

LOADLINE

IUOE LOCAL 302

WINTER 2024



FISH CULVERTS PROVIDE
STREAM OF WORK p. 8

WEINGARTEN RIGHTS:
YOU are entitled to
Union Representation
p. 27

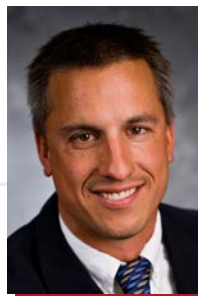
IUOE LOCAL 302 OFFICERS

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International Vice President



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President



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LAKE WILLIAMS
Treasurer



JACOB H. BLACK
Recording-Corresponding-
Financial Secretary

EXECUTIVE BOARD

Corey Baxter, Shane Linse



OPERATING ENGINEERS

LOCAL 302

ON THE COVER

Member Rick Rainville operating the horizontal drill to install a lagging wall for a new fish culvert along State Route 20 at Olson Creek in Skagit County, WA

Editor: Alison Dempsey-Hall

The Loadline is the official publication of the International Union of Operating Engineers Local 302 and is published multiple times throughout the year. The Loadline is mailed without charge to all members of IUOE Local 302 in good standing. Members, call Local 302 to ensure your mailing address is up to date: 1-800-521-8882.

Send comments, questions, or suggestions for the Loadline to mainoffice@iuoe302.org. POSTMASTER: Send address changes to Address Change, 18701 120th Avenue Northeast Bothell, WA 98011. Check out the Loadline online at www.IUOE302.org.

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Corey Baxter, District Representative, Executive Board



BUSINESS MANAGER'S REPORT

I hope the new year is treating you well. Things are busy as ever here at Local 302 as we continue to push ahead in 2024. Part of our focus is to grow and evolve in the ever-changing landscape unions find themselves in.

The United States union membership rate was at 10% in 2023 reminding us we must continue to demonstrate the value of unions and organize new units and Local 302 members.

One of the main ways to do this is to train the next generation of operators. Do you know someone interested in a career as a heavy equipment mechanic, operator, or service

oiler? Our Alaska operating engineer training application period is coming right up March 1 – March 17, 2024 (mechanic applications are accepted on an on-going basis). The Ellensburg and Spangle, WA apprenticeship applications are accepted later in the year. Check the back of this magazine for more information. We also have stationary member training opportunities. Check our website for more information on that front.

Equally important is developing the skills of our current members. Join us to learn why the Steward is one of the most important roles in the union and how to be the most effective in this leadership position. The next page has information for training offered in Washington state. Alaska and Idaho Stewards, check with your Field Representative to see when training will be available in your area.

We're always looking for better ways to keep you informed. That's why you'll notice our website, www.IUOE302.org, has been updated to incorporate the new branding and the webpages have been reorganized to make information easier to find and access. We also added the Google Translate feature in the top right corner so viewers can translate webpage content into multiple languages. (The translate feature does not translate PDFs linked to our website.)

Last but not least, thank you to everyone who attended our 13 holiday parties across Washington, Idaho, and Alaska — don't miss photos from the events on page 28!

Keep up the good work, and I look forward to seeing you out in the field.

In Solidarity,

Daren Konopaski

Business Manager and
First International Vice President



From left to right: Jan Pelroy, member of IUOE for 65 years and previous General Vice President, and Business Manager of Local 286, and Daren Konopaski at the 2023 Bothell Holiday Party



Steward Training

STATIONARY: *March 9, 2024 | 9AM-Noon |
Seattle Labor Temple 5030 1st Ave S
Seattle, WA 98134*

RSVP required by March 1, 2024 to District Representative Tony Frascone at tfrascone@iuoe302.org or 206-669-1834

CONSTRUCTION: *March 16, 2024 | 9AM-Noon |
IUOE Local 302 Hall 18701 120th Ave NE
Bothell, WA 98011*

RSVP required by March 8, 2024 to the Bothell Hall Dispatch Team at bothelldispatch@iuoe302.org or 425-806-0302 option 2

**CALLING ALL
CURRENT
WASHINGTON
STEWARDS
AND THOSE
INTERESTED IN
BEING STEWARDS**

Join us to learn why the Steward is one of the most important roles in the Union and how to be the most effective in this leadership position.



DISTRICT REPORT

1

Managing waste at King County's Cedar Hills Regional Landfill

Since 1965, the Cedar Hills Regional Landfill has provided safe and efficient disposal for all of King County's solid waste (except the cities of Seattle and Milton). It serves the needs of 1.5 million people, or about 68% of King County's population.

Located on a 920-acre site in Maple Valley, WA, over 800,000 tons of waste goes to Cedar Hills each year.

Most of that waste comes from King County businesses and households.

This important civic work wouldn't be possible without the critical roles of Local 302 members including Landfill Gas Operators, Waste Water Treatment Operators, Oilers (Solid Waste Preventive Maintenance Specialists), and Equipment Operators.



From left to right: Local 302 members and Cedar Hills Waste Water Treatment Operators Dylan Bernethy, Connor Golden, Chris Castleman, and Shane Christensen are part of the team who manage water runoff. Environmental control systems are in place at the landfill to manage stormwater and groundwater which includes monitoring 50 groundwater wells located in the landfill buffer.



Steward Jeff Elder takes a break from operating the “Tipper”. The Tipper locks onto and dumps a full 40-foot trailer that transports waste from local transfer stations to Cedar Hills. In the background, a covered portion of the landfill with overlaying pipes that capture methane gas produced as the waste decomposes.



From left to right: Local 302 Landfill Gas Operators Rusty Korich and Rusty Bogart stand in front of the flares used to burn off methane gas. When waste is buried in the landfill it decomposes and produces methane gas. At Cedar Hills, a network of pipes capture that gas and route it to flares for destruction, or to an onsite renewable gas-to-energy facility operated by Bio Energy Washington (BEW) for processing. Some of the gas is converted to electricity for use on site by BEW, however most is cleaned of impurities and made into compressed natural gas and sold to Puget Sound Energy. King County is currently flaring the landfill gas as required by the environmental permits as BEW is not operating at this time.



From left to right: Local 302 members Brian Havener and Lenneth Richard maintain the landfill’s operating equipment and more. Oilers (Solid Waste Preventive Maintenance Specialists) keep up all vehicles, heavy equipment, and tires for the King County Solid Waste Division. This includes Cedar Hills and other transfer stations around King County.



Once waste is dumped from the Tipper, a Local 302 operator runs a bulldozer to disperse the material and flatten it out.

DISTRICT REPORT

2

Improving fish passage in Skagit County and across Western Washington

A fish passage barrier is anything that hinders fish from moving upstream or downstream. Culverts, large pipes under roadways, allow water to flow but may not allow fish to swim through. Culverts may block fish migration because the water flow is too swift, too shallow, or has a waterfall into or out of the culvert.

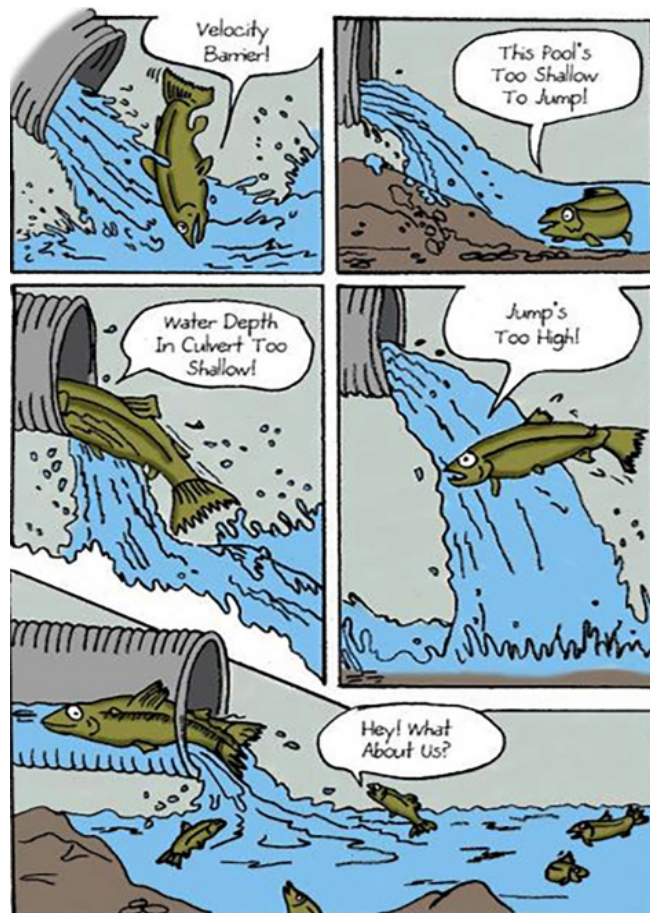
There are currently over 190 projects under construction contract in Washington state to correct fish barriers. A lot of that work is being done by Local 302 operators including a project in Skagit County to remove the existing barriers at two locations along State Route 20 at Olson Creek (milepost 105.42) and an unnamed tributary to the Skagit River (milepost 94.82) and replace them with passable fish culverts.

Correcting fish barriers help salmon recovery and complies with Washington state laws. In addition, a 2013 federal court injunction requires the state to correct barrier culverts to salmon and steelhead within an injunction area in Western Washington.

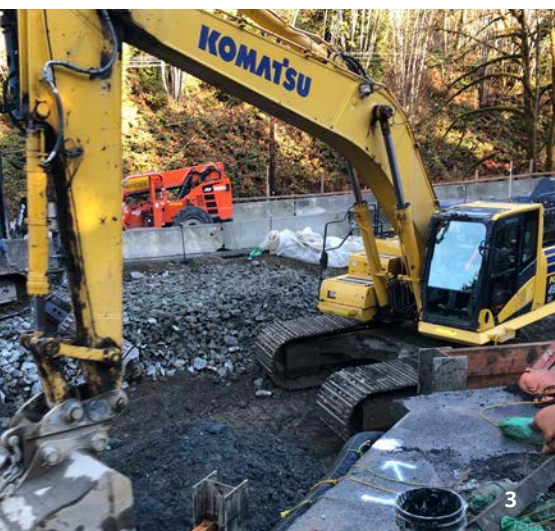
Opening habitat allows fish, including more salmon and steelhead at all life stages (including juveniles who aren't yet strong swimmers like adults) to access important spawning and rearing habitat, including areas that have been inaccessible for years. Installing

structures like bridges and culverts that allow for natural stream processes help protect and restore salmon runs, ultimately benefiting both the Pacific Northwest landscape and economy.

Scan this QR Code for an interactive map from the Washington State Department of Transportation to locate corrected and uncorrected fish barriers.



1. Member Rick Rainville operating the horizontal drill installing lagging wall for the new Skagit County culvert
2. Graphic demonstrates fish culvert design challenges; Courtesy of the Washington State Department of Transportation
3. Member Operator Camron Billings helping the drill crew by digging out the culvert
4. From left to right: Members Oiler Kevin Wasava with Operator Rick Rainville next to the horizontal drill used to install the lagging wall for the new culvert
5. Member Scott Blehm operates the support Triad crane to pick up big high beams and drop them in a drilled hole to support the culvert
6. Member Mechanic Chad McCoy fueling and servicing equipment on the SR 20, Olson Creek and Unnamed Tributary to the Skagit River culvert project



Olympic Peninsula dike repairs protect 800-year-old fishing village

In the fall of 2023, working for Pacific Pile & Marine, Local 302 operators began repairs to the Quillayute Sea dike which protects the Quileute Tribe's 800-year-old fishing village.

This repair project will protect the La Push community within the Quileute Indian Tribe's reservation land on the Olympic Peninsula's northwest coast in Clallam County, WA.

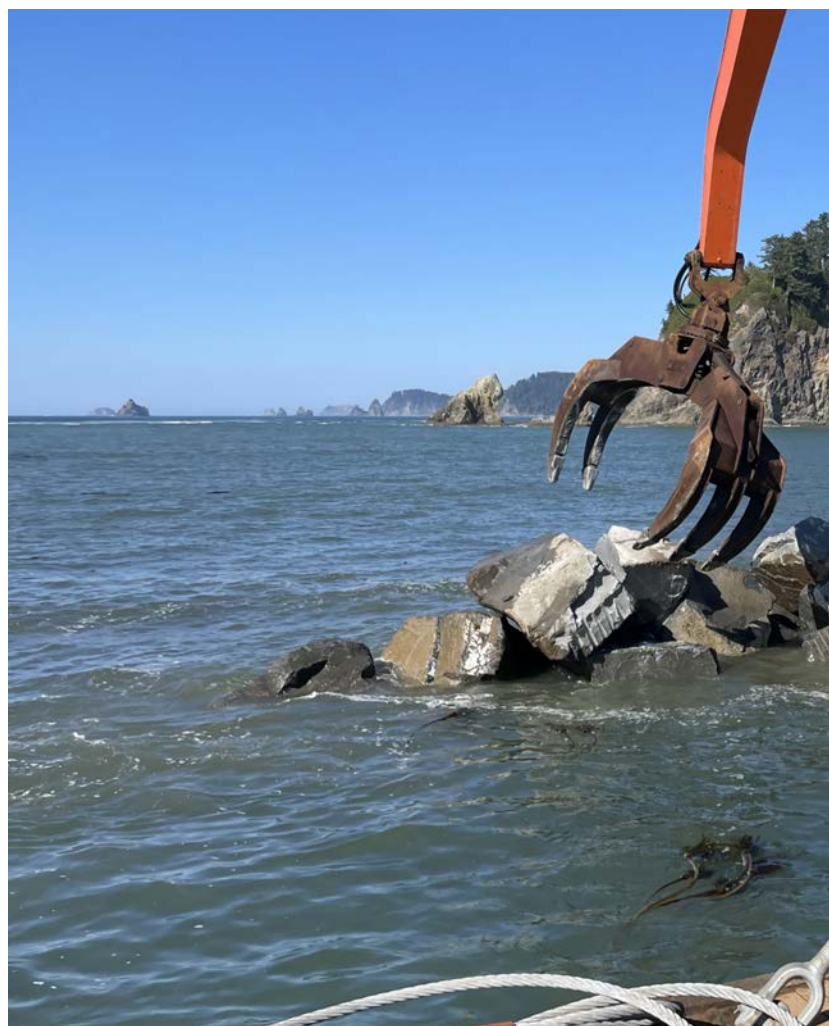
The dike is also vital to support the U.S. Coast Guard Station Quillayute River and its search-and-rescue operations from the marina located on the reservation.

The dike protects the Quillayute River Navigation Channel by reducing incoming wave transmissions. This protection is critical because damage from waves and/or currents the dike has experienced over its lifetime has made it undersized and no longer able to provide the needed protection to the community.

The Infrastructure Investment and Jobs Act, commonly referred to as the Bipartisan Infrastructure Law (BIL), was passed by Congress and President Joseph Biden signed it into law in November 2021. The Quillayute Sea dike repair project was among those that received BIL funds.

The project will restore the dike structure to its authorized height 8 feet above mean lower low water.

The Quileute Tribe relies heavily upon the marina for its ocean access. The dike repair project also benefits commercial and recreational fishermen and boaters.

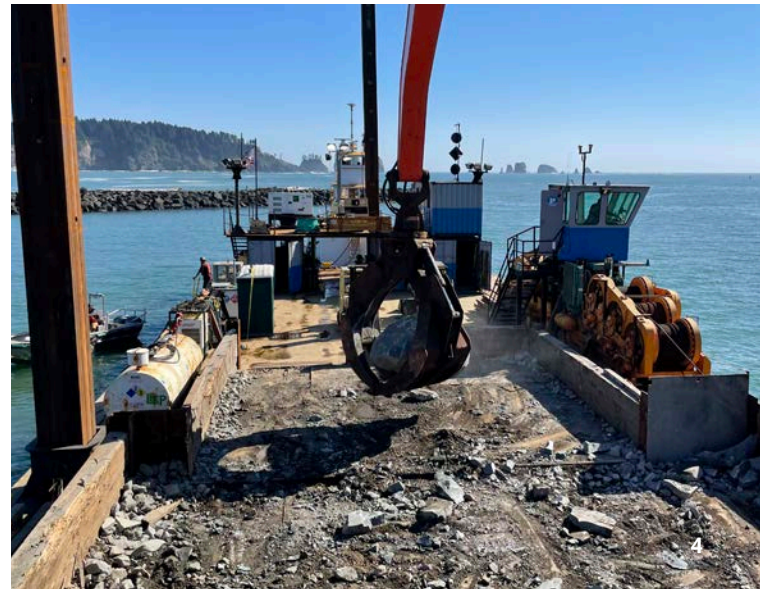




3



2



1. Local 302 member Lance Petkovits operates the excavator to place rock on the Quillayute Sea dike
2. Local 302 member Lance Petkovits places rock on the Quillayute Sea dike from the barge
3. From left to right: Local 302 Operators Corey Woodley, Cody Huntingford, Jeff Sevon, and Lance Petkovits who are working on the Quillayute Sea dike project
4. The barge transports rock provided from Columbia Granite in Olympia, WA to the Quillayute Sea dike to be placed per design; there were 8,000 tons of rock placed

DISTRICT REPORT

4

From left to right: Member Brian Woods operates a forklift, laying out the posts and various materials to be installed around the Goose Prairie project site, member Kenny Melton operates a skidsteer

Washington state is going solar

Goose Prairie is one of four Washington state solar projects approved for the State Route 24 corridor of northeast Yakima County, and the first to begin construction. In 2024, three others are expected to be built further east, near the Benton County line. Yakima Valley continues to be an attractive location because it has the most important ingredient for solar: power in abundance with its 300-plus days of sunshine each year.

The projects are part of a state-wide and national push for solar, wind, and other renewable energy operations as leaders promote ways to reduce the use of carbon-based fuels. They also create jobs for Local 302 members with 34 operators onsite at Goose Prairie working for Granite Industrial. Hats off to the team as it was a big win to get this project

under union contract.

Local 302 operators continue to make great progress at Goose Prairie including construction of the mainline and branch roads and substation grading and foundations which are now complete. A more recent focus has been structure work for hanging the solar panels.

Solar arrays will begin to be assembled in the first quarter of 2024 with January 2025 as the target date to flow power from the Goose Prairie site into the region's electrical grid.

The 80-megawatt Goose Prairie project was approved in December 2021 by Governor Jay Inslee for a 625-acre site near SR 24, Den Beste Road, and Desmarais Road.



From left to right: Members Israel Escalera and John Sosa take a break from operating the Vermeer PD10 to drive substructure posts into the ground for the solar panel mounting framework at the Goose Prairie project



Member Kenny Melton operates a skidsteer on the fill crew who fills the pre-drilled holes with material the posts get driven into at the Goose Prairie project

DISTRICT REPORT

5

Local 302 member Cody Webb stripping forms off a freshly poured bridge column for the North Spokane Corridor project

Local 302 operators build US 395 North Spokane Corridor to reduce travel time and improve safety

The US 395 North Spokane Corridor (NSC) was originally conceived in the mid-1940s as an alternate north/south route through Spokane, WA.

Currently, the only north/south route includes a series of lights that slow and stop traffic while traveling between Wandermere, a northern Spokane neighborhood, and the city's downtown core.

Once completed, this 10.5-mile road will allow 60 miles per hour traffic flow and connect US 2 and US 395 on the north end to I-90 at the south end.

Local 302 operators have taken great pride in their work to construct this project and it shows in the details of the highway. The most recent work accomplished was a temporary bridge to support the construction of the new bridge over the Spokane River and the construction of 7 massive columns to support the highway. Local 302 member and Crane Foreman Jamie Richardson has been leading a crew of 5 operators with the support of member and Superintendent Jay Ayers.

This mega project will decrease travel time between Wandermere and I-90 by approximately 12 minutes, lower fuel usage and congestion, and improve safety by reducing collisions on local arterials. The timeframe for the project is 2001 – 2030. Seven miles are now

complete with only 3.5 miles left to go.

According to the Washington State Department of Transportation, each year the US 395 corridor carries 7.2 million tons of freight (valued at \$13.5 billion) through Spokane. Between 1993 and 2003 freight shipments increased by 58%.



Local 302 member Mike Brotnov running a Link-Belt 238 crane driving pile for a temporary bridge over the Spokane River as part of the North Spokane Corridor project

DISTRICT REPORT

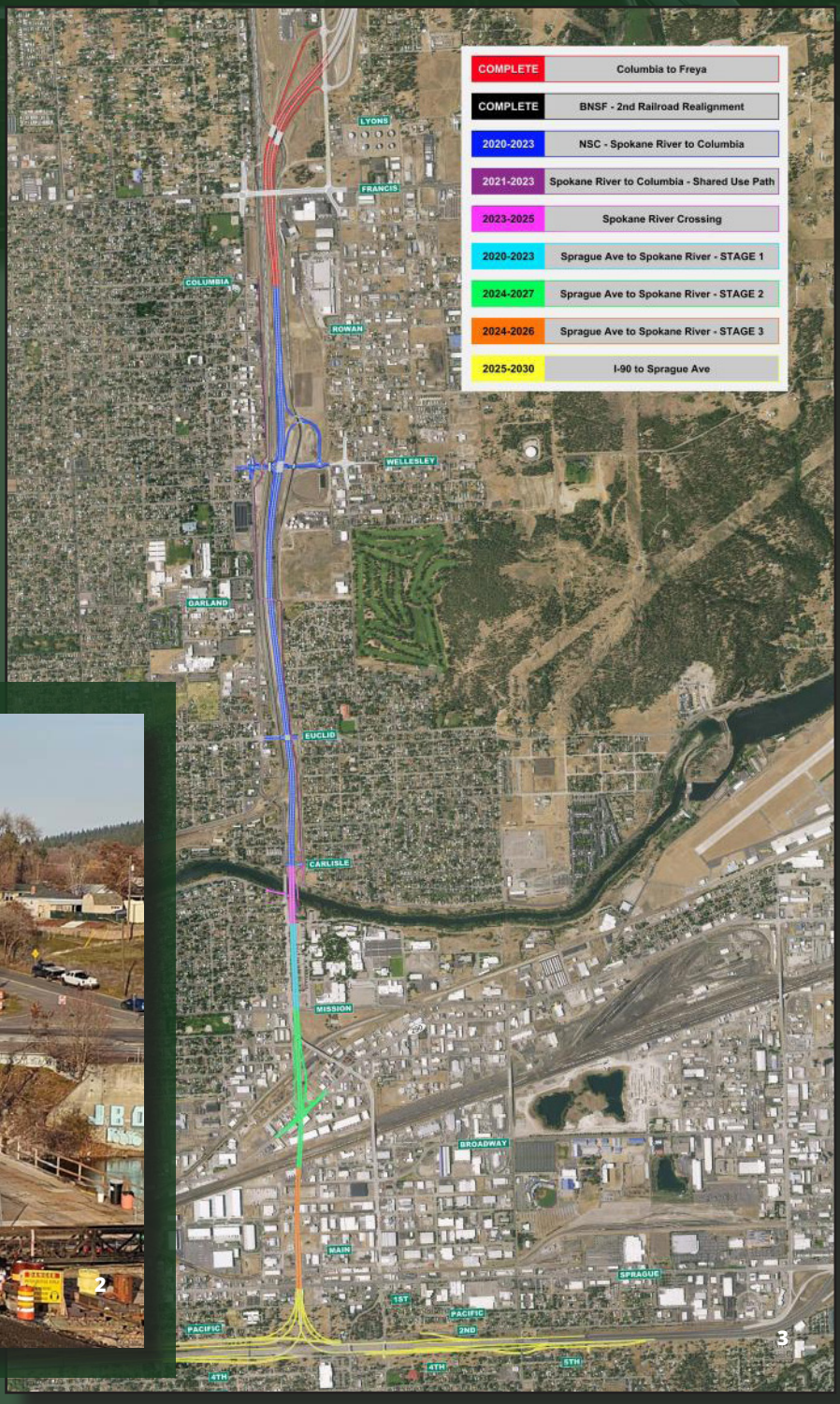
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1

1. Looking head-on at the US 395 North Spokane Corridor highway being built north of the Spokane River looking south; Local 302 operators place the rebar mats and cages for the abutments and columns for the future bridge
2. Local 302 member Charlie Dutra passing pile to member Mike Brotnov to be placed in the Spokane River as part of the North Spokane Corridor project
3. Overview of the US 395 North Spokane Corridor project Francis Ave to Interstate 90 staging; Map courtesy of the Washington State Department of Transportation



3



2

DISTRICT REPORT

6

Operators rebuild access road to world class fishing on Alaska's Kenai and Russian Rivers

The Kenai-Russian River confluence lies 110 miles south of Anchorage, AK surrounded by the Chugach National Forest and the Kenai National Wildlife Refuge. This unique area combines world-class fishing opportunities, important cultural heritage sites, and spectacular scenery. Each year, over 150,000 people visit the Russian River Campground, ferry access site, and sportsman's boat launch.

Local 302 operators are a key part of the project to rebuild the campground road to make it safer for cars, recreational vehicles, and pedestrians by reinforcing parts of the hillside along

the Kenai River so it's less prone to landslides and surface erosion. The project is estimated to be complete in spring of 2025.

Reducing the long-term threat of erosion and landslides is essential to preserving the water quality for healthy salmon spawning and rearing in the Russian and Kenai Rivers which will continue to make this a destination for sockeye salmon fishing seasons for years to come.

Operators work on large and smaller scale projects, but they all have one thing in common: helping people access and enjoy their community.

Photo to the left: Local 302 operators helped build the Mechanically Stabilized Earth retaining wall for the Russian River Campground access road

Photo to the right: Local 302 operators drill and install a 506-foot-long Soldier Pile Retaining Wall to tie into the Mechanically Stabilized Earth retaining wall down the road; The I beams will have 6-inch x 6-inch timbers placed inside the web between the beams that span to the next I beam to hold the soil in; This road will be used to access the Russian River Campground and fishing area



Check out the map on page 19 to see where the Russian River Campground is located



Residents of Hughes, Alaska in front of the community hall; Photo courtesy of Alaska Department of Transportation and Public Facilities

Community crafted road in rural Alaska brings access, recreation, and newly trained workforce

Hughes is an Alaskan Koyukon Athabascan village with 85 year-round residents located on a 500-foot bluff on the east bank of the Koyukuk River, about 115 air miles northeast of Galena and 210 air miles northwest of Fairbanks.

Recently, Local 302 Field Representative Crystal Tidwell visited this remote community where they are in the process of constructing a 2.4-

mile gravel road to the community's traditional cemetery. Hughes First Chief Wilmer Beetus invited unions

could learn about the trades and have access to apprenticeships.

- The International Union of Operating Engineer's training facility based out of Palmer, Alaska represents a great opportunity to connect Hughes, and residents of other remote Alaskan villages, to continued training and work.
- Jobs such as working on the North Slope would allow residents to travel for work, then return home to their community and culture to preserve their way of life.
- **To learn more about IUOE's Alaska training facility visit <https://aoeett.org/> or call 907-746-3117.**

The cemetery is only accessible by climbing the steep Koyukuk riverbank and bluff. To access the site, boats tie up below the cemetery, where the bank is so steep ropes must be used to climb it. The new road will allow all season access to this site in addition to much-needed recreational use for an active community. Dog mushing,

including Local 302 so the community's youth working on the project

walking, hiking, jogging, and biking are activities that will become more



Hughes Village community member helps build the Sunny Lane Cemetery Access Road; Photo courtesy of Alaska Department of Transportation and Public Facilities

common and enjoyable as access to new areas become available. Finally, the project will provide an essential fire-break to the extensive woodlands east of Hughes. The fire break will improve fire-watch and fire-fighting access.

The Sunny Lane Cemetery Access Road project is unique because the State of Alaska and the community of Hughes are working together to prepare and train a quality workforce of local men and women that will provide meaningful and high-paying construction related jobs.

Check out the map on page 19 to see where Hughes Village is located



From left to right: Hughes Village First Chief Wilmer Beetus and Local 302 Field Representative Crystal Tidwell at the Sunny Lane Cemetery Access Road planning meeting in Hughes, AK

Local 302 has learned Hughes Village First Chief Wilmer Beetus recently passed away. He was an exceptional leader and a tireless advocate for his community and the region, and a supporter of IUOE Local 302. Rest in peace Chief Beetus.

DISTRICT REPORT

8

Start of drilling and blasting for the Katlian Bay 9-mile pioneer road project; Photo courtesy of Alaska Department of Transportation and Public Facilities

Getting to know District 8 in Alaska's southeast region

Did you know Local 302's District 8 in southeast Alaska is vast and unique to the way we do business throughout the Operating Engineers?

Known alternatively as the "Alaskan Panhandle" or the "Inside Passage", southeast Alaska stretches 500 miles from the base of Mt. Fairweather in Glacier Bay National Park and Preserve down to Misty Fjords National Monument. Canada is to the northeast and the ocean is southwest. It is a strikingly beautiful region, with forests of Sitka Spruce and Cedar, emerald mountains, sheer fjords, and tidewater glaciers connected by intensely blue water.

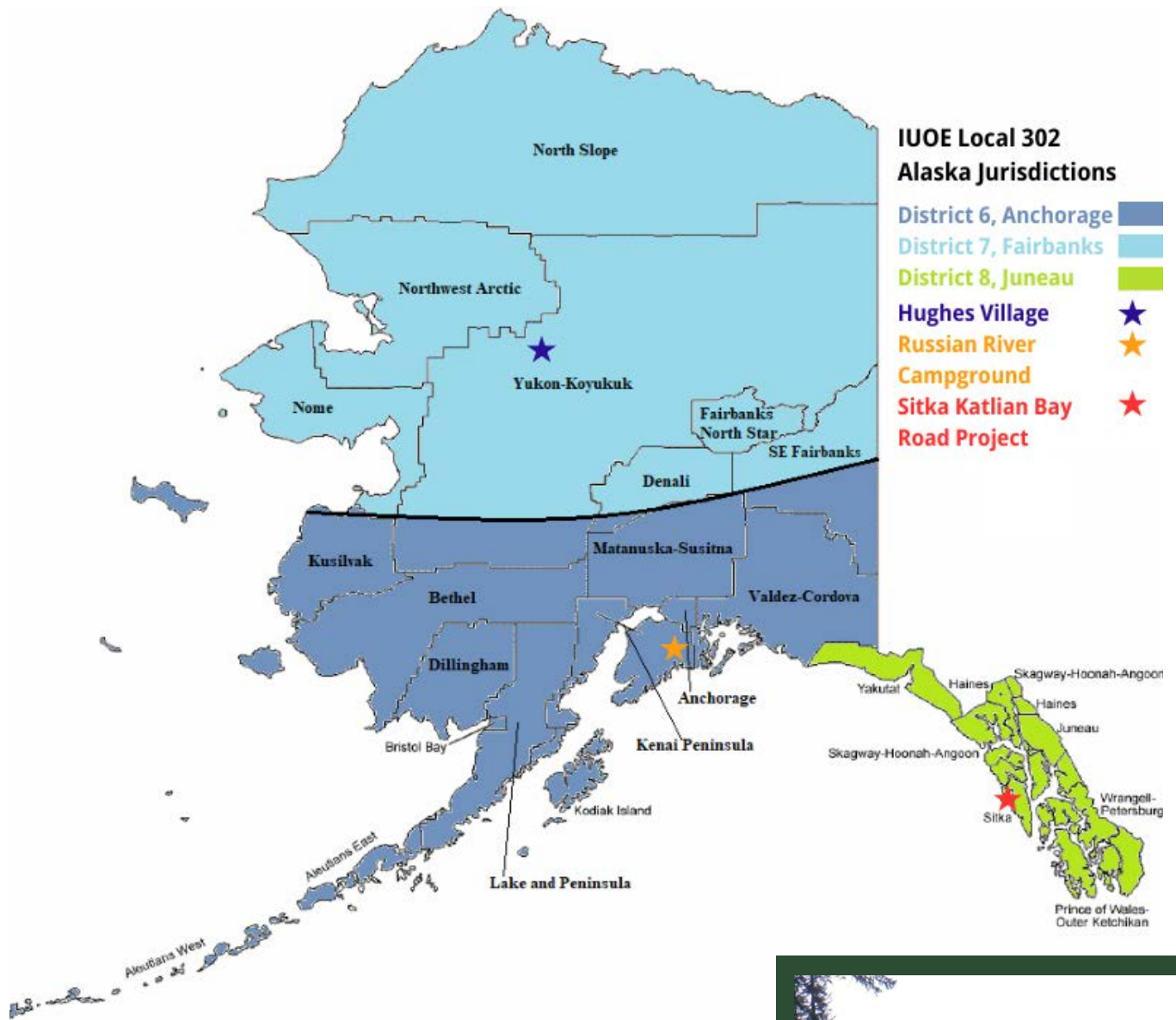
More than 75% of the southeast is covered by the Tongass National Forest — the largest temperate rainforest in the world at 16.7 million acres. It has a population of around 72,000 Alaskans. Southeast residents represent approximately 10% of the state's total population, and about 45% of the residents in the southeast Alaska region are concentrated in the City of Juneau, the state's capitol.

Although the southeast has only 6.14% of Alaska's land area, it is larger than the state of Maine, and almost as large as the state of Indiana.

Due to the extremely rugged, mountainous nature of southeastern Alaska, almost all communities with the exception of Hyder, Skagway, and Haines have no road connections outside of their locale, so aircraft and boats are the major means of transportation. Many communities are accessible by air only or by floatplane, as proper runways are often difficult to construct on the steep island slopes.



Local 302 operator excavates while a state inspector looks on at the Katlian Bay Project; Photo courtesy of Alaska Department of Transportation and Public Facilities



Local 302 operators build a road for the Katlian Bay Project on Baranof Island in Sitka, Alaska

One example of unique extreme working conditions in southeast Alaska is the Katlian Bay Project on Baranof Island in Sitka, AK. This nine-mile one lane unpaved road with a bridge crossing is an extension of the Sitka Road system and was awarded to K&E Alaska Inc. in 2019. Sitka has a finite road system that provides limited passenger

vehicle access for recreation and subsistence activities.

The Katlian Bay Road Project will provide increased recreational and subsistence opportunities on Baranof Island within U.S. Forest Service Sitka Ranger District managed lands, provide access to Native Corporation (Shee Atika) lands, and provide access to potential new material sources on state, federal, and Native Corporation lands for possible future development.



Katlian Bay pioneer road construction progress on a steep slope

Local 302 members make critical parts for Boeing airplanes

It's a safe bet you've heard of The Boeing Company — a global aerospace business who develops, manufactures, and services commercial airplanes, defense products, and space systems for customers in more than 150 countries.

But did you know IUOE Local 302 members provide key manufacturing and assembly capabilities and technologies including welding, power, and heat treatment operations?

IUOE 302 represents over 50 tooling, pipe and structural, production, and tube and duct welders throughout the Puget Sound area. They build and repair parts including fixtures and jigs that are critical in airplane production. We also represent 40 boiler operators.

One of the facilities is the Tube, Duct, and Reservoir Center (TDRC) located in Auburn, WA that focuses on tubes, aluminum, and hard-metal welded duct assemblies,

dip-brazed assemblies, hydraulic reservoirs, and hydraulic units for Boeing Commercial Airplane programs. The tubing and ducts are used in several different systems and applications on every Boeing airplane. The TDRC also provides out-of-production spares and critical parts for final assembly.



1. During the welding operation member Marshall Nichols makes critical adjustments with several different controls to produce the highest quality parts
2. Member and Production Welder Ramon Andrade at the Boeing Tube, Duct, and Reservoir Center in Auburn, WA

**REGISTER OR
RE-REGISTER FOR THE**

**OUT OF
WORK LIST**



FROM THE DESK OF THE DISPATCHERS

Did you know the form to register or re-register for the Out of Work List is on our website? Scan this QR code to learn more:



Visit our website to fill out the Out of Work List form by hand, or electronically. Once completed, email it to the desired Dispatch Hall. You can also provide the needed information on any paper as long as it's signed.

CONTACTS:

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- BothellDispatch@iuoe302.org, (425) 806-0302, opt 2 (Bothell and Bellingham)
- EllensburgDispatch@iuoe302.org, (509) 307-7059
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- FairbanksDispatch@iuoe302.org, (907) 452-8131, opt 2
- JuneauDispatch@iuoe302.org, (907) 321-4271

Tips for Out of Work List success:

- Make sure Dispatch has your current phone number.
- Answer your phone, or the job might go to the next person.

****It's very important to re-register for the Out of Work List well in advance of when your registration expires. If you re-register late you'll get dropped off the list.**

TIP: If registered for 90 days, re-register every 60 days.**

TRAINING CENTER UPDATES

IUOE is proud to offer heavy equipment operating training centers in Ellensburg and Spangle, WA, and Palmer, AK. The Western Washington Stationary Engineers Training Trust is based out of Auburn, WA and offers stationary members journey-level training classes and/or apprenticeship programs. Read on to hear how training and being a union member has made a difference in the lives of our graduates.

ELLENSBURG, WA TRAINING CENTER



Nicholas Villalobos

Why did you join IUOE Local 302?

I joined for the training opportunity. My goal was to be an apprentice. The benefits and the pay are much higher than non-union construction jobs.

When did you graduate from Ellensburg training?

I graduated from the apprenticeship program in July 2023.

What are your favorite things about being a member?

My favorite thing about being a member is being able to work on a lot of cool infrastructure projects like the Seattle Convention Center.

What's your current job and what do you enjoy about it?

My current job is with Mayfield's Hoisting Service. I am a bellman/forklift operator. I like it when the job is fast paced and the operators give me some seat time to help me learn how to operate cranes.

What advice would you give to people considering a career in the trades?

Joining the trades was the best decision of my life. Not only for the cutting-edge jobs, but the camaraderie of working with my brothers and sisters. It's great to solve problems and build a better future for the community, and the country. Also, the pay and benefits are great!

Photo to the left: Member Nicholas Villalobos getting some practice running the Tower Crane for Mayfield's Hoisting Service

Dylan Henderson

Why did you join IUOE Local 302?

I joined when I was given the opportunity to come on as an apprentice in 2021. I knew this opportunity would allow me to further my knowledge and skills in mechanics.

When did you graduate from Spangle training?

I graduated from Spangle training in July 2023.

What are your favorite things about being a member?

My favorite thing about being a member is the wide variety of opportunities, and simply put just being a member. When it comes to the training and certifications you can take any and all you are interested in. It doesn't have to be only the ones that pertain to your current job. I also appreciate the security of knowing the union has my back.

What's your current job and what do you enjoy about it?

I currently work as a diesel mechanic. I enjoy working on big trucks and equipment. I also enjoy the feeling of taking a piece of equipment that comes in at the end of the day broken and then spending my night fixing it to have it up and running the next morning.

What advice would you give to people considering a career in the trades?

Take every opportunity you are given and always try to further your knowledge, even if it doesn't specifically relate to your initial job. I believe your willingness to learn is also a must for a career in the trades.



Member Dylan Henderson replacing a bad transmission and clutch for a Peterbilt Super Dump

Alex Denndorfer

Why did you join IUOE Local 302?

Ever since I was very young, I've had a strong interest in heavy equipment and road construction. As someone who didn't have much prior experience, or any family in the trade, the IUOE apprenticeship program was a great way to get my foot in the door and learn.

When did you graduate from Alaska training?

I graduated from the apprenticeship program in July of 2023.

What are your favorite things about being a member?

The best part about being a union member is getting to work with, and learning from, a bunch of like-minded individuals on a variety of jobs all around the state who are just as passionate about their craft as I am.

What's your current job and what do you enjoy about it?

Currently, I am working for Alaska Frontier Constructors on the North Slope in Alaska building ice roads. I enjoy working in this special and remote environment and working with a tight-knit crew that is heavily

focused on teamwork. Also, where else can you see a polar bear casually stroll through your job site?

What advice would you give to people considering a career in the trades?

Work hard, be respectful of your peers, and don't be afraid to ask questions. Most importantly, always keep a good attitude. It won't always be sunshine and rainbows, but if you do these things every day, people will notice, and you'll have a very fulfilling and successful career.



Member Alex Denndorfer working for Great Northwest, Inc on a Dalton Highway project in Alaska

Amber Powell

Why did you join IUOE Local 302?

When I worked in security, I enjoyed interacting with the engineers and thought working on building operation equipment was cool so I applied for an apprenticeship position.

What are your favorite things about being a member?

I enjoy the community and the encouragement of brotherly/sisterly relationships. Also, I appreciate job safety and knowing people will have your back. I think my generation is not very good at saving for the future, so the pension is great. Knowing I am putting money away towards retirement is huge. I just hit five years, so now I'm vested.

What's your current job and what do you enjoy about it?

I am currently a Controls Engineer at the Fred Hutchinson Cancer Center in Seattle, WA. I enjoy it's not just turning wrenches, and you need to have computer and technology skills. I also enjoy problem solving when dealing with building automation systems. My team knows how much I love photo shopping, so naturally building graphics is fun for me.

What advice would you give to people considering a career in the trades?

When I was in high school, trades

were never talked about as a career option. After not really having a direction in college, I was working in security and that gave me a look into the type of work stationary engineers did. I appreciate I can use the skills I've learned on the job and through the Stationary Engineers Training Trust apprenticeship program in my personal life to help with home projects or answer some maintenance questions for family or friends.

I think if someone is interested in using their hands and doesn't want to sit behind a desk, a career in the trades is an excellent choice. You don't need a four-year college degree to make a good living for yourself.



Member Amber Powell replaces a burner gasket on a fire tube boiler during annual boiler teardown



Member Amber Powell uses a digital multimeter to diagnose an electrical issue with biomedical equipment



MEMBER SPOTLIGHT

CHRIS LUKAS ROSCOE

CRANE OPERATOR, SEATTLE

Why did you join IUOE Local 302? How long have you been a member?

After working as a union laborer in the tunnel industry for a decade, I had the opportunity to join Local 302 in 2017. While working on the Brightwater Central tunnel project, I obtained a National Commission for the Certification of Crane Operators (NCCCO) crane certification. Following my entry, I furthered my education and training at our remarkable Ellensburg, WA training facility. I joined Local 302 because it provided me with the necessary resources to enhance my value to society and improve my quality of life.

What are your favorite things about being a union member?

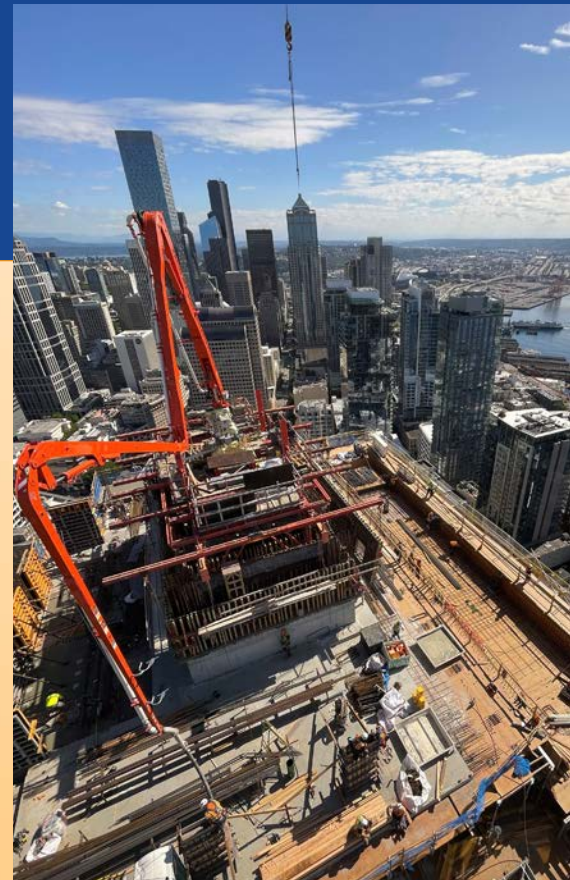
My favorite aspect of being a union member is the exceptional benefits package, which includes competitive wages, a solid pension plan, and comprehensive healthcare coverage. Additionally, being part of a union offers community, diverse job opportunities, and peace of mind from knowing the union is committed to safeguarding our best interests.

What's your current job and what do you enjoy about it?

I currently work as a Tower Crane Operator for Mayfield's Hoisting Services, constructing high-rise buildings in the Seattle, WA area. What I find most enjoyable about my job is the satisfaction of efficiently and safely completing projects. Collaborating with various trades, all working towards the common goal of constructing a building, is gratifying. The vantage after climbing over 600 feet above the cityscape is a daily reminder that we are contributing to the future of our city and shaping its skyline.

What are the top things you wish you would've known when you started your career?

I wish I had realized sooner the profound impact that education and training can have on one's life. Joining Local 302 earlier would have been beneficial. However, gaining experience from a different perspective has allowed me to appreciate the advantages of being a part of this union even more.



From his cab in the Liebherr 542 HC-L crane, Chris Roscoe enjoys a distinct perspective while working for Mayfield's Hoisting Services; This is part of the First Light project in downtown Seattle, WA

What advice would you give to people considering a career in the trades?

Prioritize education and training. These invaluable assets can open doors to various opportunities and long-term success. Additionally, consider joining a reputable union like IUOE Local 302, as it offers stability and benefits and fosters camaraderie and support within the trade community. Your choice to pursue a career in the trades can be professionally and personally advantageous.

FOR THE GOOD OF THE ORDER

WEINGARTEN RIGHTS: YOU ARE ENTITLED TO UNION REPRESENTATION

When your employer wants to interview you, and you believe it may lead to discipline, you have the right to union representation, and to be informed of the subject matter of the interview. These rights come from a Supreme Court case decided in 1975: the National Labor Relations Board v. Weingarten.

Your employer has no obligation to inform you of your right to union representation, so you must invoke this right by making a clear request for it. If you do not, you waive your right to union representation.

Once you have requested union representation, your employer must choose between three options:

1. Grant the request — questioning stops until a union representative/shop steward is present.
2. Deny the request — and end the interview immediately.
3. Give the employee a clear choice between having the interview without representation or ending the interview.

If the employer denies the request and continues to ask questions, this could constitute an unfair labor practice. It is also an unfair labor practice for an employer to discipline an employee who has made a clear request for union representation for refusing to answer questions without their union representative present.

Key facts to keep in mind:

- You cannot refuse to attend the interview.
- If called to the interview from the shop floor — attend the interview, and then make a request for union representation once the questioning starts.
- If your employer continues questioning, answer each question with a request for union representation, do not walk out of the interview.
- You do not have the choice of a specific union representative/shop steward. You must accept whichever union representative/shop steward is available.

For more information contact your Field Representative.

MENTAL HEALTH AWARENESS

Here at Local 302 we care deeply about the physical and mental health of our members.

During the winter and throughout the rest of the year some people may struggle with mental health, substance abuse, or need support.

Should you or someone you know need help, reach out to your Field Representative or refer to the resources found on our website at www.IUOE302.org.



THANKS FOR ATTENDING LOCAL 302'S HOLIDAY PARTIES ACROSS WASHINGTON, IDAHO, AND ALASKA!



Thanks to everyone who donated to the Toy and Food Drive for those in need.



LOCAL 302 PROUD

MEMBER AND STAFF HIGHLIGHTS

Congratulations to Local 302 member Esdras Flores for receiving the Engineer of the Year Award from the Washington State Society of Healthcare Engineering – Pacific Northwest region.

This award aims to honor the remarkable front-line staff who are the backbone of hospitals.

Esdras is the lead engineer for the Facilities Maintenance team at Seattle Children's Hospital and was chosen for this award because he is:

- Always willing to do whatever it takes, whether he is on shift or not, to ensure the facility is as safe as it can be for patients and families
- Relentless in looking for solutions in complex systems

- Dedicated to helping others grow and learn

Esdras works on all types of maintenance operations including plumbing, HVAC, refrigeration, pumps, valves, kitchen equipment, operating rooms, and laboratories. He collaborates with other departments, is a wealth of knowledge, a main source of troubleshooting problems, and provides training for staff members.



Congratulations to Local 302 member Amy Margullis for receiving the CBRE Technical Service's High Five Award.

Amy is the Assistant Chief Engineer at a data center located in Bothell, WA. As part of the International Data Center Day event Amy helped lead the Women in Mission Critical Operations tour. This provided 16 high school students an opportunity to tour the data center and learn about careers in the industry.



Congratulations to Local 302 member Vickie Brown, a heavy equipment operator who was one of 13 women recognized as a 2023 WE USA Mover & Shaker by Colas USA. Vickie loves to learn new things and passes on that knowledge to her coworkers. She has a strong work ethic which sets an example for those around her. Wherever she is needed, Vickie is willing to jump in and support.



HEALTH & WELFARE

TIPS FROM THE WELFARE & PENSION ADMINISTRATION SERVICE, INC. (WPAS)

The following information applies to WPAS participants.

ESTATE PLANNING CHEAT SHEET:

As part of planning for your estate, Local 302 members should consider these items:

- What was your selection of pension benefit (modified life, or spouse option)?
- Who is your named beneficiary?
- Are you vested, if not yet retired?
- If you are not yet retired but die, would your beneficiary be eligible for any benefits on your behalf?
- Do you have health insurance through the pension plan or union?
- Do you have life insurance through the pension plan or union?

When you consider these in estate planning, you can gather the materials together for your spouse or beneficiary to act upon at your passing. Documentation to gather includes the following:

- Your election forms from pension application process (which option did you choose, who did you name as beneficiary)
- Your award letter from pension
- The phone numbers of who to contact for various components of your pension

DEATH BENEFITS:

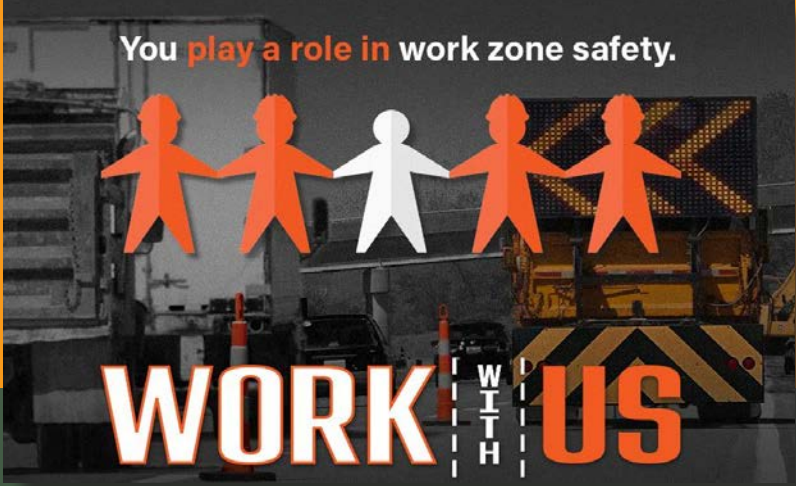
There are several different types of death benefits. If you are married, you or your spouse may be eligible for continued pension benefits (dependent on what was elected), after one of you passes. If you are actively working in the plan at the time of your death and are vested, your

spouse or beneficiary may be eligible for pre-retirement benefits.

CONTACTS IN THE EVENT OF MEMBER/SPOUSE DEATH:

Union Hall Melissa Williams	208-232-8492 Ext. # 504	Report death of member or spouse. You must contact Local 302 to determine benefits due for the member.
Pension Trust	1-877-441-1212 Opt 2 > Opt 2	Report death of member or spouse (for retirees who chose spouse option).
Health & Welfare	1-877-441-1212 Opt 2 > Opt 2	Report death of member or spouse (active or retired). Note: the Trust will not enter a death until the death certificate is received. If a member passes, and they participate in spouse coverage from the Trust, Health & Welfare will contact the spouse and request completion of an election form with new options for coverage. If the spouse passes, and the member participates in spouse coverage, Health & Welfare will automatically and immediately change coverage to individual coverage (no forms required).

For more information visit www.engineerstrust.com (W. WA & AK) and www.wa-idengineerstrustfunds.com (E. WA & ID) or call WPAS at 1-877-441-1212.



SAFETY FIRST

YOU play a role in work zone safety

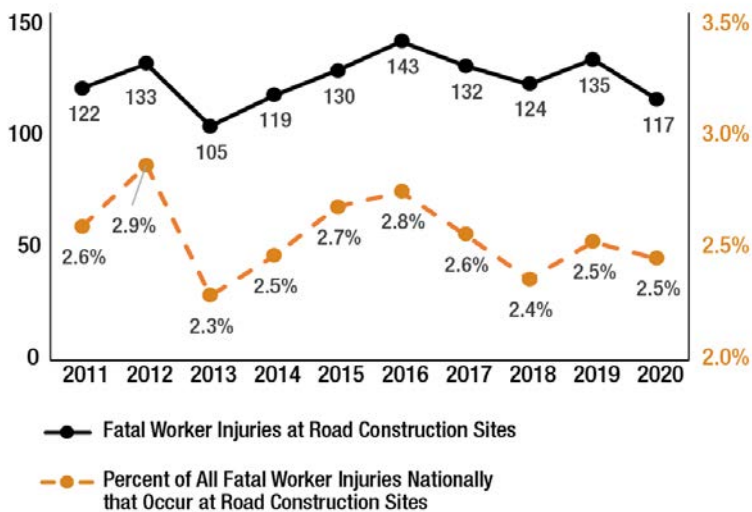
The Bureau of Labor Statistics (BLS) injury and fatality statistics from 2011 – 2020 show nationally each year over 100 workers were fatally injured at road construction sites.

Other BLS data shows on average, between 2017 and 2019, close to half of

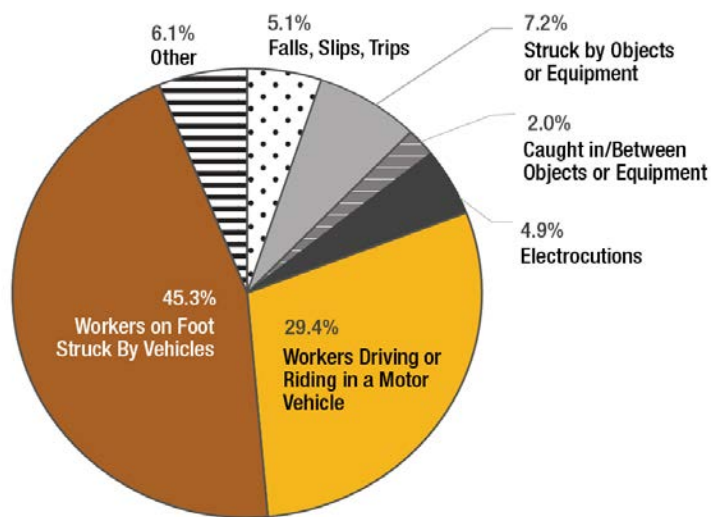
road worker fatalities were due to workers on foot being struck by vehicles on the job site.

With so many people, factors, and situations interacting on a job site, many that are completely outside the control of individual workers, it is extremely important road workers are extra aware, careful, and properly protected by safety policies, procedures, devices, and personal protective equipment.

Fatal Worker Injuries at Work Construction Sites



Types of Events Resulting in Highway Worker Fatalities at Road Construction Sites, 2017-2019 Average



Data and graphs source: National Workzone Safety Information Clearinghouse <https://workzonesafety.org/topics-of-interest/worker-safety-and-welfare/>

You play a role in work zone safety.



WORK WITH US

SAFETY FIRST

Especially during the darker winter months high visibility gear is critical in work zones

Night transportation construction work has many advantages such as reduced traffic volume, better access to the work site, longer work shifts, and reduced impact to local businesses.

However, it also presents hazards for workers and motorists such as reduced visibility and fatigue.

That's why it's important to minimize work zone risks for motorists and workers — especially during the dark winter months. One of the ways to reduce risk is to make sure you wear the correct high visibility personal protection equipment.

What Are Hi-Viz Garments?

High-visibility garments make us highly visible under a range of day and night conditions. Hi-Viz characteristics:

- Fluorescent background colors — orange, yellow, and green.
- Retroreflective material in orange, yellow, white, silver, and green.
- Visible at 1,000 feet or more.
- Required for ALL workers within the right-of-way.



Class 3 Apparel: For work when exposed to high speed traffic and/or conditions where visibility of workers may be reduced. For conditions where equipment operators perform tasks near pedestrian workers. Worker must be conspicuous through a full range of body motions at a minimum of 1,280 feet and identifiable as a person. Examples are flaggers, roadway construction workers, utility survey crews, and emergency responders.

What Garments Should We Wear?

Wear garments recommended for night work. Requirements:



Class 3

- ANSI/ISEA 107 provides 3 classes of high-visibility apparel.
- For most road work, Class 2 is a *minimum*.
- For night work, **Class 3** is highly recommended.
- Class 2 and 3 are required on Federal projects.
- Localities may have additional requirements.
- Class 1 is not allowed on Federal projects.



Class 2

How Do We Inspect Hi-Viz Garments?

Inspect your garments before each use:

- Garments must be clean.
- Proper reflectivity — visible from 1,000 feet, day or night.
- Not faded, torn, dirty, worn, or defaced.
- No fraying or missing stripes.
- Proper fit to allow motorists to recognize a human shape.
- Service life is about 6 months of everyday use.



To learn more about when garments should be replaced, see the Roadway Safety Plus module 'Night Work — High Visibility'.

Data source: National Workzone Safety Information Clearinghouse

"What Are Hi-Viz Garments?" source: Road Construction Industry Consortium Awareness Program

CONGRATULATIONS RETIREES

SEPTEMBER - DECEMBER 2023

ALAN WILSON - EATONVILLE, WA
CLAYTON PETERSON - BELLEVUE, WA
CLINTON BROWN - WOODINVILLE, WA
CRAIG KENSMOE - BURIEN, WA
DANE RAWLINS - BOTHELL, WA
DAVEY GRAN - BELLINGHAM, WA
DAVID BAKER - KENNEWICK, WA
DAVID SONGER - OROFINO, ID
DAVID WRIGHT - KODIAK, AK
DAVID FERNS - PALMER, AK
DAVID SWANSEN - KOOTENIA, ID
DAVID VOLKER - MARYSVILLE, WA
DAVID CLOUDY - KETCHIKAN, AK
DEAN MASON - BELFAIR, WA

DENNIS HODGES - WASILLA, AK
DERYL KRAUSE - NENANA, AK
DONALD MASTERS - CHENEY, WA
DONALD MURPHY - KENNEWICK, WA
DUANE SCHULTZ - NOME, AK
EDWARD NUNN - YAKIMA, WA
EDWIN LONG - ANCHORAGE, AK
HARLEY SIDEBOTTOM - CHUGIAK, AK
HAROLD WIEBENGA - ENUMCLAW, WA
JEFF KRAMER - SEDRO-WOOLLEY, WA
JOHN FRANCISCO - LACEY, WA
JOSEPH CATANIA - ANCHORAGE, AK
KEN BROWN - SNOHOMISH, WA
KENNETH SCHLEPP - SPOKANE, WA

KEVIN JAMES - MILAM, NM
KIRK BROWN - SUMNER, WA
MARK BRAY - DELTA JUNCTION, AK
MATT RAUCH - BELLINGHAM, WA
MICHAEL SIMMONS - WAUNA, WA
MICHAEL MAYOTTE - SHORELINE, WA
MICHAEL YOUNG - FERNDALE, WA
MICHAEL FLORESCA - SHORELINE, WA
MICHAEL HALLIN - RENTON, WA
MICHAEL SWEET - ARLINGTON, WA
PERRY EDWARDS - NAMPA, ID
PETER CHRISTIAN - WASILLA, AK
RAYMOND PORTER - KENNEWICK, WA
ROBERT KUTZ - SANDPOINT, ID

ROBERT TODD - FAIRBANKS, AK
ROBERT GARTEN - PORT LUDLOW, WA
ROBERT SEXTON - WILLOW, AK
ROBERT MCDOWELL - LEWISTON, ID
ROBIN REED - CHUGIAK, AK
ROBIN WINSLEY - MONTESANO, WA
SCOTT LYGSTAD - DEER PARK, WA
STUART BREWER - WASILLA, AK
TERENCE TEA - TACOMA, WA
TIMOTHY KENNEDY - SULTAN, WA

IN MEMORIAM — SEPTEMBER - DECEMBER 2023

IUOE LOCAL 302 MOURNS THE PASSING OF THE FOLLOWING MEMBERS

ANDY TOMCHICK - WENATCHEE, WA
BARTON SOLLARS JR - PETERSBURG, AK
BRIAN GANSKE - SEDRO-WOOLLEY, WA
CARNELL SHINAUL - BONNEY LAKE, WA
CARROLL EBY - SOLDOTNA, AK
CHAD MONAGHAN SR - ARLINGTON, WA
CLYDE GRIPP - MINERAL, WA
DANIEL BROWN - JUNEAU, AK
DAVID JAMES - ROCHESTER, WA
DAVID STUCK - MIDDLETON, ID
DAVID OLLIS - KINGMAN, AZ
DAVID RODEMAN - KENNEWICK, WA

DONALD THOMPSON - RENTON, WA
EUGENE JONES - KINGMAN, AZ
FLORA JOE - TOK, AK
FREDERICK HOLMES - LONG BEACH, WA
GILBERT GABBERT - ANCHORAGE, AK
GRAHAM BECKETT - BILLINGS, MT
GUSTOF LANGWORTHY - FAIRBANKS, AK
HAROLD ASHURST - ROSLYN, WA
HOMER COTTOM - RENTON, WA
JAMES HUTCHINS - SAINT REGIS, MT
JOHN JOHNSON - BARRON, WI
JOHN COATES - FERTILE, IA

JON MC GILL - BLAIRSVILLE, GA
KEVIN KIRLAND - SOLDOTNA, AK
KIPP REICH - MOSES LAKE, WA
LARRY CLARK - RIGBY, ID
LOREN WOEHRLE - NEWMAN LAKE, WA
LOUIS GOOD - SEDRO-WOOLLEY, WA
MICHAEL KING - MOORE, ID
MIKHAIL LAZUKIN - DELTA JUNCTION, AK
PEARSON RIDDLE JR - BURNSVILLE, NC
PHILIP HAASL - CHUGIAK, AK
RAE MITCHELL - MOUNT VERNON, WA
RAY SAWICKY - ANCHORAGE, AK

ROBERT JOHNSON - PROSSER, WA
RONALD BOWEN - PALMER, AK
RONALD BROWN - SNOHOMISH, WA
RONALD HIATT - E WENATCHEE, WA
ROY TRAXLER - ANCHORAGE, AK
STEVE ANDERSON - ALBANY, OR
THAD SMITH - JUNEAU, AK
THOMAS WILLIS - ANCHORAGE, AK
TIMOTHY HELLER - WRANGEL, AK
WILLIAM WINDUST - POULSBO, WA



TRAINING CENTERS

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www.oetraining.com | 509-968-3203

SPANGLE, WA TRAINING CENTER

www.wsopen.org | 509-235-9393

PALMER, AK TRAINING CENTER

<https://aoeett.org> | 907-746-3117

AUBURN, WA STATIONARY TRAINING CENTER

www.iuoe302.org | 253-351-0184

CALENDAR

DISTRICT MEETINGS

ALL MEETINGS CONVENE AT 7 P.M.

DISTRICT 1 – BOTHELL

1st Thursday of each month
Union Hall, 18701 120th Ave NE

DISTRICT 2 – BELLINGHAM

3rd Thursday of each month
1700 North State St

DISTRICT 3 – HOQUIAM

2nd Thursday of each month
Elks Club, 624 K St

DISTRICT 3 – SILVERDALE

3rd Wednesday of each month
Union Hall, 3525
NW Anderson Hill Rd

DISTRICT 3 – PORT ANGELES

3rd Thursday of each month
Eagles Hall Aerie No. 483,
2843 E Myrtle St

DISTRICT 4 – WENATCHEE

2nd Thursday of each month
Veterans Hall,
1206 N Wenatchee Ave

DISTRICT 4 – ELLENSBURG

2nd Wednesday of each month
Union Hall, 403 S Water St

DISTRICT 5 – BOISE

4th Tuesday of each month
IBEW Hall, 225 N 16th St

DISTRICT 5 – LEWISTON

2nd Wednesday of each month
Central Labor Council,
1618 Idaho St Suite 102

DISTRICT 5 – POCATELLO

4th Wednesday of each month
Labor Temple, 456 N Arthur St

DISTRICT 5 – SPOKANE

2nd Monday of each month
Union Hall, 510 S Elm St

DISTRICT 5 – KENNEWICK

2nd Tuesday of each month
Union Hall, 2637 W Albany Ave

DISTRICT 6 – ANCHORAGE

4th Thursday of each month
Union Hall, 4001 Denali St

DISTRICT 7 – FAIRBANKS

4th Wednesday of each month
Union Hall, 3002 Lathrop St

DISTRICT 8 – JUNEAU

4th Tuesday of each month
Union Hall, 9309 Glacier Hwy,
Suite A-105

DISTRICT 286 – AUBURN

2nd Tuesday of each month
Union Hall, 18 E St SW

MARCH

1-17 Alaska Training Apps.
9 Stationary Steward Training
10 Daylight Saving
16 Construction Steward Training

APRIL

Ellensburg Training Apps. Open
25 Workers Memorial Day

MAY

1 International Labor Day
27 Memorial Day



Notice to members of Local 302 regarding rights and obligations of agency fee/financial core employees

Federal law allows workers represented by a labor union under a collective bargaining agreement that contains a union security clause to elect non-member status. Those who elect "financial core" dues payment status thereby elect non-member status. Workers who choose financial core status are known as "objectors" or "financial core payers". That election may be made at any time. Elections may only be made by individuals. They cannot be made by groups and cannot be made on behalf of any other worker.

A worker who elects non-member status, including a financial core payer, is: 1) not permitted to attend Union meetings, including contract ratification meetings; 2) not eligible to run for Union office or vote for Union officers; 3) not eligible for an honorable withdrawal card or transfer to another Operating Engineers Local, which may result in the need to pay an initiation fee upon being transferred; 4) not eligible for certain Union benefits, such as certain

life insurance policies, that are available only to Union members.

When electing to be a "financial core" non-member, the worker is required to pay "core" dues reflecting that percentage of full dues which are attributable to representational functions. At IUOE Local 302, the percentage of full dues utilized for representational purposes is presently 92%. In other words, in exchange for losing the benefits of membership identified above is 8% off full dues.

The percentage of full dues used for representational purposes is calculated and subject to review by objectors. The number is drawn from the Union's expenditures in performing the duties "of an exclusive representative of the employees in dealing with the employer on Labor-Management issues." This includes expenditures for negotiations, organizing, contract enforcement such as grievance processing and arbitration, procedures before government agencies such as unfair labor practice charges and pursuit of equal rights violations, Union governance and administration, litigation, and such other activities that further the interest of the Union respect-

ing the wages, hours and working conditions of its membership. "Non-chargeable" are expenditures for community service, affiliation with non-related organizations and political contributions.

A non-member objector is entitled to challenge the mathematics that produce the "chargeable" and "non-chargeable" percentages identified above. To do so, the objector must make a written request for a full explanation of the reduced dues being charged to them. In response, the non-member objector will be provided a detailed itemization of expenditures in both categories as well as the report showing the expenditures on which the reduced fee is based.

Non-member objectors dissatisfied with the "core dues" calculation following that process may contest the calculation before an impartial arbitrator appointed by the American Arbitration Association. A portion of the objector's fee equal to the amount which is challenged will be held in interest-bearing escrow while the objector pursues that challenge. The Federal Rules of Evidence and the Federal Rules of Civil Procedure will govern at the arbitration requested by the dissatisfied non-member objector.



**APPLY FOR
SCHOLARSHIPS
NOW:
WWW.IUOE302.ORG**





INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 302

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**A UNION BUILT ON SAFETY,
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APPRENTICESHIP OPPORTUNITIES:

- Heavy Equipment Operator
- Heavy Duty Mechanic
- Service Oiler

Alaska Training Center Applications Available:

March 1 - March 17, 2024
(mechanic applications
accepted on an on-going basis)



Ellensburg, WA Training Center Applications Available:

April - November 2024



Spangle, WA Training Center Applications Due:

December 31, 2024

