



# MONDAY MORNING NEWS

Puget Sound Chapter • National Electrical Contractors Association



OCTOBER 26, 2020  
MEETINGS

NECA SKI TRIP – 2/12 – 2/16

## WASHINGTON/OREGON RECIPROCITY – WHAT ARE THE SPECIFICS?

Interested in an Oregon reciprocal general journeyman license? Find information about eligibility and how to apply by visiting their webpage: <https://www.oregon.gov/bcd/licensing/Pages/reciprocal.aspx>.

In general, Oregon reciprocal licenses are available to those who obtained Washington (01) general journey level electrician certificates after completing 8000-hour [Apprenticeships](#) and passing Washington exams. Anyone having a master (01) general journey level electrician certificate is also eligible. If this does not describe you, you are not eligible.

For Washington licensing verification, mail your Oregon Reciprocal License Verification Form along with a completed Request for [Electrical Licensing Verification](#) (F500-128-000) and fee of \$26.40 to the address shown in the top left corner of the request form. We will fill out your verification form and mail it back to you. Mail is the only option, do not send anything by email or fax. [ElectricalProgram@Lni.wa.gov](mailto:ElectricalProgram@Lni.wa.gov).

Interested in a Washington reciprocal certificate? To apply, submit an [Application for a Reciprocal 01 General Journey Level Electrician Certificate](#) (F500-148-000)

Washington reciprocal certificates are generally available to those electricians who obtained their Oregon general journeyman electrician (J) licenses after completing 8000-hour Apprenticeships and passing Oregon exams. Anyone having an Oregon General Supervising Electrician (S) license obtained by Oregon

examination is also eligible. If this does not describe you, you are not eligible. No waiting periods apply, Oregon license holders can apply any time after they receive their Oregon license.

For licensing verification from Oregon, submit Part C of the Washington reciprocal application to Oregon as follows:

- By mail: Department of Consumer and Business Services, Building Codes Division, PO Box 14470 Salem, OR 97309, or
- By fax: 503-378-2322.

Oregon charges no fee to process verification requests. Once completed, the original form will be returned by mail if you do not provide instructions requesting it be returned by fax and a fax number to send it to. Please direct questions about Oregon licensing verification to: [license.bcd@oregon.gov](mailto:license.bcd@oregon.gov).

No other reciprocal agreements exist with Washington State.

## **LABOR AND INDUSTRIES ANNOUNCES FIRST WILDFIRE SMOKE SAFETY RULE**

The Washington Department of Labor and Industries (L&I) is developing a new workplace safety and health rules regarding wildfire smoke. L & I announced the move in response to an increasing number of acres burned by wildfire in the state each year. Smoke from the Western wildfires last month left Washington with some of the worst air quality in the world at times, according to the EPA. Some of the issues expected to be addressed in the new rules include; Identification of harmful exposures, training/instruction, and control of harmful exposures. Washington is just the second state to formally undertake rulemaking regarding workers and wildfire smoke. California was the first, adopting rules in 2019. L & I plans to hold meetings in the next few months to begin gathering information from stakeholders to help create an initial draft of the wildfire smoke rule. Justin Thayer, NECA Director of Safety, will be tracking and keeping our Contractor Members informed of updates regarding rule development.

## **INSLEE ISSUES NEW RESTRICTIONS ON COLLEGES, UNIVERSITIES AFTER COVID OUTBREAKS**

Gov. Jay Inslee last Tuesday announced new restrictions on congregate living settings and social gatherings at colleges and universities across Washington, after COVID outbreaks have been reported at several institutions. Under the new requirements, masks will be required at all times in living areas on campus except when outside or in sleeping areas. Congregate sleeping porches will no longer be allowed and no more than two people are allowed to share the same sleeping area. Only five people from outside a household will be allowed to gather at a time and common areas in homes can have no more than five people at any given time. You can read the full proclamation by clicking [here](#).

## **WEST SEATTLE BRIDGE – REPLACEMENT SEEN AS BEST OPTION**

A newly released cost-benefit analysis of West Seattle Bridge repair and replacement alternatives shows that a superstructure replacement would be the best option – though repairs ranked similarly. The total cost for replacing the superstructure would be about the same as for repairs: \$1 billion, if you include all the capital and life-cycle expenses. The Seattle Department of Transportation said [in a statement](#), however, that the totals are rough order-of-magnitude estimates rather than detailed cost estimates.

The difference is that most of the cost for replacing the superstructure – the portion of the bridge that supports the deck – would be in upfront construction expenses, while a repair would far outpace replacement in terms of ongoing operations, maintenance, repair and rehabilitation costs over a 79-year span. The higher maintenance costs are significant because the city of Seattle already struggles to adequately fund bridge maintenance, though the large capital costs of a replacement could also pose a challenge. A repair could be the fastest option, returning traffic to the bridge as early as 2022, compared with 2026 for a superstructure replacement. But a repair runs the risk of another unplanned closure.

Narrowing down when SDOT would need to replace the repaired bridge – currently estimated anywhere between 15 to 40 years – would require another several-month-long study, while a replacement would last an estimated 75 years. Repair success also depends on how the bridge responds to ongoing stabilization efforts. Overall, repair options scored lower on the analysis than a replacement – particularly regarding seismic and safety attributes.

SDOT [selected HNTB](#) to design the West Seattle Bridge replacement in August, and the firm has developed a superstructure replacement concept similar to what was used in the cost-benefit analysis, and which could expedite the timeline, though the agency is still vetting this possibility. Replacing the entire bridge, rather than just the superstructure, also performed well in the cost-benefit analysis. However, this option would cost about \$540 million more – including about \$180 million more upfront – and is estimated to have the same lifespan as a superstructure replacement.

Other alternatives the analysis considered included temporary shoring to restore traffic and an immersed tube tunnel replacement. Both performed poorly.

## **COOKIES FOR KIDS CANCER – GREAT CHARITY AND GREAT COOKIES!!**

Cookies for Kids' Cancer is a wonderfully delicious charity that you may want to consider at any time, but this is an especially great time to combine giving to children's cancer research, while at the same time sharing arguably the best cookies on earth - with family, friends, and office co-workers! Pediatric cancer is the leading cause of death by disease in children in the U.S. Only 4% of the National Cancer Institute budget is dedicated to Kids' Cancer. Cookies for Kids' Cancer has donated over \$16M to children's cancer research in a little over a decade since Gretchen and Larry Witt created this hard working charity to honor to their son, Liam – and to help improve research for Pediatric Cancer. Check out [cookiesforkidscancer.org](http://cookiesforkidscancer.org), and read about this incredible organization and the successes they have achieved in fighting Kids' Cancer. And then order some cookies! You won't be disappointed!!

**ON THIS DAY IN HISTORY – 1825** – The [Erie Canal](#) opens, connecting the Great Lakes with the Atlantic Ocean via the Hudson River. Governor DeWitt Clinton of [New York](#), the driving force behind the project, led the opening ceremonies and rode the canal boat *Seneca Chief* from Buffalo to [New York City](#).

Work began on the waterway in August 1823. Teams of oxen plowed the ground, but for the most part the work was done by Irish diggers who had to rely on primitive tools. They were paid \$10 a month, and barrels of whisky were placed along the canal route as encouragement. West of Troy, 83 canal locks were built to accommodate the 500-foot rise in elevation. After more than two years of digging, the 425-mile Erie Canal was opened on October 26, 1825, by Governor Clinton.

The effect of the canal was immediate and dramatic. Settlers poured into western New York, [Ohio](#), [Michigan](#), [Illinois](#) and [Wisconsin](#). Goods were transported at one-tenth the previous fee in less than half the time. Barges of farm produce and raw materials traveled east,

as manufactured goods and supplies flowed west. In nine years, tolls had paid back the cost of construction. Later enlarged and deepened, the canal survived competition from the railroads in the latter part of the 19th century. Today, the Erie Canal is used mostly by pleasure boaters, but it is still capable of accommodating heavy barges.

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*A great attitude becomes a great mood. Which becomes a great day. Which becomes a great year. Which becomes a great life!*

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As of Friday, October 23<sup>rd</sup>, there are 276 JW on Book 1 and 174 JW on Book 2. There are currently 12 Commercial Apprentices, 0 S&C Apprentices, and 0 Residential Apprentices available for dispatch. There is 1 outstanding call for a Residential Apprentice. An Inside Wire Bootcamp is wrapping up, with the remaining Apprentices available on October 27<sup>th</sup>. An additional Inside Wire Bootcamp is scheduled to graduate next month, with Apprentices available on November 17<sup>th</sup> and 24<sup>th</sup>. A Limited Energy Bootcamp is also finishing up, with Apprentices being available on October 27<sup>th</sup>.