go to the doctor and WPAS pays the claim, and I wish it was that simple but the fact of the matter is processing medical claims is a very complex world and it's just not that simple anymore. So please be patient, pay attention, be pro active and remember that WPAS is working hard to pay your claims for you every day.

In Solidarity,

Kyle Brees
Recording/Corresponding and Financial Secretary

Contact WPAS

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

LOCAL 302

Bothell office
425-806-0302



Josh Swanson
Government Affairs

Brothers & Sisters:

I hope you all had a busy and eventful winter season. In January, the Washington State Legislature kicked off another session. Having left behind a transportation and capital budget package as well as an approximate \$2 billion hole in education funding the Legislature was primed by the voters last election to come to town and deliver on these commitments and address all of these areas this legislative session.

Starting with transportation, the Senate passed an approximate \$16 billion package that was primarily Republican endorsed. The package includes:

- 16 years, \$15.4 billion package with \$8 billion in construction spending
- New revenue: 11.7 cent gas tax increases (.05, .047, and .02 per year, consecutively) , various transportation-related fees, sales tax transfer (sales tax shifts from General Fund to the Transportation Fund for transportation related activities)
- Funds: 6 Mega Projects
- 58 Regional Projects
- \$1.44 billion for preservation and maintenance
- \$578 million for ferries
- \$375 million for cities and counties
- \$125 million for rail
- \$486 million for transit grants
- \$250 million for fish culverts
- \$100 million for stormwater
- In addition to the package there were 8 "reforms" in separate bills:
- Sales tax on transportation projects transfer
- Stormwater funding transfer
- Modifying certain ferry vessel construction
- Labor reforms - Original bill had prevailing wage exemption for offsite work. That was eliminated and the only change was an increase in the apprenticeship utilization from \$2 million to \$3 million until July 2020.
- Streamlined permitting on transportation projects
- Add congestion relief as a statewide transportation goal
- Encouraging Design Build for projects over \$10 million

While this package wasn't perfect, it brings much needed transportation relief efforts to Washington and will put many of our members to work. The bill is now being negotiated in the House, where the Democrats do not like all of the environmental reforms, the sales tax shift, and the prohibitions of the Governor to establish low carbon fuel standards. We supported this package and will support any package that substantively addresses the transportation needs of this state and creates family-wage jobs.

Onto the Capital Budget, so far the Legislature is poised to also pass a multi billion dollar capital budget package to address schools, patient and elderly care facilities, and various other infrastructure needs.

The Operating Budget is where most of the negotiators will cut their teeth. While the Washington economy is doing better than expected, there are still such things as school class size funding that was approved on the ballot and the need to fully fund education. This budget gap is also in the multi-billion dollar range. In addition, the state workers have negotiated a new collective bargaining agreement, which equates to another \$500 million that will need to be addressed in the budget.

According to the primary transportation negotiators in the House and Senate the Transportation and Operating budgets are to be married together to ensure final passage. Oftentimes in the history of this state, once the Operating Budget is approved there is a risk that the Legislature will adjourn and not pass a Transportation budget. This happened last year and we do not want to see the politicians make the same mistake this year. Transportation projects and infrastructure are desperately needed. We have partnered with several business groups, including the Associated General Contractors to strengthen our coalition and the message to the Legislature that the Transportation needs of this state are critical for our prosperity, the economy, and to simply address a system that is no longer able to handle the capacity of the state.

As to the other policy efforts designed to weaken prevailing wages and other worker protection laws, I will say that most of them are now dead. This session is a bit unprecedented in the sense that the Legislature recognized that this session is to be one of addressing the budget shortfalls that have been continuously left behind on the table. To that end, it was not extremely difficult to thwart off efforts to decrease prevailing wage requirements and other worker protections. This is definitely a good thing.

Hopefully in the next edition of the Loadline I will be able to report the successful passage of a multi-billion dollar state Transportation package topped off with a healthy Capital and Operating budget. We have made the message as clear as we can make it that we intend to hold politicians accountable for their actions. Failure to pass these packages in a meaningful way will not bode well for our support and endorsements in the 2016 election that is right around the corner.

As always, please feel free to contact me should you have any political or governmental relation questions. Be safe out there.

In Solidarity,
Josh Swanson
Political and Communications Representative

DISTRICT 7

Fairbanks office
907-452-8131



Lake Williams
Treasurer &
District Representative
Executive Board

Brothers & Sisters:

I was honored to be recently promoted as the new District 7 Representative in Fairbanks by Business Manager Konopaski. First hired as the Fairbanks Dispatcher in May 2005, it's hard for me to believe that this May will be my 10 year anniversary at the Fairbanks office. For those members who don't know me well, I briefly worked as the Fairbanks organizer after about two and a half years in dispatch. When Financial Secretary Brees moved to WA, I took over his duties as the Business Agent (BA) that represented and negotiated the District 7 stationary contracts (power plants and service contracts) and I was BA for a handful of our heavy highway contractors. During my 302 tenure I've had the pleasure of working for both former District Representatives Charlie Jurgens and Rob Peterson, who are personal mentors, and they have left me with big shoes to fill. I pledge that I will always have an open door policy for the membership, I will lead by example, I will not lose touch with our membership, and when time allows, I will make job visits with the agents. Feel free to contact me any time at lwilliams@iuoe302.org or via phone or text at (907) 590-1893.

As you may be aware, the Alaska Master Labor Agreement will expire on December 31, 2015. We are hoping to begin negotiations with the Associated General Contractors (AGC) before the end of the summer season to ensure that a successor agreement can be negotiated and ratified before the current agreement expires. Business Manager Konopaski's goal is to have the AGC surveys mailed out to the membership soon, so the negotiating team has ample time to tabulate the results, assess the membership's priorities, and to prepare Union proposals for negotiations. It is very important for our membership to participate by returning their surveys and by giving us feedback at the Union meetings. In the last negotiating cycle, the Local spent over \$4300 to mail 3,374 surveys to the Alaska membership (with prepaid return envelopes). Unfortunately, we only received a dismal 360 completed surveys from the membership. I believe there are two explanations for this lack of participation: either we're doing one hell of a job representing the membership, or the membership has become complacent on the importance of contract language. I hope the answer is actually both, but only the membership truly can answer as to the reasons they don't participate. The language in the collective bargain agreement (CBA)



DISTRICT 7

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you work under often has more value to your health, safety, and daily life than the financial terms that you see on your paycheck. We don't have the ability to read minds and you must understand that securing and maintain good working conditions is often harder than receiving monetary compensation. It is no secret that low oil prices in Alaska and the reduction of Federal monies have led to a downturn in the Alaskan economy and the capital budget. Hence, wages and benefits will undoubtedly be one of the most contentious items at the negotiating table, which means that now, more than ever, it is important that we don't give up working conditions in exchange for monetary gain.

In Solidarity,

Lake Williams
District 7 Representative



Arne Hanson working for AIC

DISTRICT 7

Fairbanks office
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Mark LaFon
Field Representative

Brothers & Sisters:

As my transition from Dispatcher to Business Agent continues so does the never ending education that accompanies new responsibilities. Research and education is a crucial part of the Business Agent's job duties, and all details both large and small are extremely important. As my contracts are being assigned, I am making site visits, calling stewards and leads, and talking with the crews. I truly look forward to getting to know all of the hard working craft hands at each location. Representing units at Aurora Energy, GVEA, Clear AFB, Fort Wainwright, Gilmore Tracking Station, and the City Of Fairbanks to name a few, will all be part of the diligent effort I will be putting forth for years to come.

I would like to take a moment of your time to pass on some information that you may not be aware of that could impact your future prospects of employment. As our contractors increasingly require pre-employment fit-for-duty physicals as a condition of employment, we are seeing an increase number of members that are unable to pass the minimum standards. As many of you are aware fit-for-duty tests have been a condition of employment for the North Slope contractors for some time, but we are hearing that some of the AGC contractors may require them in the near future. Now, more than ever, in order to maintain our status as the best in the industry, we must consider our own physical health a priority.

As important as our personal health is, I believe it is equally important to continually upgrade our skills and qualifications. The trend has becoming apparent; contractors are no longer willing to train their workforce on the clock. For example, a number of contractors require members to have a current MSHA certification prior to their employment. The Training Trusts' state of the art training facility is a key benefit for our members and our contractors alike. The members' ability to receive skills upgrades, certifications, and recertifications annually is not only a priority for the Union, but it is also fast becoming a condition of employment. Only you can make yourself available, so please take advantage and get involved in training. Providing a trained workforce is what sets us apart from the non-union sector, so let's all do our part to keep the Union in solid demand.

In Solidarity,

Mark LaFon
Field Representative

Brothers & Sisters:

I would like to start by saying congratulations to my recently retired supervisor and friend, Rob Peterson. A special thanks to Rob for all of his help and guidance over the past few years, and also for putting up with me. Rob, enjoy your retirement, you've earned it! I look forward to working with our new District 7 Representative, Lake Williams.

The winter has come and gone for interior Alaska and for the most part we were pretty fortunate that it was a mild one. Nevertheless, we still hit negative 30 below in March to remind us who the boss in Alaska truly is. We saw oil prices drop to lows of around \$45 a barrel and a gallon of gas hovered around \$2.50 for a little while. The brief relief on our wallets was nice while it lasted, but I believe that as the temperature rises, so will fuel prices.

Summer work is off to a good start with a few of our larger contractors starting to mobilize equipment the first week in March. Great Northwest Inc., H.C. Contractors, Exclusive Paving, Brice Inc. and C.E.I. are all getting early starts this year. Most of the work that carried over from last year will be completed this summer along with some major projects set to kick-off in early spring. Once again we were faced with a winter season on the North Slope that may extend into the spring. This is great for the membership, but it can put the hiring hall in a bit of a pinch. With that in mind, please communicate with dispatch and let the hall know when you'll be done with one job and ready to start the next. It is extremely important to be current on everything at the union hall, especially your contact information, and try to keep up with current events and what's going in the world around you.

We recently signed a local Fairbanks contractor, Interior Excavating, to a maintenance agreement. We are currently talking to other potential contractors on the possibility of signing agreements, so I hope to have more good news for everyone in the near future. If anyone has questions or may know of any contractors, skilled equipment operators, or heavy duty mechanics, that may be interested in becoming a part of the IUOE family tree, please let us know or have them get in contact with us as soon as possible. Thanks again.

In Solidarity,

Avery Thomas
Field Representative



DISTRICT 7

Fairbanks office
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Avery Thomas
Field Representative

DISTRICT 7

Fairbanks office
907-452-8131



Shawn Lowry
Field Representative

Brothers & Sisters:

Lessons learned from the current North Slope Winter Season

The weather on the North Slope is fickle: People who work and live there need to be prepared for anything! One day you may experience bright blue sunshine filled days, the next may involve blowing wind and blizzard like conditions that can last for days. Recently the Slope experienced the worst storm it has had in 15 years. Workers were unable to get back to camp and had no choice but to spend several hours in work vehicles and buses. None of the workers on the right-of-ways were injured and all were eventually accounted for, however, some were ill prepared for the event. It is crucial for those who go to work on the Slope to be prepared for the worst. Arctic gear must be with you at all times and it is a good idea to take extra food and water with you to tide you over in situations where you may not make it back to camp at your regular scheduled time due to unforeseen circumstances.

Your reputation as a union craftsperson precedes you and what you do today will largely determine if you are working next week, next year, or ten years from now. The same is true for our contractors and when we shine so do they. As you can imagine the opposite is true as well, and unfortunately this season there have been incidents in camp that are not those to write home to mom about, and are cause for immediate termination. When we show up on a job site and spend the next three months putting a project together in a professional manner, it gets noticed. In fact it is expected by the client and the contractor. When someone, of any union craft, behaves contrary to that expectation of professionalism it tarnishes organized labor. Please remember that work camps are not the Hilton, and the white sandy beaches on the Slope do not equate to those in tropical locations. I know camps are often crowded and do not have the creature comforts of home; the food is not always A++ but it usually scores at least a B-; but no matter what the circumstances are we cannot afford to take matters into our own hands, make others lives miserable, destroy property in any way, or behave inappropriately. This is the profession we have chosen and if there are problems with the living conditions please let the steward and business agent know and we must work together to try to resolve the problem as best we can. Never forget we must always be professionals both on the job and in the camps.

Fit-for-duty challenges many and these pre-employment screenings are not going away anytime soon. The current fit-for-duty is tough and it is designed to ensure that employees can perform their required job duties safely. Most cases of a failed result are related to heart rate or blood pressure. The good news is that both of these cases can be referred to a treating physician or cardiologist to clear an individual for work. It is understandably why some members feel they have been discriminated against when they do not pass due to a preexisting condition that limits a range of motion or the member's ability to pass the test. The Petroleum Craft Council is in the process of reviewing this topic, so please keep me informed if you have issues.

DISTRICT 7

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The price of oil affects all of us both good and bad. My advice is even though we have seen another busy winter work season and there is still a favorable outlook for upcoming work, we all should be putting something away for a rainy day. Most of the planned projects on the North Slope that are on the books are still moving forward, but some that were on the drawing board have been shelved. The short answer is that BP, Conoco, Exxon and others with major investments are here for the long haul, and so far Alaska has been largely immune to the slowdown that has occurred in other locations. However, if low oil prices continue at some point work will undoubtedly slow down. I am not saying the sky is falling, but please be realistic and plan well as we all wait for the next economic upswing.

In Solidarity,
Shawn D. Lowry
Field Representative



Operator Ken Coston working for CEI on a demolition project in Fairbanks running a Cat 345 Excavator with shear attachment.

DISTRICT 8

Juneau office
907-586-3850



Corey Baxter
District Representative
Executive Board

Brothers & Sisters:

2015 Alaska Construction Spending

Construction spending in Alaska this year (2015) is expected to be strong in spite of the drop in the price of oil from more than \$100 per barrel in the summer of 2014 to between \$40 and \$55 per barrel today. The longer oil prices stay low, the greater the risk that some projects will be cancelled or postponed.

Because of the drop in the price of oil, the state is facing a general fund budget deficit of about \$3.5 billion for the current fiscal year (FY 2015) and is projected to have similar deficit in FY 2016. However, this will not have much of a negative impact on state government construction spending this year since we have had very healthy capital budgets in FY2013/FY2014 due to the high price of oil.

The total value of construction spending in Alaska for 2015 will be around \$8.5 billion, about -3% down from 2014. Highway and road projects will be around \$755 million; a decline of -1%. Airports, ports, and harbors will be around \$465 million; an increase of +9%. Oil and gas will be around \$3.8 billion; a decline of -2%. Mining will be around \$210 million; an increase of +19%. Residential will be \$415 million; a decrease of -14% from last year.

Some of the contractors that have picked up work around Southeast so far this year are:

- Western Marine - Hollis/Clark Bay Ferry Terminal \$7 Million
- Haines Ferry Terminal \$15 Million
- Secon - Juneau Fritz Cove Road \$3 Million
- Petersburg Haugen Drive/Bike Path \$8 Million
- Ketchikan South Tongass Paving \$3 Million
- Miller - Statter Harbor Improvements \$11 Million
- Arete - Eagle Edge Subdivision \$1 Million
- Turnagain Marine - Hoonah Cruise Ship Dock \$23 Million
- Manson - Port of Juneau Cruise Ship Berths (Fall 2015) \$54 Million

2015 Heavy Equipment Days - Juneau Alaska



DISTRICT 8

Juneau office
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This is good news for District 8 and looks like we will have plenty of work for this summer.

What's driving this spending? The three primary drivers of construction spending are private sector investments (petroleum and mining), federal spending (military and grants to state and local governments and non-profit organizations), and state capital spending (which ultimately depends on oil revenues), through the general fund and bond sales. These large sources of construction funds also give a general boost to the economy and thus add to the aggregate demands for new residential, commercial, and private infrastructure spending.

Hope everybody has a great construction season and stay safe.

In Solidarity,

Corey Baxter
District 8 Representative

2015 Heavy Equipment Days - Juneau Alaska



DISTRICT 6

Anchorage office
907-561-5288



Jason Alward
Vice President &
District Representative
Executive Board

Brothers & Sisters:

I would like to start off by congratulating Rob Peterson on his retirement. Although from Fairbanks ☺, Rob was the District 7 Representative and member of Local 302 for 33 years. He was also the Vice President of the Local and sat on all of the Local's Trusts (Training, Pension, Health & Welfare). He was and is a true inspiration, a great source of information, and always had Local 302's best interests at heart. I would like to thank him again for all of his hard work and wish him well into the future.

For the rest of my Loadline article I would like to do a short recap of the Anchorage Mayoral race. Local 302 has a history of supporting both Republicans and Democrats at election time. This last municipal election cycle was no different as we backed two candidates in the initial election. These two candidates were Ethan Berkowitz and Andrew Halcro. Both candidates had at least two terms of experience in the Alaska State Legislature, among many other accomplishments and had solid histories of reaching across the aisle to get things done.

As you already know there was a runoff election between Ethan Berkowitz and Amy Demboski because the city charter mandates one must have at least 45 percent of the votes to win and neither candidate accomplished this. The choice was very clear for Local 302 in this runoff race because Assemblywoman Demboski actively supported the AO37 ordinance that sought to strip the rights of many municipal workers away.

As you probably know Mr. Berkowitz clobbered his competitor by nearly 20 percent. We are very excited that Ethan Berkowitz was chosen as Anchorage's Mayor as we can no longer have a Mayor that allows for public testimony to be cutoff, looks for technicalities in the law to avoid the vote of the people, and tries to destroy organized labor and the middle class. We are optimistic about improving city morale for employees and also stopping the revolving door of employees at City hall and across Anchorage that has had a devastating effect.

I would like to thank the Anchorage staff and all of Labor that worked so hard to get Mr. Berkowitz elected. Additionally, I would also like to thank rank and file members for their support in phone bank calling, Saturday Labor walks, and sign waving; Chuck Strange, Jay Bonk, Doug Potter, Mike Barr, and Mike Wright. In the future, please call us and let us know you are willing to donate a couple of hours to support the cause. Make sure you can say you were active in future races when unfriendly politicians are trying to take everything we have worked so hard for, away. If not, someday it may be too late.

In Solidarity,

Jason Alward
District 6 Representative

Brothers & Sisters:

With declining oil prices leaving the state's budget in crisis, the future of new public construction remains uncertain. However, a lower operating cost may open the door for new private sector construction. One example of private business expansion has taken place with Enstar Natural Gas. Along Bridge Access Road in Kenai, they green lighted a project to run 4200' of 16" steel HDD pipe paralleling the road and travelling under the Kenai River. On the Beluga side of the inlet, they are expanding with an additional 1000' of 20" steel HDD pipe.

In February, Snelson Company was awarded the job and began work shortly thereafter. The unpredictable winter the Alaska has had, decided to throw a curve ball their way. Our typical weather in February would have made crossing the swamplands with equipment easy. However, with temperatures above freezing for sustained periods of time, the ice road quickly turned to water. This forced the contractor to use rigs mats under their equipment and will make trench work much less enjoyable with standing water. A directional drilling subcontractor from Arizona also made the trip north to accompany Snelson. Southeast Directional Drilling will be making the cut to pass under the Kenai River with their machine. While this may be the first job in Alaska for both companies, this is definitely not their first job with the Operating Engineers. Often working together, they build pipelines across the United States.

Both contractors are fully signatory with the Operating Engineers through the National Pipe Line Agreement (NPLA). The NPLA is a four craft agreement between the IUOE, IBT, UA and the LIUNA. Executed at the International level, it allows the contractors to work from coast to coast without needing to sign agreements with each individual local. The contract language and provisions for local hire and craft jurisdiction have been agreed to by both the International Unions and the Pipe Line Contractors Association. From our standpoint, this is a very strong agreement for the Operating Engineers. To date, this will be the first time but hopefully not the last time that the NPLA will be used in Alaska.

In Solidarity,

Kyle Virgin
Field Representative

Snelson Kenai Gas Pipeline Project



DISTRICT 6

Anchorage office
907-561-5288



Kyle Virgin
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Shane Linse
Field Representative

Brothers & Sisters:

Local 302 now has jurisdiction over Stationary Engineers in Alaska!

IUOE has 2 types of charters for their locals, Hoisting and portable (heavy equipment operators and mechanics) and Stationary Engineers (building maintenance workers). Local 302 always had the hoisting and portable charters for Northwest Washington and Alaska since the beginning.

What is a stationary engineer? In the late 1800's the boiler and steam systems were becoming quite popular. These systems started in buildings and high rises for heating, and were operated by steam engineers. The technology branched out into steam engines and eventually adopted into heavy equipment. Those steam engineers were crucial for the operation of this newly developed steam powered equipment. Eventually, these types of steam engineers evolved into heavy equipment operators and mechanics (hoisting and portable). However, the steam engineers that worked in buildings and high rises became stationary engineers. Their duties grew, and other than steam systems and boilers, stationary engineers work on; heating, ventilating and air conditioning systems; building automation systems; diesel engines, turbines, generators; pumps, piping and compressed gas systems; refrigeration and electrical systems; and numerous other plant and building functions.

In the 1880's and late 1890's, local unions of steam engineers started to emerge. On December 7, 1896 delegates from six of those locals met in Chicago to found the National Union of Steam Engineers of America. After a charter was given from the AFL Convention later that year, they changed the name to International Union of Steam Engineers. Then, in 1927 the International Union of Steam Shovel Operators and Dredgemen merged with them, and officially formed International Union of Operating Engineers. We still pay tribute to those founding steam engineers with our International emblem, a high pressure steam gauge.

With over 120,000 Stationary Engineer members, some places IUOE represents workers are: Las Vegas casinos including; MGM Grand, Bally's, Caesars Palace, Tropicana, Paris Casino, Luxor, Excalibur, Freemont, Circus Circus; Los Angeles Staples Center Utility crew, Walt Disney World hotels Beverly Hills Hilton Hotel and Seattle Children's Hospital to name a few.

In Solidarity

Shane Linse
Field Representative

ANCHORAGE DISPATCH

Brothers & Sisters:

Welcome back to the summer construction season in Alaska. We can all expect delayed traffic on all the major routes in Alaska. That just means when the dust clears traveling will be made that much easier on a new stretch of highway built by the membership of Local 302.

First, I would like to congratulate District 7 Representative Robert Peterson on his retirement. Enjoy the rest of your life journey and thank you for all of your years of service to Local 302.

There has been some new contractors moving to Alaska and bidding on work. To add to this we have some new and existing Alaska based companies coming in to sign contracts. Our reputation for having the most skilled and best trained work force is growing. This is nice to see, it opens more doors for the membership. The more signatory contractors we have in the state improves opportunities for everyone. A decent number of contracts carried over from the previous season, as well as the projects that were released for this season. The summer of 2015 should be comparable to the summer of 2014, and we have our fingers crossed for the summer of 2016.

A few years ago some of our contractors on the North Slope of Alaska implemented a pre-employment "Fit-For-Duty" test. A "Return-For-Duty" test is administered to injured people wanting to return to work. Now some companies not on the Slope are using the same tests. These tests include a skeletal / muscular exam and the placement of a heart monitor prior to starting the testing procedure. After some baseline checks the participant is asked to perform a variety of physical activities. While doing the tests your heart rate is monitored to make sure it never exceeds 85 percent of maximum beats per minute. Your blood pressure is also monitored to make sure it stays within a certain parameter. Maybe this will be the extra incentive for all of us to take better care of ourselves.

I hope everyone has a safe and productive summer season.

In Solidarity,

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:

As a business agent, my route covers any work done on Joint Base Elmendorf (JBER) and the Port of Anchorage (POA). Federal spending on JBER is down to a dismal crawl for any new construction. Most of the federal dollars coming to Alaska are headed to the Fairbanks area for projects on Fort Wainwright and Eilson Airforce Base. The \$25M barracks constructed by Kiewit Building Group is in its last season of construction. It has been a challenging project as Kiewit has had some design and construction issues and are now \$2M over budget on a project that should have been completed within the past year.

There is an uptick in business investment for 2015 at the POA. Delta Western, a petroleum and lubricants distribution company, is scheduled to break ground on a new facility at the port while Alaska Basic Industries (ABI) will expand their cement operation. ABI is a subsidiary of Anchorage Sand & Gravel and is a signatory contractor as well. The POA is experiencing significant private sector investment in facility growth sparked by real-time business needs. Both companies agree that as well-maintained as the dock facilities are, they are showing their age; and that keeping them safely operational is a growing challenge. We are all hoping that the planned modernization program for the port gets the support needed in Juneau to be included in the capital budget.

On another note, we have been very successful in converting some of our project only contractors to full compliance contractors. In the last five years since I have been on staff, the following contractors have become full compliant:

- Ancor Inc.
- Central Environmental Inc.
- JTA construction
- South Central Construction
- Silver Mountain Construction
- White Mountain Construction
- Kennerson Excavation Inc.
- Keiwit Building Group
- Premier Earthwork
- Neeser Construction
- Orion Marine (formerly West Construction)

I'd like to thank our staff in all their hard work and efforts in converting these contractors and securing more work for our members.

In Solidarity,

Bill Sims
Field Representative

DISTRICT 6

Anchorage office
907-561-5288



Matanuska Electric Association Eklutna Generation Station
#4 Engine in the North Engine Hall.



Matanuska Electric Association Eklutna Generation Station
Aerial photo after completion Fall 2014.

DISTRICT 3

Silverdale office
360-307-0557



George Garten
District Representative

Brothers & Sisters:

We had a good winter and we are entering into a new construction season. The highest the out-of-work list got was 35 members. It has been busy as most folks worked through the winter. As of the date of this Loadline, there are 22 Union jobs in Kitsap, Clallam, and Jefferson counties that have already bid.

The Land-Water Interface and Service Pier Extension Project is a project that is currently being discussed and considered for over \$200 million at the Bangor Submarine Wharf in Silverdale. If you are able or have the opportunity I'd suggest that you contact your congressional representatives. Specifically, we ask that you reach out to Senator Cantwell and Murray and Congressman Kilmer. Please let them know your support for the project and that it should be done utilizing a Project Labor Agreement so that the work is union and the money stays local.

Make sure you have a valid dispatch before you go back to work. Even if it is a rehire a valid dispatch protects you with the unemployment department and the Trust.

If you see a new project in your area please let me know. District 3 is a large area so your eyes and ears come in handy. Once I am made aware of the work I can reach out to the contractors whether they are union or non-union to ensure that our members have the opportunity to potentially work on them.

It looks like it is going to be another busy construction season so we may very well be short on people again. That being said, if you know of anyone that would be a good candidate please have them give me a call.

Are union hands are the best organizers in telling folks about our working conditions. Helps to spread the word in how good the Union is both for the family-wages we receive as well as our generous health and welfare benefits.

In Solidarity,
George L. Garten
District 3 Representative

New truss heading to the new Submarine Wharf in Silverdale, WA



Brothers & Sisters:

With spring bring lots of sunshine and construction activity in Snohomish County. I want to welcome Buno Construction LLC and all of their operators to Local 302. Buno just signed a full compliance agreement with the Local. They have 8 to 10 full time operators as well as approximately the same number of Union Laborers. They specialize in underground utilities, road construction and repair and they also do pipe bursting. They will be working on the North Creek Sewer Interceptor Project Labor Agreement as a subcontractor to Frank Coluccio Construction in Bothell. Buno has been non-union for a long time and performing a lot of work throughout our jurisdiction so we are very excited to work with them in the future as a good Union contractor! This success speaks to the respect our Union has in the industry as an organization.

Other work in District 1 is also picking up for our contractors. The work at the Boeing Everett Plant continues to be the largest project in the county and is progressing well. The \$162 million new courthouse in Everett to be built by Hoffman Construction is finally moving forward. The City of Everett and Snohomish County were fighting over lack of parking spaces. This appears to be resolved and they will be breaking ground soon. The first phase of the Mukilteo Ferry Terminal Replacement was awarded to Pacific Pile and Marine and will start soon. The City of Edmonds is considering digging a mile and a half long “train trench” to lower the BNSF tracks below grade to free up street crossings. Other cities along the rail lines are considering projects for their major crossings to ease traffic congestion with the much increased train traffic flowing through the county.

We recently passed the one year anniversary on the OSO Slide disaster. It was amazing to me at the time the amount of support and effort that was put into this ordeal by our members to help in the disaster recovery and following restoration and repair efforts. It is now equally amazing to see the effects of these efforts to revitalize the area that was so drastically disaster stricken. My hat goes off to all of those that were involved in this effort and it is a true testament to our resolve as a community and as a Union.

In closing I wanted to send a special “shout out’ to all of our Stewards working in the field. Your efforts and importance do not go unnoticed and you are true assets to this organization.

- | | |
|------------------------------------|-----------------------------------|
| Cemex Everett: Gabe Schoenfelder | Ameron/NOV Everett: Rene Guerrero |
| Cemex Granite Falls: Chad Monaghan | |
| Cadman Sky River: Rick Sowa Jr. | Infrasource: |
| Cadman High Rock: Larry Porletto | Snohomish Base: Lonnie Stanford |
| CalPortland Everett: Greg Thompson | Redmond Base: Mark Allard |
| CalPortland Kenmore John Downs | NOB (Seattle): Randy Hagen |
| | Kent Base: Craig Austin |

In Solidarity,

Rick Cunningham
District 1 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:

Following Wisconsin's recent passing of right-to-work (for less) legislation, 25 states have now elected to embrace laws that simply allow employers to pay their workers lower wages (right to work for less) without fear of pushback from collective bargaining. Not surprisingly, these laws are proudly celebrated by conservative business interests as economic progress occurs. What these irresponsible actions really demonstrate is a complete lack of concern for the welfare of middle class working people. The content of this bill came straight from the American Legislative Exchange Council and the Koch funded think tank National Right-To-Work Committee (NRTWC). These groups are also involved in right-to-work efforts in other states, including Colorado, Connecticut, Maryland, New Mexico, Washington, New Hampshire, West Virginia, and Missouri.

The right-to-work (for less) movement started with Arkansas passing the first law in 1944. After becoming law in mostly Southern and Plains states from the 1940s to the 1970s, the right-to-work (for less) movement slowed down until 2012, when it became law in two industrial heartland states. After Indiana Gov. Mitch Daniels said he wasn't interested in passing right-to-work (for less), he changed his stance and signed it into law. Then in Michigan the unions were dealt a blow when Governor Rick Snyder went back on his word and did the same.

Republican Governor Scott Walker made a name for himself by attacking public unions' collective bargaining powers in 2011. Governor Walker signed the right-to-work (for less) law on March 9, 2015 in Wisconsin. Walker, a right-to-work (for less) advocate for more than two decades, said three years ago, that he opposed the legislation even "getting to my desk" because private sector unions "overwhelmingly come to the table to be my partner in economic development." But in February, Walker changed his stance again and pledged to sign a right-to-work (for less) bill.

Maybe he thought by attacking unions again it would reinforce his chances of becoming a potential presidential candidate. At this year's Conservative Political Action Conference, where he came in second in a 2016 presidential straw poll, Walker was asked about how he would combat the threat from ISIS. Walker talked at some length about terrorism before remarking, "If I can take on 100,000 protesters, I can do the same across the world." Did Walker compare "standing up" to thousands of Wisconsin citizens who supported union rights to how he could stand up to terrorists like ISIS around the world? This is the same Scott Walker that compares his union busting efforts to President Lincoln ending slavery.

Under right-to-work (for less) laws, employees in unionized workplaces are no longer required to pay unions for the cost of being represented. History has shown this begins to erode the influence and power of organized labor. If unions have difficulty collecting money for the services they offer, they will have fewer resources to work with. If unions are barred from requiring employees to pay the cost of representation, a free-rider problem occurs. Why bother sending money to my union if I will benefit from its bargaining efforts anyway? Pretty soon, unions are drained of funds and can't launch as many organizing drives or wield influence. That leads to a decline in unionization drives, in organizing successes, and ultimately in overall union density. Weakening unions leads to an erosion of wages, benefits and working conditions. A large Economic Policy Institute study from 2011 found that, after controlling for a host of factors, right-to-work (for less) states have lower wages on average than pro-union states.

The fact is that when unions are stronger the economy as a whole does better. Unions restore demand to an economy by raising wages for their members and putting more purchasing power to work, enabling more hiring. Unions lift wages for non-union members too by creating higher prevailing wages. Even if you aren't a union member your pay is influenced by the strength or weakness of your local organized labor. The presence of unions sets off a wage race to the top. Their absence sets off a race to the bottom.

The war on unions across America is not going to end. To keep our local strong we must stand up for each other, stay involved, get informed, and vote. If you see a Brother or Sister stand up in support of our conditions we bargained for stand together with them. If we take the conditions we have for granted or give them away for free we will lose them. It is important to not focus only on what affects each of us individually. Local 302 is made up of many different types of Operating Engineers that perform many different types of work. When you make decisions, remember what is good for one group of us may not be good for all of us. Network with your union Brothers and Sisters about what affects them, listen to their ideas and get on the same page. A few thousand members will have more influence than a few hundred. Today we all still benefit from the hard work and sacrifice the founding members of this Local put in before us. The future of Local 302 is only as strong as we make it together.

In Solidarity,

Denny McKinney
Field Representative

DISTRICT I

Bothell office
425-806-0302



Larry Gregory
Field Representative

Brothers & Sisters:

Another summer will soon be upon us. The days will get longer, both in sunlight and work hours. Some will get tired and short tempered. If you feel this happening to you, or see it happening with another operator, or crew member, try to get a moment for you or them to stop and regroup. Think about your friends and family, or maybe your pets. Find a way to step back and relax for a moment and get a fresh perspective on what is really going on, and on life in general. Do this so that you have a better chance of you and everyone around you going home safe. I'm sure that you will all agree that we do things in haste when we are angry or upset. These are the times that we try to shortcut an operation. This is the time that things go wrong. Try to keep a clear mind at work and don't take unnecessary risks. Don't make those five minutes you thought you were going to save the worst five minutes of your life. Your friends and families have a right to expect that you will come home safe every time. You have the power to honor their rights. Let us not disappoint them.

Our Master Labor agreement is up this year. It expires at the end of May. This contract is about your life, AND your families lives. Please make the Union meetings in order to participate in our future. At least do the minimum and vote. It is up to every member to guide their future and conditions that we work under. My personal feeling is that if you don't participate, or don't vote that you have no right to complain about your contract or the conditions in it. No contract is ever going to be perfect, or please everyone. A contract is formed by having many give and take meetings and coming to an agreement that never makes either party happy, but is something that they can both live with until the next negotiation. Both sides have wants and demands and neither ever gets everything they want. Just as you can't force your neighbor to paint their house a certain color we can't force employers to give us everything we want in negotiations. But if the employers know that we have the backing of you, the membership, we have a lot better chance to get more of what we want. Let them know that you go to meetings and keep in contact with your reps. Let them know that you are concerned about what is being negotiated and that you DO vote. You are the Union. You are our strength. Do you want good pay raises? Do you want protected work conditions? Do you want your medical and pension benefits to be kept and managed to your benefit and not the employers benefit? Prove it.....

Have a great summer and please be safe.

In Solidarity,

Larry Gregory
Field Representative

BOTHELL DISPATCH

Brothers & Sisters:

It looks like a promising season ahead. At this time we have slightly less members on the out-of-work list this year than last. Many of our members have taken advantage of the training center in the off season and are positioned for more opportunities in the future.

We are expecting shortages again this year in the asphalt field. Jobs including: Finish roller, Screed and Topside will be in high demand in the ensuing construction season. If you have not already done so, it would be advisable to check with the hall and make sure your qualifications in these areas are current and up-to-date.

We have also had trouble filling heavy duty mechanics jobs with a WABO dual shield certification. Again, please make sure your qualifications are up-to-date if you have this experience.

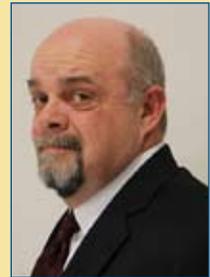
With a busy year ahead of us all, make sure you are registered on the out-of-work list and that your contact numbers are current. We also ask that you please answer your phone when we call!

As always, please work safe!

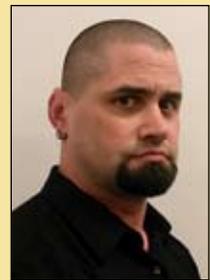
In Solidarity,
Al Cummins & Bill Albin
District 1 Dispatch

DISTRICT I

Bothell office
425-806-0302



Al Cummins
Dispatcher



Bill Albin
Dispatcher

Dan Youso on a Mammoet Crawler at the Tunnel Job



DISTRICT I

Bothell office
425-806-0302



Bob Franssen
Field Representative

Brothers & Sisters:

Tippers continue to be good investment for King County's Solid Waste Division and Operating Engineers enjoy being the mainstay in this operation.

King County's Solid Waste Division has a robust solid waste management system that includes eight transfer stations, two drop boxes, and the Cedar Hills Regional Landfill – the end point for all solid waste disposed of in the county. Eight hundred and fifty thousand tons per year and growing of waste is managed at these facilities.

When garbage is tipped at a transfer station, it is collected by transfer station operators who load the refuse into tractor trailers. From there, truck drivers transport the waste to the landfill where it is removed from the trailer and buried by landfill Operating Engineers.

While this process may sound simple, removing tightly-packed garbage from a trailer in a safe and efficient way can be a challenge. In 2008, the division realized its use of "walking floor trailers" to remove garbage from trailers was not only inefficient, but it was costly and time consuming as well.

Prior to 2008, walking floor trailers were the standard for removing refuse from a tractor trailer.

Equipped with steel teeth on the trailer's floor, when a load was ready to be emptied the operator would engage the system that would cause the teeth to agitate and slowly push the garbage out the back of the trailer. While this machinery worked, the walking floor trailers continually encountered problems.

The most common issue the trailers experienced was elongated or bulky material getting stuck during the removal process. When this happened the garbage could not shuffle forward, and it would often take a skillful operator to remove the blockage. Thus Operating Engineers were used to fix this problem,

Walking floor trailers are also heavy, which meant less garbage could be transported, and the infrastructure required for a walking floor trailer included a large rock-covered unloading area that was costly to maintain and took up excess space.

With these issues in mind, the Solid Waste Division decided to forego walking floor trailers and instead invested in "tippers." Since 2008, this has been the preferred method for removing garbage from trailers. Unlike the walking floor trailers, the tippers do not require such a large unloading area. Instead, the trailers are backed onto the tipper unit, which tilts the trailer up and allows the garbage to slide out the back of the trailer and into the refuse area. Instead of steel teeth, gravity forces the garbage out of the trailers and items rarely become lodged or stuck.

DISTRICT I

Bothell office
425-806-0302

Not only do the tippers make unloading quicker and more efficient, division data indicate the tippers substantially reduced the repair and maintenance costs associated with unloading trailers.

In the first 15 months that the tippers were in use, repairs to garbage trailers decreased by nearly 30 percent compared with the 15-month period before their installation. This was a cost savings of more than \$650,000. Tire damage and replacements declined by more than half during the initial 15 months, resulting in an additional \$75,000 in savings.

The tippers' reliability, efficiency, and associated cost savings have made them a great investment for the Solid Waste Division, and, nearly eight years later, the division continues to use them. Once again Operating Engineers are in the forefront in maintaining and operating new methods thus reducing costs to the public and ensuring their jobs in the future. We have set the standard, helping King County and the Cedar Hills Waste facility be a regional model of efficiency. Operating Engineers (Local 302) are proud to be a part of that effort for the Public.

In Solidarity,

Bob Franssen
Field Representative



Operating Engineers at King County's Solid Waste Division

DISTRICT I

Bothell office
425-806-0302



Marge Newgent
Field Representative

Brothers & Sisters:

Work actually picked up over the winter and its getting even busier on Project Labor Agreements (PLA) in and around the greater Seattle area.

We need to continue to be the best in the industry by showing up every day, ready for work and leave the petty high school business at home. We our a proud, hard working union and need to be as professional as possible at all times. We need to have the back of our brothers and sisters at work. I have been dealing with a lot of crazy, name calling and battles that should have been out of our system a long time ago. If you can't or won't back your brothers and sisters at work, then at least don't contribute to the problem. Not only is that wrong, it is a violation of our union bylaws. You can be brought up on charges from another member for contributing to a hostile work environment and harassment.

We are all working to provide for our families. Each and every member has that right. Regardless of gender, color, religion, or any other protected status. Remember a lot of these younger, newer members will be paying into your PENSION when you retire. If we allow them to be harassed or threatened and treated poorly at work then what does that say about our union? The only thing necessary for evil to exist is for good men and women to standby and do nothing. What if we treated everyone as well as we treat our parents or children? Aren't we a family in a sense? I certainly feel that way about all our members. We need to keep growing our numbers. Who cares what people look like or what their beliefs are? Besides, you're not going home with them.

What you do off the job is your business. What you do at work reflects on all our members and our union as a whole. We have a lot of work ahead and need to stay focused on being the best in the industry. If you see an operator struggling, help them. If they are green as grass then you need to show them the correct way. If they are being picked on, stand up for them. United we stand! Enough said on that subject.

Deep Bore Tunnel - By the time this article is published Bertha will still be broke. Hopefully, the cutter head is off and the bearing is being replaced. The rest of the project (North & South portals) are moving along fine. I'm not going to speculate about when Bertha will resume tunneling. Your guess is as good as mine.

Sound Transit - Has several jobs going and will be breaking ground on the east side next year as well. Sound Transit has something like \$10 Billion worth of work over the next 10-15 years. Spreading out East and North and into Tacoma.

City of Seattle - Seawall is going like gangbusters. The city passed an ordinance for target hire. They will be identifying certain zip codes for a priority hire on all city-funded projects with a \$5 million threshold. This will be tied to a Community Workforce Agreement (CWA). We negotiated a new CWA back in late March and early April of this year. Ron Dahl has agreed to cover this work along with the Port of Seattle PLA's to help with the workload. Big thanks to him. PLAs/CWAs seem to be growing in popularity at least with the owners.

King County - A new CWA was negotiated with the county. The Rainier Valley Wet Weather Storage Project (WWSP) will kick off work soon. The Family Justice Center is still up in the air in regards to it being a PLA. This is a \$200 million juvenile detention center on first hill by Seattle University. The county is still pushing for a contractor PLA and the National Construction Alliance has said no thanks, not without a third party administrator or a PLA with the county not the contractor. I will keep you posted.

Seattle Housing Authority - Smaller projects for operators. Mostly this is residential work. Flatiron at Yestler Terrace. They have 6 operators there. I met a bunch of good 302 guys there. Walsh is across the street and mostly it's framing and interior work. Anderson will be starting a similar project to Walsh's close to the Flatiron site.

I wanted to take a minute to thank all my stewards for their hard work. Stewards are a vital part of our union. Please support them in their efforts to protect our work and our members. Also thanks to all the apprentices and especially the ones who keep a copy of the contract with them and point out issues to the contractor and other members. If a new apprentice can do this then we all need to take notice and stand with them too.

Stay safe Brothers and Sisters. Please call your agent if you have questions or issues at work. It is becoming harder and harder to see everyone on every job due to the heavy workload. Please participate in your union by staying in touch with the representative in your area. Until next time, may your pockets be full and your troubles be few.

In Solidarity,

Marge Newgent
PLA Field Representative

DISTRICT I

Bothell office
425-806-0302



Gabriel Chavez
Field Representative

Brothers & Sisters:

The construction season is getting in full swing. Given the busy winter that we had we fully expect to have an equally, if not busier, season than we had last year. As you may recall, last year we did a lot of organizing to ensure that we were able to fill jobs.

Downtown Bellevue has several high rise buildings being constructed – GLY is doing most of them for Kemper Development Company with Sellen Construction. Leese Krutcher Lewis is also working on a high rise building in downtown Bellevue. The Daily Journal of Commerce recently reported on the increased number of tower cranes being used in the Bellevue – Redmond (Bel-Red) area, according to Monica Wallace of Wallace Properties: “Bellevue’s skyline is changing monthly.” With 1,970 housing units, 2.3 million square feet of office space, 610 hotel rooms and 125,000 square feet of retail the Bel-Red area is a busy place.

Kiewit General Manson for State Route 520 – At the time of this article the last of the pontoons have arrived for installation. At least a year is left for the completion of this project. As you may have recently read about there was a recent fatality of Joe Arrants, a Carpenter Foreman on the job. This was a terrible accident and all of the workers on the site are saddened by this loss.

The Cadman, Glacier, and Lakeside pits are still busy mining sand and gravel throughout the winter months. This has kept many of our members busy and working.

Lakeside and Watson Asphalt will be doing most of the upcoming paving work in East King County.

You may have also read about an enormous pour in late February and early March that was in Belle Square by GLY Construction. This was a 24 hour pour to create a 285-foot-long, 137 foot-wide and 10-foot-deep mat for the north tower of the Lincoln Square expansion. They used seven pumps to place 13,690 cubic yards of concrete delivered by 81 ready-mix trucks from five plants. GLY said that the previous record before this project was the Block 19 project in Seattle, at 11,700 cubic yards. Cadman was heavily involved in this pour.

We are seeing several residential jobs putting out for bid and a few of the existing jobs (JR Hayes and Jennings) are also still underway.

Skanska got 2 jobs 1 in downtown Bellevue and one at Microsoft in Redmond.

As you can see, it is shaping up to be another busy construction season in east King County. Be safe out there!

In Solidarity,

Gabe Chavez
Field Representative

Brothers & Sisters:

As I report this Loadline article I am still very frustrated with my efforts to improve compliance with the prevailing wage and wage and hour laws in Washington. While we have seen some small triumphs it has been an on-going battle to influence the state to take an active role in enforcing these worker protection laws. I read a recent article from the Commonwealth of Kentucky Labor Cabinet that is spot on relating to the reality and importance of worker protection as well as bringing to light a growing epidemic affectionately known as “Wage Theft.”

According to the article: “Money taken each year in Kentucky during all robberies combined falls well short of the total amount improperly withheld from Kentucky’s workers. The Kentucky Labor Cabinet collects an average of \$4.5 million each year in wage restitution for employees, and that total far surpasses the average amount of \$2 million taken during all robberies in the Commonwealth.

You might ask what Wage Theft is. It’s unpaid overtime, withheld final paychecks, illegal deductions of pay and lower pay than the minimum or prevailing wages, misclassification of workers, failure to pay workers’ compensation and unemployment insurance are just a few of the common forms of it that we run into. Essentially they are ways that unscrupulous contractors employ to make their companies more profitable and more competitive on projects using our wages and benefits as leverage. These are the exact things that we have been tirelessly working with government agencies to enforce. Currently, it is a crime to steal a person’s property or belongings, but if you steal from their wallets in the form of Wage Theft it is a civil penalty at best – that is not enforced very enthusiastically.

To that end, we have been working with our government agencies to put together cases that are ripe for the picking. However, time and again we are facing inertia and inaction from these regulators because these cases can be messy and complicated to investigate and untangle. I have brought cases forward that the enforcing agency allows the contractor to correct their records to strengthen their argument that they either didn’t commit the violation or to pay the worker what they should have paid them in the first place without consequence.

As you can probably see, I am frustrated and this frustration only continues to grow and it is making us more persistent and vigilant in identifying this Wage Theft (also known as fraud) and continuing to push these regulators to do their jobs. We are doing everything we can to this end. We have met with agency enforcement agents, the agency’s head officer, federal investigators, and anyone that will listen to our plight and assist in brining these bad actors to justice. We will continue to push the envelope until we are satisfied that workers are being protected. At the time of this article we are continuing to explore our options to take additional steps to further compliance. These efforts may include elevating them to the Legislature, the media, or?

You can help us by continuing to report to us any possible situations where you know of situations where workers, often working for competing non-union contractors, are being taken advantage of. While this is a difficult problem to address we are committed to continuing to apply whatever pressure we need to apply to ensure that are contractors are competing on a level playing field and that workers are being adequately protected.

Ron Dahl
Business Relations

DISTRICT I

Bothell office
425-806-0302



Ron Dahl
Business Relations

DISTRICT 4 & 5

Ellensburg office
509-933-3020



Sean Jeffries
President &
District Representative
Executive Board

Brothers & Sisters:

In a conversation with another brother the question was asked of me: “Why don’t I know what work a Representative of Local 302 is responsible for performing?” There is no short answer to this question. The responsibilities vary in the different areas from the union work, non-union work, permits, and contract negotiations.

I will answer the question from my responsibilities as President and District 4 & 5 Representative. I’m expected to represent our members working in these districts by visiting jobs periodically and addressing any contract issues the members bring to my attention or that I see while visiting the job. With the lack of union work in these districts I also need to be visiting the non-union workers and employers in an effort to show a union presence in this area. I’m always thinking of how we can try to get more employment opportunities for our members. If a bid is posted that I see our contractors would be interested in I fax or email it to them. I contact the contractor who is the successful low bidder on the project in an attempt to offer our services. I work with other unions to work together on capturing more work for our members. I also meet contact our local government officials on issues that are important to our members.

State and Federal prevailing wages are set by us representatives that log jobs and do the wage surveys every so often to hopefully maintain our contract wages so our members and contractors are not at a disadvantage when bidding public works projects. I am also a board member for Northwest Fair Contractors Association to help monitor prevailing wages being paid by contractors working on public works projects in an attempt to keep the non-union contractors from cheating their employees from wages and/or benefits, which helps keep a level playing field for our union contractors. I am also a Trustee who helps oversee and manage our healthcare and pension for all of Local 302. I am honored to do since I believe the benefits we have are some of the most important things for all of us. I take classes every year to stay up with new requirements, network with other Trustee’s, talk with other professionals, and monitor the performance of our investments.

Thankfully we have very good consultants that are professionals who help us with managing our healthcare, pension and decisions as a Trust. This year will be a very busy year with negotiations so I will also be very involved with that doing research, listening to the membership and making the various meetings to negotiate contracts.

Membership education is another task I have been involved with and take much pride in doing. Every class is a little different due to the discussion, but the topics include union history, structure of Local 302, duties of members and importance of organizing, politics and training. I did not list every responsibility or detail for a Local 302 Representative here but I hope it gives you a better sense of what we do as your representatives.

In closing, I would like to thank the membership for your support and please help me welcome the new apprentices. Also, if you feel so inclined, tell your Local 302 Representative “thank you” because even if you feel like they could be doing more, believe me, they are out there everyday trying to make a difference and maintain an organization we all should be very proud of being part of. I look forward to seeing you at the monthly union meetings in Bothell, Ellensburg, and Wenatchee.

Sean Jeffries
President and District 4 & 5 Representative

Brothers & Sisters:

Hopefully as this Loadline hits your mailbox, we are well on our way to signing a new contract and are in the heart of the construction season putting the hours in and knocking out the work. Now would be a good time to look around and enjoy what the Union has helped you provide for your family, too many times in the past we have all complained about what we didn't get in our new contract. Well, I'm a glass half full kind of guy so I look at the training possibilities that are available.

I'm pretty confident when I say our training facility is one of the best in the country and whatever I need they will somehow provide it for all of us. Ole' and his staff are putting out some seriously qualified apprentices and the journey level classes are second to none. Take the forklift class and you will see what I'm talking about. Every training opportunity over there is first class as are the people. Our health care is fantastic and it is one of the things I point out to potential new union members because in the non-union world most everybody has some sort of substandard medical and dental coverage that has very high deductibles and only covers the employee. They have to buy supplemental coverage for their family. I know when I walk in to the doctor's office I don't have any problems because our coverage is first rate; go ask your spouse they will tell you how it is.

As far as wages go I think they speak for themselves. Our wages set the prevailing wage rates in most counties. I could go on and on about how we need a huge pay raise, but in reality everyone on our bargaining team will bargain for the best package that they can - end of story. I have sat in on a few negotiation sessions and imagine buying a car only it's ten times more arduous. Both sides want the best deal that they can get and that's what you have to remember.

The reason I'm talking about all of this is simple, be proud of your Union and it's a simple thing if you realize what we have accomplished together over the years. We tend to get caught up with the negative. What we didn't get versus what we already have. We already have too many factions trying to chop us down everyday and the battle will continue for eternity, but just like in football, it's the stronger team that wins. That team is unbeatable, as they may lose a few of the battles, but together as One they will never be beaten. Look around and enjoy what you have, and be proud of who you are.

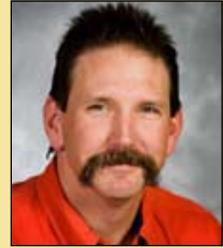
We are the best trained people on the job, bar none. With that said, remember there is no 4 hour minimum or tool of the trade -- what is ours is ours. Brothers and Sisters, if you are proud of what we do you won't let anyone else do it.

In Solidarity,

Tony Zempel
Field Representative

DISTRICT 2

Bellingham office
360-336-2615



Tony Zempel
Field Representative

Matanuska Electric Association Eklutna Generation Station Project

This is the story of how Matanuska Electric Association (MEA) came to have a contractual relationship with Local 302. However, this was not without some trials and tribulations. In the end it is a great example of how, through our efforts and perseverance, we have built the foundation for a long and prosperous relationship. It is also an example of a massive construction project in Alaska in an arena that the Operating Engineers helped to successfully complete and will continue to be an active part of the labor force during full plant operations.

Background of our Contractual Relationship:

In early January of 2014, Local 302 was successful in obtaining signed bargaining cards from a majority of the bargaining unit that had been hired by MEA. Subsequently, MEA gave voluntary recognition to Local 302 and bargaining ensued between the parties. By mid January 2014, a collective bargaining agreement (CBA) was ratified by the bargaining unit at the Eklutna Generation Station (EGS) power plant in Alaska. It was signed on January 13, 2014 and became effective on January 1, 2014. However, on February 4, 2014, the IBEW Local 1547 filed charges against Local 302 with the National Labor Relations Board (NLRB). The ULP charge against Local 302 **alleged** that Local 302 committed a ULP by signing a CBA with MEA for employees at the EGS power plant that contained a union security clause. Such action by Local 302 **allegedly** was unlawful because at the time it did so, Local 302 did not represent an “un-coerced majority of employees at the power plant and MEA had not yet employed a substantial and representative compliment of its projected workforce at the power plant and MEA was not engaged in its normal business operations at the plant.” In other words, the IBEW claimed that MEA had given Local 302 voluntary recognition prematurely.

On February 27, 2014, the IBEW filed an additional charge amending its February 4th charge to add a new **allegation** that Local 302 engaged in unlawful pre-recognition bargaining with MEA, unlawfully sought and prematurely accepted recognition as the representative of MEA's power plant employees. They further **alleged** that Local 302 unlawfully entered into a CBA containing a union security clause covering those employees.

Local 302, from the onset of the charges, believed that the charges were contrary to the interests of labor. The staff at District 6, along with Business Manager Daren Konopaski, met with the IBEW to ask it to reconsider its position and drop the charges but was unsuccessful in convincing the IBEW that the only people it would be hurting were the power plant employees. The IBEW was essentially willing to force the employees, even some of their own members, to go unrepresented and without a contract, forfeiting several negotiated benefits, rather than let the unit be represented by Local 302.

In the end and after 10 months of legal proceedings, all parties agreed to settle without going to court. The decision to settle was not an easy one. By settling, Local 302 would have to give up its representation of the bargaining unit, refund all of the employee's assessments and the CBA would be nullified as if it never existed. There were two other negative aspects of the settlement agreement. One was that the employees would lose our healthcare and their pension contribution,



the other was the possibility that this bargaining unit could eventually vote to go non-union or be represented by the IBEW. After Local 302 consulted with the employees, the choice was made to settle and go to an election. In the end the employees would have their say in an NLRB sanctioned election that would finalize matters once and for all avoiding years of litigation. The employees and Local 302 opted for the election because we were all confident that Local 302 would win.

Under the NLRA, a waiting period of 60 days cooling off period would need to be satisfied once Local 302 complied with the settlement agreement. During the cooling off period, Local 302 began to organize the unit once again. And, once again, Local 302 obtained bargaining cards from all 17 employees. On February 20, 2015, the NLRB conducted an election for representation at EGS. The ballot had three choices on it: 1) Non-Union, 2) IUOE Local 302, and 3) IBEW. In the end, the tally read:

1) Non- Union	0
2) IUOE Local 302	17
3) IBEW	0

The employees had to endure a long and arduous legal process that left them in a state of uncertainty for nearly 13 months and in the end, Local 302 is very proud and eager to represent this bargaining unit again. We are now in the process of negotiating a CBA with MEA and we are hopeful to have one in place in the very near future.



The EGS Facility and Project:

The EGS facility is located on 22 acre parcel of the approximately 70 acres owned by MEA near the Eklutna exit along the Glenn Highway. This is a strategic location for the work because it is in close proximity to the 20" natural gas line and the Glenn Highway. This is a centralized location for supplying approximately 1/3rd of the load to the South in Eagle River and 2/3rd to the North in Matsu. The groundbreaking for this project was in June of 2012 and construction began in the Spring of 2013 with one of our contractors, Roger Hickel Construction, doing the foundation work.

The Power Block building is approximately 61,000 square feet with an additional 21,000 square feet of warehouse/maintenance facilities and 6,500 square feet of office and administrative space. The EGS facility was built with high environmental standards in mind because the EPA and ADEC have very strict emission controls for large generation facilities. Not only was EGS required to construct to these strict standards, but EGS has on-going requirements for testing and reporting to ensure future compliance. EGS also has an advanced emissions control system. Due to the high efficiency and the clean fuel used, the exhaust gas emissions when running on natural gas are low. In a dual fuel engine, the air-fuel ratio is very high, and uniform throughout the cylinders. Maximum temperatures and subsequent NOx emissions formation are therefore low, since the same specific heat quantity released to combustion is used to heat up a large mass of air. Benefitting from this unique feature of the lean-burn principle, the NOx emissions from the Wärtsilä 50DF are low to begin with. EGS also uses an exhaust scrubber that captures NOx emissions ensuring that the exhaust complies with strict emissions standards.

The Power Block facility was built using 1.5 million pounds of #10 rebar to reinforce the foundation. It is a spread footing foundation that is 7' thick in the center and 9' thick towards the outside. Over 850 truckloads of concrete were utilized in the construction of the power block foundation. All in all, there is about 22,000 cubic yards of concrete at EGS. Because this plant was constructed in an earthquake prone area the foundation, steel construction of the building, and seismic bracing for each engine and component was constructed as an essential facility.

Interesting Facts on the Wärtsilä (Power Generation) Units:

- Two of the ten engines traveled from Trieste, Italy to a port in South Korea where eight other engines waited to join them for the last leg of the journey to the Port of Anchorage.
- MEA staff was able to track the location of the ship carrying the engines via a secure website.
- A special rail car, the only one in the U.S. that could haul the engines, had to be brought in to Whittier and transported to Anchorage to move the engines from the Port to Eklutna.
- It takes a full day to place a single engine on the rail car at the Port of Anchorage for transport.
- By rail, the engines travel for 2-3 hours to reach Eklutna.
- AJAX dishwashing liquid is used throughout the process as a lubricant to help slide the engines into place onto the rail cars.
- It takes 7 hours to get the engines off the rail car and onto a specially designed truck with 144 tires to travel from the railroad to the EGS site.
- Another day is required to place the engine in its designated slot in the engine hall.
- At their tightest points in Anchorage, the engines have approximately 5 inches of clearance between them and the bridges under which they must to pass.

EGS is a 171mW facility, which meets their service area peak load of 148 MW and provides required reserve and maintenance requirements. There are 10 Wärtsilä units being used at EGS at this time. These are dual fuel (primary natural gas with a diesel back-up) reciprocating 23,500 horsepower (approximate) engines that weigh roughly 390 tons as assembled and can each produce 17.1 MW of power. Having ten smaller generating units allows MEA to closely and efficiently follow a mostly residential customer base. This allows MEA to use less fuel to serve their members. MEA also serves 20 percent of their members with hydro power from the Eklutna and Bradley lake hydro plants. The facility was also built with expansion capabilities in mind. Their arrangement on the site is such that they can add two additional Wärtsilä units to the North Engine Hall if needed in the future.

By building its own power generation facility, MEA was able to provide for a more efficient and less expensive source for power for 2015 and beyond. MEA had purchased power from Chugach Electric from their aging Beluga power plant for several decades. That plant has reached the end of its life expectancy and MEA weighed the options carefully and made the best economic choice for the MEA membership. This plant will serve the entire MEA service territory and provide savings over the long term for MEA and its members.

All told, the project was recently completed in 2015 with total construction costs of approximately \$274 million funded entirely by the privately owned member cooperative without any state or federal funding. EGS is now finalizing the commissioning process and providing power onto the Alaska grid. At the peak of construction there were nearly 300 workers on site each day from multiple trades. According to MEA:

Thanks to Alaska's skilled labor force, the majority of workers were locally hired by EGS contractors....Adding over an estimated \$125 million to the local economy in the form of hiring Alaska firms and Alaska labor.

On an on-going operational basis, there are expected to be 17 Local 302 members working at the EGS facility performing operations and maintenance functions - 9 Power Plant Operations Technicians, 6 Power Plant Maintenance Technicians, and 2 Power Plant Electrical and Controls Technicians.

RETIRES

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

MORGAN ANDERSON	NICK MARCHUK
STEVEN ARZIE	DAVE MCDONALD
CRAIG AUSTIN	VIRGIL MILLER
MARVIN AYRES	MICHAEL MOORE
WILLIAM BARICKMAN	JIM ONEILL
ROBERT BELL	ROBERT PACKER
DANIEL BLAIR	JOHN PETERSEN
LISA BOWERS	MARK POSTELWAIT
GORDON BROWN	TERRY PROSCH
BRUCE CHRISTOPHERS	DANNY SHAFFER
CHARLES COFFEY	ROBERT SHERWOOD
STEVEN DRAPER	LARRY SMITHHISLER
CECIL GARBE	MICHAEL SPANGLER
DENIS GARDELLA	JEFFERY SUMMERS
KERRY GAUTHIER	KENNETH WEBER
RICKY GRAFF	GREGORY WHITTLE
WILDON GRAHAM	JACK WILSON
THOMAS GUILD	TERESA ZENTZ
JEFFREY HARR	
DALE HARTWIG	
JERRY HELNORE	
DANIEL HERNANDEZ	
RONALD HERRIN	
PAUL HOLMES	
MARK JAGGER	
NICOLENE JORDAN	
SCOTT KELLER	
EDGAR LANOUE	

Dear Brothers and Sisters:

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

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

The General Executive Board as authorized by the IUOE International Constitution has determined that it is necessary to increase the monthly per capita dues effective July 1, 2015, by fifty cents (\$.50) per member per month.

Washington member rate: \$28.50 per month
Alaska member and Retiree rate: \$18.75 per month

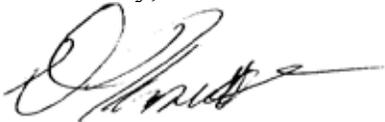
Please contact your local Dues and Membership office prior to submitting payment to confirm the current rate or if you have any questions regarding your monthly membership dues.

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

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

Members who have pre-paid their dues for a period of time beyond the July 1, 2015 increase date will not be expected to pay the \$.50-cent dues increase retroactively.

In Solidarity,



Daren Konopaski
Business Manager & General Vice President

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

**ROBERT ADAMS
RICHARD AMOS
BOBBY ANDERSON
JOHN ANDERSON
JEFFREY AVERY
RALPH BARENZ
DAN BLANKENSHIP
ROBERT BOWLING
JOHN BROOSTROM
ALEX BUCHANAN
ROBERT CURTIS
WILLIAM CURTIS
ROBERT DUBOIS
WALLACE DUHON
ROBERT EDWARDS
RUSSELL HANKE
JAMES HASSON
WILLIAM HAYS
FRED HELFERSTINE JR
LYNDALE HILL
JOHN JIMENEZ
JEFF LUCAS**

**JOHN MC DOUGALL
DAN MC MILLAN
RAYMOND PEDERSON
JOHN PETERSEN
KENNETH PETTIT
JAMES WALSH
CHARLEY WALTON
WILLIS WEBB**



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



Tami St. Paul
Training Coordinator

Brothers and Sisters,

Hey, we hope you had a great winter and spring and are ready to jump into the summer full steam ahead. So far this year, the training has gone well with a lot of folks choosing to take advantage of the opportunity to gain some new skills or sharpen up some they already had through the winter and early spring.



Advanced apprentices in the grader class



Pre-Trip inspection in the CDL training class

We began our entry level apprentice training at the end of April. After enduring a rigorous selection process, there is a great group of new apprentices training to get some entry level skills who will be ready to hit the job sites coming your way soon. The final phase of the selection process is our **“Safety and Orientation”** where they come to the training center and try us out. At the same time they are being evaluated by our fantastic staff of mechanics and instructors. Imagine having the experience of a four day job interview and you get the picture.

Pictured below: *Apprentice applicants in the final phase of the selection process show us their great attitudes, aptitudes, work ethic and ability to follow instructions safely with real seat time on the equipment. Some of the tasks they may get a chance to participate in:*



Trying their hand at catching the swing



Working with the dozers

APPRENTICESHIP & TRAINING



Paving with the applicants



Moving some piles with the loaders



Trying out the excavators and backhoes at S&O

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As you can probably tell by the pictures, our instructors have their hands full with Safety and Orientation. They have a large number of candidates with different backgrounds and experience levels for just one day each. With all that going on, they also have to evaluate each applicant's attitude, aptitude, work ethic and ability to follow instructions with a new group each day. I am pretty sure I saw new grey hair everywhere at the end of two weeks of this year's Safety and Orientation classes. But bless their hearts our instructors are true professionals and they do a fantastic job of evaluating our potential group of entry level apprentices and we are grateful for the wonderful work they do.

We are excited to invite the top scoring candidates to our entry level training so we can help them begin their careers as Operating Engineer Apprentices. Please give them a hand whenever you run across them on the job. They are the ones who will carry on our tradition of excellence and professionalism in our industry in the coming years. They need your guidance, encouragement and safe and proficient shining example of how things are supposed to be done. Thanks in advance for your help in molding our future skilled workforce.

We are honoring the graduates from 2014 at the district meetings in May. If you run across these folks out on the job, or helped them get to where they are today, please make them welcome into our family of journey level Operating Engineers. We would like to offer our congratulations and heartfelt thanks to everyone who played a part in their successful completion of their apprenticeships. We wish them the best in the next phase of their careers and remind them to pay the generosity of folks who helped them become the qualified competent professionals they are forward to the next generation of apprentices who follow in their footsteps on that path.

APPRENTICESHIP & TRAINING

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Ellensburg, WA
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Congratulations to all the Graduating apprentices in the “Class of 2014”

Kyle Amundson	Michael Bryant	Jordan Carr
Josh Covert	Jamie Dicey	Clayton (Scotty) French
Benjamin Haney	Trent Hanson	Jay Henderson
Steven Johnson	Richard Jones	Kenneth Koidahl
Heather Lewis	Aaron Nakao	Jack Neigel
Nicholas Pleasant	Arthur Quintero	Michael Renkert
Desirae Roberts	Chanz Robison	Cody Robison
Julie Sell	Jeffrey Sevon	Dylan Siller
Jason Skipper	Jason St. Paul	Lee St. Paul
Russell Stach, Jr.	Douglas Stensgard	Fakaosi (Osi) Talakai
Kermit Wilson	Arturo Zamora	Leopoldo Zamora

We have continued to update and upgrade our fleet of equipment to train with this year. The Training Trustees approved the purchase of several new additions to the training center. We have a new 950 Caterpillar Loader with a quick connect bucket to switch from forks to bucket functions and a new D-5 Dozer that has Efrain Saucedo, our dozer instructor, waxing poetic about the wide stance, longer track base, great balance and heavy duty construction of this mid-sized addition to the dozer fleet. We have permission to add another crane to the mix as well. Look for details in an upcoming Loadline article as we haven't made that important purchase just yet.



New 950 Caterpillar Loader



New D-5K Dozer

APPRENTICESHIP & TRAINING

Please mark your calendars for the upcoming Top Hand Competition at the training center on June 27th. We know it's late into the beginning of the season, but we are trying to stay with the Saturday after Father's day date and that's when it works out this year. Please plan to attend and even compete if the mood strikes you. Bring your friends and families. It's a fantastic day of fun for everyone that also includes exciting and good natured competition with fantastic prizes for the Top Hands in a variety of different equipment skills.

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

Top Hand Competition

SATURDAY, JUNE 27, 2015 *(WEEKEND AFTER FATHER'S DAY)* **10 AM TO 3 PM**

BRING YOUR FRIENDS & FAMILY AND JOIN US AT THE
OPERATING ENGINEERS' TRAINING CENTER IN ELLENSBURG, WA

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

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

WINNERS RECEIVE TROPHIES, PRIZES, AND BRAGGING RIGHTS!

BACKHOE • DOZER • EXCAVATOR • LOADER • FORKLIFT • GRADER • CRANES • CDI

CRANE COMPETITORS MUST HAVE A CURRENT NCCCO CARD / CDI COMPETITORS MUST HAVE A CURRENT CDI

LOADS OF ACTIVITIES AND ENTERTAINMENT FOR ALL AGES • OPERATE HEAVY EQUIPMENT & CRANES

DESIGNATED KIDDIE AREA WITH JUMPY HOUSE, TOYS, BALLOON ANIMALS, FACE PAINTING, ARTS & CRAFTS, AND MORE

• FREE LUNCH • MUSIC • ADULT BEVERAGES FOR SALE

DRIVING DIRECTIONS: FROM EAST BOUND I-90, TAKE EXIT 115 (KITTITAS), LEFT AT THE STOP SIGN AT THE END OF THE RAMP. FOLLOW MAIN STREET THROUGH KITTITAS. RIGHT AT THE STOP SIGN ONTO PATRICK AVE, AFTER 3 BLOCKS TURN LEFT ONTO No. 81 ROAD. AT STOP SIGN, TURN RIGHT ON VANTAGE HWY. TRAINING CENTER IS ABOUT 4.5 MILES UP THE ROAD ON THE LEFT. FOLLOW THE SIGNS FOR PARKING.

We are looking forward to a safe and productive summer and hope you are too. If you get a chance, swing by the crane simulator trailer at the Deming Log Show on June 13 & 14. We are set up outside the logging competition grounds and we love the chance to visit with our members in that relaxed family friendly atmosphere. It's always a great family fun event that also benefits a great cause

Whatever else your plans are for the summer, please have some fun and be safe out there.

Respectfully submitted,

Tami St. Paul – on behalf of the staff at the Operating Engineers Regional Training Program

IUOE Regional Training Center

Palmer, AK
1-877-746-3117



Mike Holcomb
Administrator



Chad Hutchinson
Apprentice Coordinator



Adam Ferguson
Apprentice Coordinator

Training and Apprenticeship in Alaska

Brothers & Sisters:

“Mild” seems to be quite the understatement when describing this year’s winter weather conditions. We are all hoping that the unseasonably warm temperatures and overall lack of snow, ice and frost will result in an early spring kick-off. Perhaps, nobody wishes for that more than the apprentices currently training in Palmer and Fairbanks.

This year’s group of mechanics began their training on February 2nd. They are scheduled to finish up their initial schooling and be ready for field assignments on April 17th. The training they have received was modified slightly this year in an effort to meet the needs of our signatory contractors. Their training has been heavily focused on the following topics: Lube oil and service operations, welding, brakes, D.C. electrical, C.D.L (Class A), hydraulics and rock crusher/ plant operations. In future years, the apprentices will come back to school to pursue further training in these and additional disciplines. The new format focuses on the development of core skills before introducing advanced theories and methodology.

We continue to be excited about our vocational education partners. We have absorbed several mechanic apprentices over the last couple of years that enter our program with solid educational backgrounds. They are excited about the career opportunity and adapt easily to our organization and the demanding work associated with it. Identifying strong candidates is an important step in strengthening our organization. If you know of or stumble across exceptional individuals with a desire to be operators or mechanics, please remember to direct them toward the apprenticeship program.

The 2015 apprentice operator group began their training on March 16th. They will receive training and exposure to the following disciplines before

Students operate A.D.T's and excavators during January skills upgrade course.



being eligible for field assignments on May 22nd: T.E.S.S. (trades, equipment, soils and site-work), crushers, loaders, articulating dump trucks, excavators, tractor-loader-back-hoes, grade-checking, motor graders, rollers, dozers and scrapers. Additionally, those students entering the program without CDL's will attain them prior to the May 22nd advancement ceremony. It goes without saying, that in 10 weeks the apprentices will barely break the surface as to the functions and capabilities of the varied equipment we work with in our trade. We can all help by mentoring these apprentices when they hit the job-site. Life happens fast and we want our future journeymen and women to be as strong as possible to help support our pensions, right? School is where apprentices are introduced to the trade and on-the-job is where they learn the trade.

We are excited to announce that the Palmer Training Center recently acquired another 10 yard dump truck (Kenworth T800) and pup, which should help in meeting the demand for increased CDL training and testing. Additionally, we just attained a Volvo A40 articulating dump truck which is the second A.D.T to enter our fleet in the last year.

Please don't forget that training isn't just for apprentices and folks early on in their careers. Training is a benefit that is afforded to all members in good standing with recent work histories. Like your dental, vision and medical benefits, you should utilize your training benefits. You've earned them! Quality training and skill advancement is what makes us not only competitive but allows us to stand above our competition.

Have a safe and successful season everyone!

Regards,
Adam Ferguson
Apprenticeship Coordinator

Hydraulic simulator training in Fairbanks, Alaska
Apprentice mechanics from left to right:
"Baby Face" Reeves, Rico Blanchard, Devin Shook, Adam Allen



**IUOE Regional
Training Center**
Palmer, AK
1-877-746-3117



The Cutterhead on the SR99 TBM clears the pit.



Shell's Polar Pioneer Arctic Drilling Rig as it passes through Port Angeles.



Jerry Swihart, Steward for the City of Unalaska.



Lake Williams, with Norcon Operators: Forrest Brumfield, Kathy Kindy, Dave Clark and Shawn Lowry.



Ness Campbell Crane Working on Highway 20 Slide



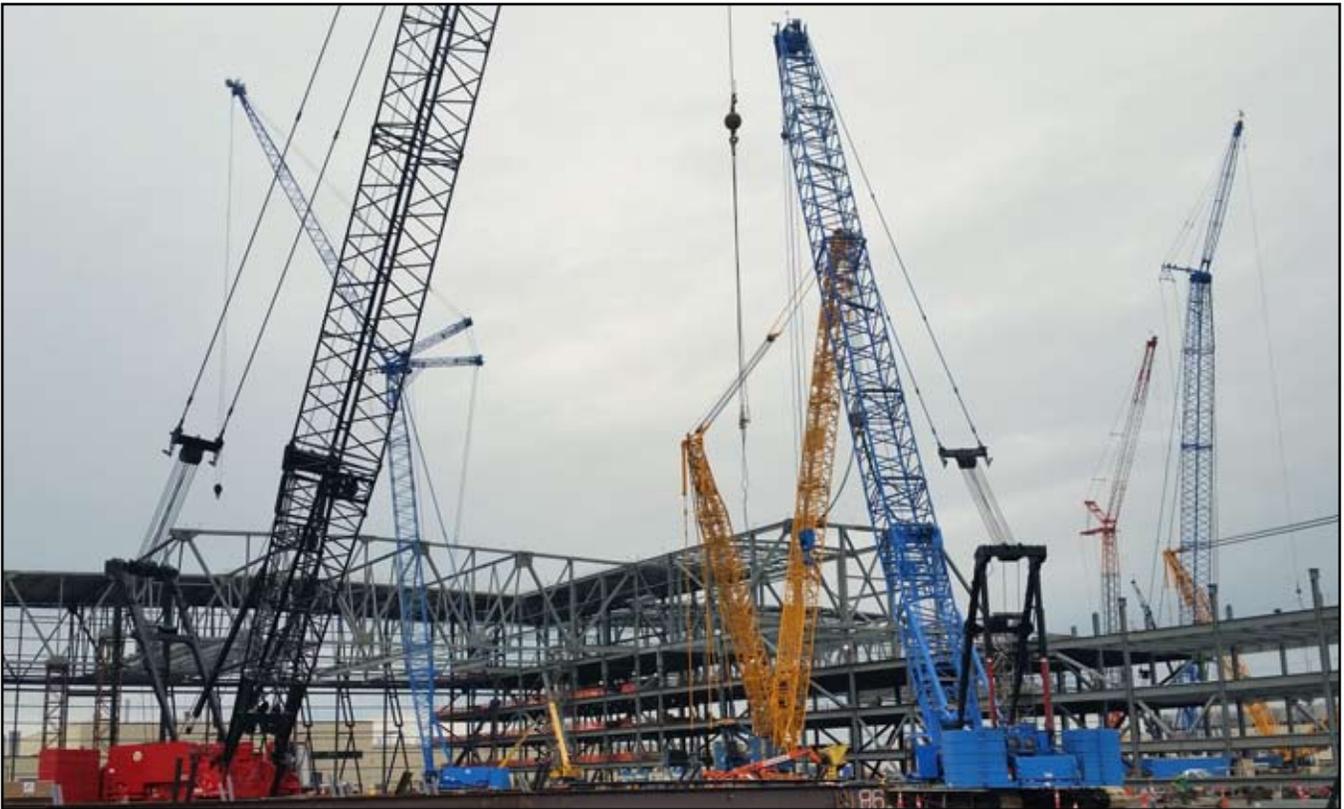
ASRC-Houston Contracting Company's Pipeline Job in Prudhoe Bay



Operating Engineers on the Rotomill - Juneau Airport



Mechanic Rob Todd changing Shear Cutter components for CEI Demo project Fairbanks



Boeing Everett 777x Project, a forest of crane booms from outside the fence.



Local 302 member Freddy Ozuna running a forklift for American Ironworks and Erectors on the Davis High School project in Yakima.



302 member Stewart Lyon, working for Sarins Crane, operating a KAMAG SPMT Modular Heavy Transporter.



Ameron light poles in the making at the Everett Plant.

Member Spotlight

Robert Criswell is a long-standing member of Local 302 and has been a true asset in helping to move Local 302 issues forward in both local and state politics. We wanted to feature Robert's career in this fine local as it provides a great example of how to get involved. We appreciate all of his hard work.

Thank you Robert for all of your efforts and we appreciate your willingness to share your story.

When I was 11 years old living in California, with total fascination I watched a man dig a pond with an old D7 cat. I believe that was the start of my obsession with heavy equipment.

Just out of high school I took a job for a small construction company beginning with cleaning forms, then tying rebar and ended up operating a small concrete batch plant, pouring curbs and sidewalks. My next construction job was working in a block plant; stacking 8" 35lbs blocks just out of the kiln. It was Arkansas in the summer with temperatures in 90s so we worked from 4:00 -7:00 am. The rest of the day we delivered blocks.

In 1963, I moved to Washington where my parents were teachers in a logging camp, Grisdale (south side of the Olympics). There I got my first Union job with the International Woodworkers of America (IWA) for Simpson Timber Company (Now Green Diamond). My job was working on the railroad as a gandy dancer; tamping ties, laying rails, and pounding spikes. After a grueling year at that job I was promoted to setting chokers behind a D8 on a road construction project. All I really wanted to do was run that D8 I was sure I could do a better job than "Tarheel." In 1964, I started breaking in on dozer. By 1965 I was full time. The terrain is very steep in that area and road building is nasty, but I was having tons of fun. I was also privileged to operate the first 155 Komatsu in the USA. It had a full U-blade with ripper teeth which we used for cutting down the mountain to make a 12ft road bed. The worse cut was 165feet. At that time, I became a finish dozer operator.

During the next 10 years I became involved with the IWA as the President of the Local.

In 1978, I bought my 350 Case dozer and started doing site prep for new houses and back filling. A friend Lloyd Kingery who worked at Grisdale, got me a job as a owner/operator at the Satsop Nuclear Site. The job was cutting footings for the warehouse; 6ft deep, 900ft long. I was working 7days a week and all the hours I could stand. Lloyd told me to keep \$400 in my pocket and when they came to check if I was union they would have to sign me up. So on my second Day I joined the International Union of Operating Engineers. This turned out to be the best move I ever made. For 5 years, I worked up on the Satsop Hill. Jobs were varied, site prep running everything from a D-4 to a HD41 (AC twin engine monster), I broke in on 22 ton Grove, on into running carry deck crane, boom truck, friction rig, squirt boom, overhead electric crane (first operator on the turbine building crane), a 250 ton overhead in the reactor building, and tower crane (380 ft up with 150 ft of boom). It was a great five-year run.

Member Spotlight

Since the days working at the Nuclear site to early retirement in 2004, I have worked from Clallam Bay on the north end of the Olympic Peninsula to Niawiakum River (south of South Bend), from Anacortes to West Port and many places in between. I worked for 22 different construction companies over the years. During this time I have never taken a nonunion job.

I have always been involved in my union, attending meetings, helping to get other construction companies to become unionized, and calling on the new members to get involved. When the companies I have worked for try to undercut union contracts, I have gone head-to-head with them to maintain the operator's rights. If I got laid off because of my position, my idea was I was looking for a job when I found this one and I will be looking for another job when I leave, never kissed anyone's X@*& to get a job or keep one.

About 15 years ago, Grant Alexander (former District 3 Representative) got me involved in politics, became a Precinct Committee Officer (PCO) for my voting precinct and eventually on the Executive Board of the Grays Harbor Democrats. We worked with the Carpenters, Laborers, other Operators and the Friends of Grays Harbor helping with the understanding that the Unions care about the environment and will do as much as we can to protect and preserve it.

I always looked forward the end of a job because I could look back with pride to see a well done finished creation. I have met, enjoyed, and became good friends with a lot of people over the years. I have to say that the new best-job-ever is the one I have now -- RETIRED!

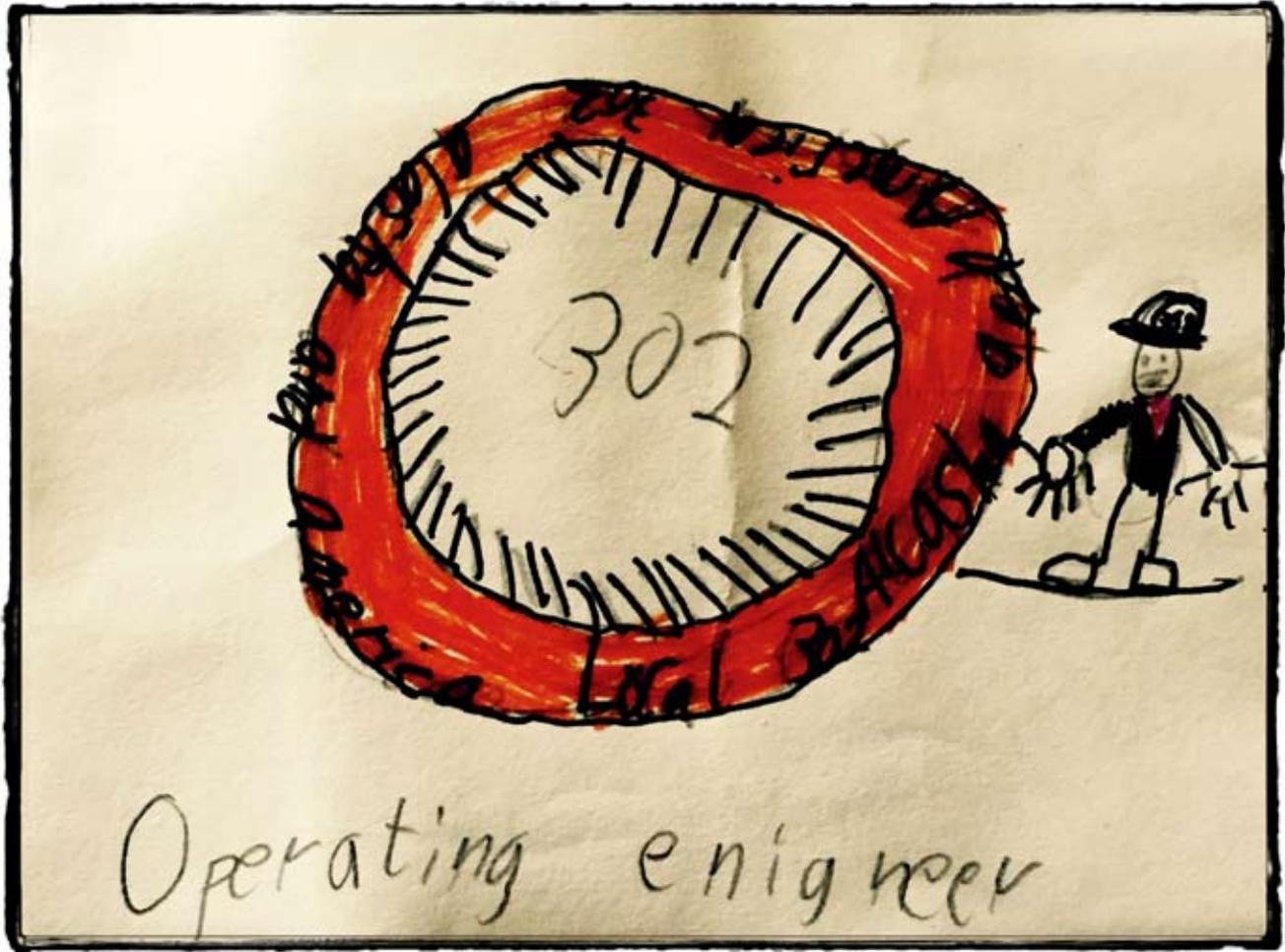
In Solidarity,

Robert Criswell
Local 302 Member and Retiree



p.s. Robert is always there to help if we need him – Daren Konopaski





Lucas Swanson re-drew our logo the other day. His dad is our guy in Olympia: Josh Swanson.

Got any brilliant artwork on your fridge? Maybe a great picture of the demo your working on? Want to show off your work on that bridge? That touchdown the kid made last week? If it matters to you, then it matters to us.

Send your pictures to loadline@iuoe302.org

We are always looking for great shots of Union Operating Engineers at work. Please include your name, the names of folks in your photo, and job location so we are able to give credit where credit is due. Photos shot from your cell phone work best in landscape position. Highest resolution possible please. "Actual Size" The full image please.

Voluntary Political Contributions

New Public Disclosure Commission regulations require that all employers and labor unions who offer voluntary political contribution options to their employees and members inform their employees and members of certain statutory protections. The statutory language from the Revised Code of Washington (RCW) 42.17.680(2) is:

No employer or labor organization may discriminate against an officer or employee in the terms or conditions of employment for;

1. The failure to contribute to;
2. The failure in any way to support or oppose; or
3. In any way supporting or opposing a candidate, ballot proposition, political party, or political committee

The new regulations also require employers and labor unions to provide information regarding where employees and members can send their written notice of revocation. Information regarding where to send notice of revocation is either:

1. Name and address of employer's contact; or
2. Name and address of person or entity who is responsible for disbursing wages or salaries

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
Kyle Brees, Recording/Corresponding and
Financial Secretary
Josh Swanson, Government Affairs
Bob Franssen, Field Representative
Larry Gregory, Field Representative
Marge Newgent, Field Representative
Rick Cunningham, Field Representative
Gabriel Chavez, Field Representative
Ron Dahl, Business Representative
Denny McKinney, Field Representative
Al Cummins, Dispatcher
Bill Albin, Dispatcher

DISTRICT 2 - BELLINGHAM

Tony Zempel, Field Representative

DISTRICT 3 - PENINSULA

George Garten, District Representative

DISTRICT 4 & 5 - WENATCHEE/ELLENSBURG

Sean Jeffries, President & District Representative

DISTRICT 6 - ANCHORAGE

Jason Alward, Vice President & District Representative
Kyle Virgin, Field Representative
Shane Linse, Field Representative
Bill Sims, Business Representative
Jamie Mack, Dispatcher

DISTRICT 7 - FAIRBANKS

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

DISTRICT 8 - JUNEAU

Corey Baxter, District Representative

EXECUTIVE BOARD

Daren Konopaski, Business Manager
Kyle Brees, 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

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Daren Konopaski, Business Manager

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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.

