Six signatories revolutionize water source in Stockton

By laying pipe, operators preserve resources
Vote right: Vote union

Times seem to be changing, and I mean that in a good way. While change is not easy, the status quo this country and the construction industry have faced since 2007 is not the kind of constant we want.

About eight months ago, our construction radar screen was blank. There was talk of jobs ahead, and there was money waiting to be used for projects, but talk alone does not produce jobs. Now, the radar screen is slowly getting some action: Projects are breaking ground or have start dates, and monies are starting to become available as combinations of bonds, low bids and American Recovery and Reinvestment Act (ARRA) funds are beginning to produce.

Take for instance the fourth bore of the Caldecott Tunnel, the big Doyle Drive replacement project, the BART extension or the first high-speed rail line in the country, San Francisco’s $84.2 billion Transbay Terminal, which broke ground in mid August. While California gets a bad rap from its sister states for its start. As construction gets going full-swing, 5,000 jobs are predicted in the future.

Regarding our other states, Hawaii’s still got subdivision work on the books, but rail progress is slow (another issue related to politics). Nevada’s got a lot of paving work related to the RTC-5 gas tax, but its piece of the Ruby Pipeline has already created 1,000 jobs since its start. As construction gets going. But the rail is not a certainty at this point, the Transbay Terminal is a good start to it, as it’s the rail’s northern terminus and has already created 1,000 jobs since its start. As construction gets going full-swing, 5,000 jobs are predicted in the future.

Pipework work is getting a lot of attention from our traveling members, and if it really gets going, it may just be a banner year work for District 12, as the concept of the traveling construction worker returns. Many of you older operators remember the days of following the jobs, sleeping in work tents and managing your gas expenses with what you pulled in as pay. As our economy changes, many operators may see that lifestyle again. It is also a time of change in politics, as we deal with U.S. Senate and governor races in all four states, and a particularly gruesome one in California. There, we hope to see big change in terms of unseating the incumbent Republican Party with labor-friendly Attorney General Jerry Brown (who many of you saw and visited with at our last Semi-Annual). Unions across the state are exchanging old ways of campaigning (leaflets, letters, etc.) for a new one called micro-targeting, which compiles data from voters who supported union issues in the past but may be on the fence in this election. Organizers target them, taking a more personal approach to explain the issues on a level specific to each voter. As we near Election Day, I encourage members to do some of their own “micro-targeting” in the form of phone banking. Call your district office for details.

Projects are at the complete mercy of funding, and funding is given based on the folks in office. Therefore, it is imperative that we work harder than ever to combat this recession and recent anti-union politicians by coming out in full force to vote union down the line every time. We’ve made it easy for you by providing election recommendations on pages 12 through 15. Take these recommendations to the voting booths Nov. 2, and if you vote union, you can rest assured you are voting right. While I speak of change as if it’s happened and we’re in the clear, I must be frank. We are certainly not, but we are closer. The boom many of us experienced in the early 2000s had its consequences. Many of us are still facing the effects. Some economists claim we may never return to times like that again, because they were driven by faulty loans and corporate greed that gave us all an inflated sense of security before everything fell apart. That’s why regulations against this kind of consumer fraud must be put in place to protect us from such a downturn ever happening again. And yes, regulatory agents are politicians.

We must be realistic about the future, but I believe it is brightening. Several districts this month mention the re-birth of some actual private work, which is something we haven’t seen in years. A recent jobs report published by the Department of Labor stated that the private sector added 67,000 jobs, and hourly earnings increased by 0.3 percent for the month of August.

As we hope for positive change, keep up-to-date on your union registration and keep coming to the meetings. There are several on the calendar this month. Your union helps you most when you participate in it.
Dozer operator ‘helped save the day’


It was a situation that would make the average person panic, but not Jimmy Davis. The 11-year Local 3 member reacted quickly yet calmly, using the dozer he was operating close by to create a fire line around a grass fire, as it scorched 60 acres off Hwy. 4.

The fire broke out around 5:30 p.m. on Aug. 23 near where Davis was working for Ghilotti Construction on a 250-lot subdivision near Bay Point.

“We were working late,” he said. When the crew first spotted smoke coming over the hills, “we thought it was a car accident.”

When the property owner called and asked for help, “we got a line around it fast,” said Davis. This kept the fire from spreading before firefighters arrived.

The scene was filmed by KTVU Channel 2 News, and the Bay Area station interviewed Davis for its nightly report. When told that people were crediting him for “saving the day,” Davis shrugged and said, “It’s another day. Rewards of doing what I do.”

The Ghilotti Construction crew that day also included Local 3 Foreman Milton Trujillo and Operator Ryan Estepa.

Bold Boldt crane operator featured in Sacramento Bee

Crane Operator Michael Reid was recently featured on the cover of The Sacramento Bee’s Our Region section, as he lifted his lunch to the top of the 250-foot crane “treehouse in the sky” he calls home for about 10 hours every day. The article discusses the dangerous feat that is Reid’s daily task of climbing the “harrowing 15-minute ascent up a massive steel ladder,” to “a glass cabin 246 feet above ground, where he operates one of two tower cranes recently installed for the Sutter Health expansion project in midtown Sacramento.”

Reid is responsible for delivering rebar, I-beams and concrete forms to the many workers below.

Labor’s day is coming

Work doesn’t seem to be getting off the ground like we thought. A lot of jobs are on the books, but in many cases, there isn’t money to pay for them. For instance, Sacramento is all locked up, since, as of this writing, there is still no state budget, which means monies for projects are on hold. I wish politicians could sit in our shoes for a month. Then maybe they would get “off the dime” and get some sort of budget resolution instead of stalling every year. Maybe then, we can get back to work.

Government money problems are not unique to California. Every state in our jurisdiction is in the same boat. Utah has freeway work, but the pipeline hasn’t really kicked off yet, Nevada’s piece of the pipeline hasn’t even started and Hawaii’s light-rail system is on hold. Most every stalemated stems from political or environmental agendas that only affect a small percentage of people (or animals!). Where are the priorities?

Meanwhile, our brother and sister operators are losing cars, homes, etc. Families are struggling, as health care is lost by the wayside, because of the lack of work. I really don’t like being negative and bringing you bad news, but reality is reality, and I can’t write a column that is full of fluff and no facts. The only way we can weather this storm is by staying together and understanding the facts, including national and local politics and the ins and outs of your union Pension and Health and Welfare plans.

The officers and I are constantly in contact with politicians, Trust Fund advisors and members, seeking solutions to get some work going, however, we meet brick walls at just about every turn. Today is not labor’s day – and it never will be if more anti-union politicians wind up winning this November. Vote them out and make everyone feel comfortable and welcome. Hopefully you enjoyed the Equipment Rodeo and the health fair (you know I’m a stickler on health these days!). For photos and details from the event, see pages 4 and 5.

Stay safe and healthy.

October 2010 | 3
Coming out in force
Members’ strength in numbers a force to be reckoned with

Not rain in the forecast, rising gas prices or even low work hours could keep Local 3 members away from this year’s Semi-Annual Event held at the Rancho Murieta Training Center (RMTC). When Business Manager Russ Burns took the podium during his State of the Union address, he said: “We are still 100 percent strong. It’s unbelievable how many folks turned out.”

Not a seat was empty and about a hundred folks stood in the back and along the sides to hear the meeting.

Larry Chamberlin, a union member for more than 30 years, came all the way from Reno with his wife of 55 years, Joyce, “to see what’s going on.” He liked the new location (the training grounds) and felt there was more and easier parking.

Retiree Dan Worley also drove his motor home from the Silver State to shake California gubernatorial candidate Attorney General Jerry Brown’s hand. He shook it before when Brown ran for governor in 1974, just as he shook Brown’s father’s hand, Pat “Edmund G.” Brown, when he ran for California governor in 1958.

Politics was the word of the day, as members, their families and friends discussed the Nov. 2 General Election and awaited Brown’s arrival. The Voice of the Engineer (VOTE) booth buzzed with members registering to vote or getting more information about endorsed candidates.

Member Dave Reed said he feels it’s his duty to educate and get educated on politics.

This is everyone’s duty, Burns told the crowd: “I know legislators tick us off, but our livelihoods depend upon individuals who support our causes. We have to keep them educated. … We also have to do our homework … vote our bread and butter issues.”

According to Burns, the things that matter most to our industry include Project Labor Agreements (PLAs), the eight-hour workday, prevailing wage and high-speed rail – all things that California gubernatorial candidate Meg Whitman openly opposes, while Brown, the union’s endorsed candidate, supports.

“Things can get worse if Whitman is elected,” cautioned Burns. “Look at her ads. We can’t afford to lose prevailing wage like they did in Utah in 1982.”
During Brown’s keynote speech, he confirmed his support of these issues, as he gestured to the RMTC’s pieces of iron: “Let’s get this equipment going. … We have to build stuff, build infrastructure … build bridges, reservoirs, freeways, dams, roads. … We have to put California first, put America first and invest in ourselves.”

The crowd erupted in applause.

The day wasn’t all politics, however. Members participated in the RMTC’s Equipment Rodeo with the winners receiving plaques.

VOTE volunteers of the year were recognized in the crowd for putting in top hours in their districts.

There were the usual booths for the kids with candy, face-painting, caricature-drawings and plastic hardhats, along with the health vendors for adults.

There was good food, including hamburgers, hotdogs, chicken and even veggie burgers.

There was a deejay and even a plane ride for one of the union’s photographers, so she could take an aerial view of the event. Members Mike Spencer (from Job Corps) and Rick Stribling co-own the Cessna 172 that flew above.

There was visiting, as husband and wife Dennis and Rita Griffith shared how they met while working for the union 18 years ago and Rick Jefferson and Lou Gudino met at the event after knowing each other for awhile.

There was retiring, as Special Rep. Bob Miller’s retirement was announced to the membership after his 35 years in the industry with more than 20 on staff. He received a standing ovation.

There was also commemorating – U.S. soldiers, who sacrificed their lives for our country, and 45-year member and former Ranch staffer John New. He was given a chair upon his retirement from the Ranch, and his family donated it back to the union to honor his memory.

Burns especially commemorated the membership who held strong during a tough round of negotiations and continues to stand strong during these tough economic times.

“We are out in force,” he said. “We’ve done our part and we’ll fight harder.”

For more photos, visit us online at www.oe3.org.

Vote your back pocket: Support candidates who support union causes.
What a year

By Gary Rocha, business representative

This year, we have written numerous articles for the Engineers News on Unit 12 members throughout Northern California. We’ve covered mower, safety and forklift trainings, and don’t forget Be Educated And Ready (BEAR) trainings. Then came ratification meetings. To sum it up, it has been a long, full year. Here’s a look back at a few departments and stories covered:

One of my favorite aspects of this job is coming up on a Caltrans road project, like a grind-out paving job being done by Unit 12 members.

Unit 12 members also work hard at the state’s fairgrounds to make sure the public has a great time at the fair.

I have also been to various state parks – watch out for the bears!

I have visited the California Highway Patrol (CHP) Commercial Vehicle Inspector Specialists (CVISs) at work, keeping our highways safe for the motoring public.

Department of Water Resources (DWR) employees also work hard, keeping water moving that is needed to grow our crops in California.

The Department of Fish and Game is another essential Unit 12 department. Happy hunting!

Our Heavy Duty Repair (HDR) mechanics at the California Department of Forestry and Fire Protection (CALFIRE) get ready for the fire season.

And let’s not forget the Department of Corrections Youth Authority, which even has a haunted castle!

Perhaps the most notable story this year was the fact that our agreement was ratified by our members, and on Aug. 23, Gov. Schwarzenegger signed it into law.

Overall, it has been a good year for our members working in the International Union of Operating Engineers (IUOE) State Unit 12 Local 3 union jobsites in Northern California. There is much more ahead.

Remember to move over, and slow for the cone zone.

Unit 12
Meet the Members

Nick Aguilar, Caltrans
JR Saldana, Employment Development Department
Dave Murray, California State Parks
Which side are you on – Wall Street or working families?

Hey, Meg Whitman: California is not for sale! No matter how many ads you buy, you cannot buy our votes.

Those of you planning to vote for Whitman for California's governor, do you know what you're asking for?

The former eBay CEO hasn't cared about you or politics for nearly 30 years; in fact, she hasn't even voted in 28 years. If elected, she's made it perfectly clear that she will not support unions, Project Labor Agreements (PLAs) or prevailing wage. She plans to eliminate 40,000 state jobs to “fix” California's budget problems. How does that work anyway? Lay-off more middle-class, working people and make the unemployment rate higher? That's what she's used to doing – as CEO of eBay and Florists Transworld Delivery (FTD) and an executive at several other big companies, Whitman slashed jobs every single time. That's because she doesn't support working Americans; she supports her friends, other CEOs of big companies.

Are you more interested in helping Wall Street or working families?

If Whitman wins this election, it sends the message that if you have enough money, you too can run the state of California.

Vote your back pocket, not your emotions. Vote Jerry Brown for governor.

He supports union labor. He supports your jobs. He supports prevailing wage. These are things that should matter to union workers.

We also need to support California U.S. Sen. Barbara Boxer in her race for reelection on Nov. 2. She has been a longtime supporter of labor and Local 3. She leads efforts to increase investments in water infrastructure projects, vows to maintain her reputation as a champion of the labor movement (she has voted 96 percent in favor of labor) and intends to save California by creating hundreds of thousands of new jobs by improving roads and mass transit.

Yet she is running neck-and-neck in the polls against Hewlett-Packard CEO Carly Fiorina in her race for Senate and could lose unless you do something about it. Fiorina, like Whitman, wants to lay-off tens of thousands of workers, opposes PLAs and supports big business executives by giving them tax breaks.

Vote your back pocket. Vote Boxer for Senate.

To have any kind of say, you need to register to vote. The last day to do so in California for the Nov. 2 General Election is Oct. 18. We need you to help us fight back at the polls next month, because if you give up, they win!

You may not think your vote counts, but that's not the truth. It was only with help from our political allies (who we voted into office) that we were able to ward off an 18-county wage survey proposed by the Department of Industrial Relations (DIR) that would have ultimately lowered your wages. We asked you to call your legislators and refute this survey, and you did! Without your support and the right people in office, this wage survey would have been devastating to organized labor. Thankfully, because of politics and your participation, it was reversed.

Call your district office and volunteer to help with the Voice of the Engineer (VOTE) program.

Remember: Vote your back pocket. If you give up, they win!

Report & Review
By Carl Goff, vice president

How do you show your union pride?

“Talk to non-members. Show up to as many meetings as I can.”
– Ron Esparza, 13-year member

“I wear my Local 3 hat and window decals on my vehicle.”
– Bill Crites, 30-year member

“Support my brothers as much as I can. I volunteered for strike captain; sent in a hardship letter for one of my brothers. We need to get back to a sense of brotherhood.”
– Jim France, 11-year member

“By putting in a little extra effort. I worked on the Grievance Committee, go to the meetings when I can, educate the younger guys …”
– Chris Dickson, 10-year member

“By being a proud, skilled technician.”
– Bobby Patton, 13-year member
Bargaining in the public sector – part one

By Fred Klingel, business representative

Good-faith bargaining in the public sector is an oxymoron, just like common sense in the government. Article after article in mainstream publications berate public employees and their “rich” pension plans. Everyone is harping on how those plans and pay-outs are not sustainable. So, the quick fix is to go to a two-tiered system with lower payouts to future retirees. How does this quick fix work?

The short explanation is that those who get hired after a certain date will have less retirement benefits than those receiving Social Security. Now, why would anyone bargain for that? Let’s take a look at the present situation: Public-safety employees (police and fire) have bargained over the last two decades for a 3-percent-at-50 plan. Before then, they had a 2-percent-at-50/55 plan. Miscellaneous employees had a 2-percent-at-55/60 plan (sometimes at 65). Most of those hired after the mid ’70s were ex-military, Vietnam-era vets in their mid or late 20s. The vast majority were looking for steady incomes, safe jobs and decent retirements. They also had loyalty to government and government work. Jobs in government were considered honorable. As years went by, fueled by a strong economy, bargaining sessions in the public sector were good. Public-safety and miscellaneous employees gave up future raises for enhanced retirement plans. Therefore, the 3-percent-at-50/55 plan for safety employees, the 2.5/2.7-percent-at-55/60 plan and in some places, even the 3-percent-at-60 plan for miscellaneous employees were born. Over the years, these folks gave up percent-of-pay after percent-of-pay. In addition, every employee paid 7 percent, 8 percent or 9 percent of their base salary, plus any stipends.

During these stellar economic times, many employers did not have to pay any of their portions of these bargaining agreements into retirement plans. This was known as “super-funding.” So what happened to the funds that should have been set aside and invested by the employer? They were set aside and invested but not to cover future unfunded liability. Instead, they were invested and self-regulated into funds that became untouchable except for other projects or programs.

Fast-forward to today, and the game plan for local, state and federal government (coached and directed by the League of Cities) to destroy unions and demoralize government workers is to force their will on the workforce. Now, good-faith bargaining is the joke of the century. Employers use unsubstantiated numbers to show they are in debt, claiming the only way to recover is to get concessions from their employees. So far, the biggest moneymaker is having employees increase their contributions to the pension system, even though employers have not shown that they are in dire need. Try as they may, the numbers don’t show it, especially when revenues meet and exceed liabilities by millions. We never actually get to see the documents showing whether encumbered funds are truly encumbered or self-directed and what the true story is about an employer’s investments. This gives a lack of faith in these claims. Lack of faith also comes in when there is no bargaining in the traditional sense. Today, the approach is more of a “this is what we want,” and there is no movement from that position. In fact, if you don’t accept what they offer, an impasse is declared, and then the last, best and final offer is imposed, which should be called their “first, only and imposed.” Mediation is either rejected or agreed to only after employers have imposed their will on employees and the union.

With many public-employee contracts containing no-strike clauses, this process becomes very disheartening to employees. Nonetheless, we will not give up. Stay tuned for more about bargaining in the public sector. Next, I will delve deeper into the comprehensive annual financial reports, investments and retirement funds.

Operating Engineers Local 3, like Harter.

Keith Harter has repaired and maintained heavy equipment for the city of Fremont for more than 20 years and was encouraged by his supervisor to join Local 3 when he started.

Since he began in the industry, he has seen many changes. He has worked under four different city managers and three different human resource directors. The city of Fremont has a fleet of about 500 vehicles and equipment, and this fleet has grown since he started. The technology has also changed.

For Harter, it’s always interesting working on different types of equipment, as one day, he may be working on a fire truck and the next day, a backhoe. It’s all in a day’s work!

Harter is proud to keep the fleet in top shape. He knows it is very important to keep police cars and fire trucks safe to operate, as the public depends on these professionals to respond in a hurry when there is an emergency. Harter also knows the maintenance he provides keeps city workers safe when they operate heavy equipment or a fleet vehicle.

For the last 12 years, Harter has taken on the role of shop steward. It has been challenging at times, juggling the relationship between supervisors and management. He has learned to be fair and objective while listening to both sides in labor-management relations. He enjoys working with other stewards to advance the social and economic interests of the union and its members and credits Chief Steward Jeff Edwards for sharing his insight and leadership.

Harter is well-respected among his peers for his work ethic as a heavy equipment mechanic and shop steward.

The next time you are in Fremont and see a city vehicle, rest assured – it is a safe and well-maintained vehicle, compliments of the skilled men and women of Operating Engineers Local 3, like Harter.
Political days are upon us
By Alan Elnick, business representative

The dog days of summer have drawn to a close, and autumn is upon us. It is a heavy political season with all state legislative positions up for grabs, including the governorship and executive positions. In Alameda County’s second district seat, now held by retiring supervisor Gail Steele, a hotly contested race between Nadia Lockyer and Liz Figueroa ensues. Lockyer is the wife of State Treasurer Bill Lockyer, and Figueroa is a former state senator (term out).

District 03 Supervisor Alice Lai-Bitker is retiring and will be replaced by former state senator Wilma Chan, who held the seat prior to leaving for the legislature. Welcome back, Wilma!

The gubernatorial race is particularly vital for public employees, and the choice is clear. Former governor and current Attorney General Jerry Brown is facing off against billionaire eBay executive Meg Whitman, who said she is in favor of reducing public-employee positions, wages and benefits. She is appealing to disaffected voters in the private sector who are still in the throes of a major recession.

As usual, working people are being cast against each other in a game of economic envy. Daily, the news media decries the excess burden on the taxpayer, blaming it on public-employee pensions and wages. Abuses of the pension system by opportunistic individuals in public service serve to fan the flames of public rage, but these anecdotes are more the exception than the rule. However, Whitman persists in declaring public service the enemy.

Decimating the civil service has never come to any good – history has proven this time and again – yet Whitman has taken no notice of such lessons. With California still drowning in economic turmoil, her announced program will only assure more years of stagnation.

Brown is experienced in running the ship of state and directing public resources to enhance economic advantages for businesses. When he last left the governorship, he left us a vibrant state. Nearly 30 years later, our conditions are attributable to his successors who closely resemble Whitman.

Like all counties and municipalities, Alameda is suffering revenue reductions from declining home values, property transfers and sales taxes. The state has left the county the additional burden of providing safety nets for its affected citizens without the resources for doing so.

In this environment, progress is futile – we can barely preserve the benefits we have. An obvious example of this is the increasing cost of health insurance. Despite actual reductions in county revenue, health insurance premiums for employees are increasing at rates far greater than the Consumer Price Index (CPI) has been measuring cost-of-living increases, or the price-inflation rate. Most public employers are now, if they haven’t already, asking employees to pick up a share of those increasing costs and review benefit schemes to slow down health-insurance-price increases.

To reduce the cost of government, it has always been an easy scheme to lay-off employees. Today, however, government agencies are reticent to do that. The unemployment rate is already so high, and adding more people to the unemployment line only increases the burden on government resources, further diminishing the cash flow to support government services. If the state laid-off all of its civil servants, the budget problem would hardly be impacted.

In this environment, maintaining a contract is of vital importance. Without one, desperate politicians and administrators engage in a process of creative destruction that serves no one’s interest. Inevitably, the environment will change, and maintaining something in place will serve as a strong foundation to move forward once again.

Two-tiered retirement plans are not the way to go
By Bill Pope, business representative

We have all heard and read that public-employee retirement benefits are unsustainable and must be changed. The public is demanding that public employers do something now, and if they don’t, the public will! The city of Menlo Park and the city of San Jose have put initiatives on the Nov. 2 ballot that will create a two-tiered retirement plan. One tier is for current employees, and the other tier has less benefits for future employees.

Current retirement benefits may appear to be very generous, but for the majority of public employees, they are not. The average public-employee retiree gets about $838,000 a year. Most public employees are not eligible for Social Security. If they are, it is drastically reduced.

Public employees are just as outraged as the public when they see and hear the abuses of retirement plans. They don’t make the decisions on how to invest the money. Public employees made public service their careers, knowing that they would not have stock options or other benefits that some private-sector employees receive. They traded those for retirement security, and now, that may not be available.

Public employees are consumers and pay for private-sector-employee benefits when they purchase goods and services from the private sector. Public employees pay taxes just like private-sector employees.

Have there been abuses of the retirement system? Yes, and those few are the ones that make it in the news. A two-tiered retirement system is not the way to prevent abuses. Other ways need to be explored.

Do everything you ask of those you command
By Art Frolli, business representative

It is unfortunate that we find ourselves in such difficult times. The “how we got here” and “who’s to blame” are only important for the sake of history and should only be examined once this economic recession has passed. This is not the time to be looking backward. We should look forward and do our part to bring this crisis to an end. Hopefully, things will return to normal – whatever that may be. We all have the fortitude to learn from our previous mistakes and the wisdom to not make them again.

Over the past year, I have negotiated numerous successor agreements and opened unexpired contracts to make concessions at the request of my members. I am pleased to say that most members have banded together and made some form of concessions, rather than allow their fellow members to be laid-off. I believe these actions are a unique quality of personal integrity embodied in the American workforce.

How do our public officials compare? Have they also made concessions? I am not sure I could answer “yes” with a straight face. However, I am certain there are a few exceptions. All we have to do is watch the news to see examples of city managers and municipal administrators who demand that those working for them take large reductions in salaries and benefits, while they continue to accept large, inflated salary and benefit packages.

General George S. Patton once stated: “Always do everything you ask of those you command.”

I think it is time for those who have asked for so many concessions from our members to demonstrate true leadership by leading from the front rather than the rear. The media and the public are taking a hard look at many public officials. Those who continue to take from others, while not giving back themselves, may find they are the ones being laid-off!
Member loyalty

Member satisfaction is one of Operating Engineers Federal Credit Union’s (OEFCU’s) primary focuses: We realize that our success is due to the loyalty and support of our members. We have always been committed to providing our members with the information they need to make informed decisions about their financial well-being. More importantly, we want our members to have the confidence and trust in OEFCU as their primary financial institution – trust that encourages them to bring their family members to join our Credit Union family.

Reflecting back to OEFCU’s core values, the importance of our members is shown through the very first core value – put the member first. We do this by delivering high performance in our daily duties and responsibilities and doing everything in our power to positively impact our work. We all contribute to the overall goal of delivering exceptional member service. Whether we have direct contact with the member or not, we individually treat people well and deliver our best. It shows.

The following is an excerpt from a letter of appreciation we received from one of our Modesto branch members:

“The personal attention she [Doreen] gave us during the process was amazing and did not go unnoticed. I had a timeframe, unknowingly to her, that if I did not return to the dealership by 5 p.m. with the funds to purchase the motorcycle, I would have lost the opportunity due to another cash-in-hand buyer. As all guys do, we name our toys! … And now my wife and I have agreed to ‘Doreen’ (2010 FLHTK Limited Edition Touring Harley Davidson) in honor of the person who made it possible that day!”

OEFCU has maintained the Credit Union motto of “people helping people.” Union members and their families have shown their support for the union movement by banking with OEFCU, a member-owned, 100 percent union financial institution. By providing members an option for financial services beyond those offered by non-union, for-profit institutions, our members have the opportunity to affordably meet their day-to-day and major financial needs.

We welcome our members’ comments, suggestions, concerns and compliments. OEFCU always provides the personal service of a small credit union coupled with the strength, sophistication and convenience of a large and exclusive establishment. Join our OEFCU family. Contact our member service representatives at (800) 877-4444. Visit our website at www.oefcu.org for more information on our products, services and other “Member Only” benefits.

10 Reasons to Bank With OEFCU

- 100% Union Organization
- Flexible Mortgage Options
- Deposits Insured by NCUA
- Checking Account to Fit Your Lifestyle
- Lower Fees & Competitive Rates
- VISA Platinum with Extra Awards
- Exceptional Friendly Service
- Free Access to Over 25,000 ATM’s Nationwide
- Auto Loans with Guaranteed Auto Protection
- Free eBranch Online Banking/ Mobile Banking

(800) 877-4444 • www.oefcu.org
Your vision-care benefits cover you and your eligible dependents for regular examinations, lenses and frames necessary to correct your vision. The benefits are provided through Vision Service Plan (VSP) and are available whether you are enrolled in the Operating Engineers Health and Welfare Trust Fund comprehensive plan, Kaiser or Health Net.

The following is a quick-reference guide to your benefits. Please refer to your Summary Plan Description booklet for details about your plan.

Steps for using a VSP provider are as follows:

- Call any VSP participating doctor and make an appointment. Identify yourself as a VSP member and provide your Social Security number and the name of your group plan (Operating Engineers Health and Welfare Trust Fund). To locate a participating doctor, contact VSP at (800) 877-7195.
- After you have scheduled an appointment, the doctor will contact VSP to verify your eligibility and benefits and obtain authorization for services and materials.
- When you go for your visit, pay the doctor your $7.50 copayment and charges for any costs not covered.

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<tbody>
<tr>
<td>Exam (once every 12 months)</td>
<td>Covered in full</td>
<td>Plan reimburses up to $37</td>
</tr>
<tr>
<td>Frames (once every 24 months)</td>
<td>Covered up to Plan allowance</td>
<td>Plan reimburses up to $40</td>
</tr>
<tr>
<td>Eyeglass lenses (once every 12 months)</td>
<td></td>
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<tr>
<td>• Single vision</td>
<td>Covered in full</td>
<td>Plan reimburses up to $34 per pair</td>
</tr>
<tr>
<td>• Bifocal</td>
<td>Covered in full</td>
<td>Plan reimburses up to $51 per pair</td>
</tr>
<tr>
<td>• Trifocal</td>
<td>Covered in full</td>
<td>Plan reimburses up to $68 per pair</td>
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<tr>
<td>• Lenticular</td>
<td>Covered in full</td>
<td>Plan reimburses up to $100 per pair</td>
</tr>
<tr>
<td>Contact lenses* (once every 12 months)</td>
<td>Professional fees and materials covered up to $200</td>
<td>Plan reimburses up to $100 for professional fees and materials</td>
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</tbody>
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*Elective rather than necessary

Retiree Association Meetings

Retiree Association Meetings begin this month. The Local 3 officers look forward to joining retirees and their spouses for concise reports, good refreshments and plenty of fellowship. Look for the postcard inviting you to the meeting in your area. See the schedule below.

<table>
<thead>
<tr>
<th>FAIRFIELD</th>
<th>Oct. 12</th>
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<tbody>
<tr>
<td>Veterans’ Memorial Building</td>
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<tr>
<td>427 Main St.</td>
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<tr>
<th>YUBA CITY</th>
<th>Oct. 14</th>
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<tr>
<td>Veterans’ Memorial Center</td>
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<tr>
<td>211 17th St.</td>
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<tr>
<td>Marysville</td>
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<tr>
<th>AUBURN</th>
<th>Oct. 20</th>
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<tr>
<td>Auburn Recreation Center – Lakeside Room</td>
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<tr>
<td>3770 Richardson Drive</td>
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<tr>
<th>SACRAMENTO</th>
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<tr>
<td>Operating Engineers’ Building</td>
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<tr>
<td>3920 Lennane Drive</td>
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<tr>
<th>FRESNO</th>
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<tr>
<td>Cedar Lanes</td>
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<td>3131 N. Cedar</td>
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<tr>
<th>SAN FRANCISCO-SAN MATEO</th>
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<tbody>
<tr>
<td>Transport Workers’ Union Hall</td>
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<tr>
<td>1521 Rollins Road</td>
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<td>Burlingame</td>
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<tr>
<th>NOVATO</th>
<th>Oct. 21</th>
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<tbody>
<tr>
<td>Novato Oaks Inn – Mariposa Room</td>
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<tr>
<td>215 Alameda Del Prado</td>
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<tr>
<th>WATSONVILLE</th>
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<tr>
<td>Ramsay Park</td>
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<tr>
<td>1301 Main St.</td>
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<tr>
<th>MORGAN HILL</th>
<th>Oct. 21</th>
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<tr>
<td>Operating Engineers’ Building</td>
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<tr>
<td>325 Digital Drive</td>
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<tr>
<th>RENO</th>
<th>Dec. 7</th>
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<td>Operating Engineers’ Building</td>
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<tr>
<td>1290 Corporate Blvd.</td>
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<tr>
<th>SALT LAKE CITY</th>
<th>Dec. 8</th>
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<tr>
<td>BBEW Hall</td>
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<td>3400 W. 2100 S.</td>
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Don’t be fooled – vote union

By now you’ve seen political ads plastered all over billboards and on TV, and you’ve heard hundreds of radio ads for different candidates. As your political director (and one who has spent decades involved in union work, union law and union politics), I advise you not to be fooled by any of these, especially talk-show radio hosts blaming big government for our current economic crisis. Do not place your vote on Nov. 2 based on these commercials or job site/coffee conversations. Base your vote on your back pocket, meaning vote with your job, your livelihood and your union.

Why? We give you the straight facts based on union issues and nothing else. We put in months of effort and research, weighing candidates and propositions against one another on the things that matter to our industry. We pose the same questions to every candidate and ask them for their stand on issues like:

•prevailing wage
•overtime pay
•infrastructure investment
•high-speed rail
•pensions
•local job creation vs. outsourcing

Then, we endorse the candidate based on these results. We evaluate ballot propositions along the same lines – always asking if a particular ballot measure will help, hurt or do nothing for our members.

Given this fact, Local 3 members can feel confident the political recommendations in this newsletter and on our website (www.oe3.org) are the most closely attuned to your job, your pension, your next contract and your benefits. Nobody else – the candidates, their consultants, the media or nonprofit election groups – looks out for your interests the way we do. So take a look at our recommendations, and vote for your own interests.

Using the criteria we discussed above, let’s look at the big-ticket races in a few of our states: In California, gubernatorial candidate Meg Whitman openly shows her disdain for unions; she laid-off more than 40,000 workers as a corporate CEO at places like eBay, and so far, she’s spent more than $100 million to buy the governor’s seat. Whitman has gotten rich like her Wall-Street-banking buddies, while the economic crisis created by Wall Street has the middle class still looking for work and fighting home foreclosures.

On the other hand, Attorney General Jerry Brown understands working men and women. His record reflects his commitment to working families – protecting overtime and prevailing wage, granting state workers the right to form a union and collectively bargain and prosecuting contractors in the underground economy – and these are just the highlights. Brown spoke at our Semi-Annual; Whitman doesn’t even bother with us – she is clear on how she feels. We should be too.

We took the same care in our research with other candidates, such as California U.S. Sen. Barbara Boxer in her race against Carly Fiorina. Boxer has fought for union issues throughout her lengthy political career, while Fiorina, another Wall-Street cronie, laid-off tens of thousands of workers at Hewlett-Packard and opposes Project Labor Agreements (PLAs).

In Nevada’s contested Senate race, there is no comparison between U.S. Sen. Harry Reid vs. politician Sharron Angle. Reid has strongly advocated for, brought money to and supported Nevada’s transportation industries and infrastructure, while consistently voting against federal anti-union bills. Angle blames the current economy on the very workers who can fix it – union workers.

Regarding state propositions, in California, vote Yes on Proposition 22. In Utah (see these amendments below), vote No on Amendment A. Explanations of these can be found online. These two ballot measures are especially important to labor, but look at the local ballot measures, too. They may mean jobs in your immediate area. (See the district endorsements for those ballot measures.)

By the time you receive this newsletter, mail-in voter-registration deadlines have already passed in Utah, Hawaii and Nevada; however, you can still register to vote in person (visit us online for these locations) in Hawaii and Utah until Oct 17. In Nevada, you can register to vote or make changes to your current registration in person from Oct. 3 to Oct. 12. In California, you may mail in your voter registration until Oct. 18. Tell everyone you know to get registered.

If you’re already registered to vote and plan on voting early by mail or at the polls on Nov. 2, there is still more to be done. Grab some Voice of the Engineer (VOTE) hours by signing up at your district office to phone bank or precinct walk. Your impact will not go unrewarded in terms of the election outcome and VOTE prizes.

Remember: Vote your back pocket. Vote union.
Log on to oe3members.org to view this members only endorsement content on pages 12-15
Water has been a hot (and dry!) issue throughout California, especially with the controversy over the proposed water initiative that was removed from the General Election ballot. One thing is certain, however: Water, like jobs, is hard to come by in this state.

The $217 million Delta Water Supply Project in Stockton District 30 is addressing both concerns: It will eventually supply high-quality water for the Stockton Metropolitan Area and currently provides three-year employment for six Local 3 signatory contractors. That's right – six, which will make more than 290,000 Stockton residents very happy.

Why? Because the city of Stockton currently buys water and also pays for its transport and treatment. When the project is finished, Stockton will be able to pull water from the Delta, free-of-charge. The only cost will be the construction and operation of the treatment plant. Local 3 crews are responsible for constructing the means to transport this water to local residents and making sure it is clean by way of a new wastewater treatment plant. In doing so, groundwater supplies and surface-water resources will be protected. Precious Delta smelt and other fish species will also be protected through a new intake facility’s state-of-the-art fish screen. Therefore, everyone – environmentalists, residents and Local 3 members – will be happy, something that usually doesn’t happen all at once!

Crews from subcontractors Teichert, Viking Drilling, Vadnais Corp., Blue Iron, AM Stephens Construction and Preston Pipelines are responsible for laying a total of 87,000 feet of pipe. Thirteen miles of 54-inch concrete pipe will deliver untreated water from the Delta to the treatment facility north of Eight Mile Road on Lower Sacramento Road. From there, treated water will run through five miles of pipe, ranging in size from 36 inches to 42 inches, to the homes of Stockton residents. Think of it as an underground delivery system of one of the most precious compounds on earth.

The pipe will run under two rivers, one set of railroad tracks and I-5.

This is the single largest water project the city of Stockton has ever had. Work should be completed by 2013.
Gradesetter David Asuncion works for Teichert on the main entrance.

The Viking Drilling crew, from left: Juan Magallon, Barry Boar, Juan Chavez, Josh Planagan and Paul Breije put pumps in for dewatering.

Crane Operator Dean Lawrence.

Kirk Randall operates a tunnel boring machine for Vadnais.

From left: 33-year member Mike Anderson and five-year member Dale Hansen.

Steve Avilla operates an excavator for Blue Iron on the Delta Water Supply Project.

Kyle Crow with AM Stephens clears the new pump station site.

Gradesetter David Asuncion works for Teichert on the main entrance.
What’s new at the Rancho Murieta Training Center (RMTC)? Even more training – lots of it.

First on the list is our new crane-training curriculum. These classes started Aug. 2 and include the following:

**Crane 1** (no prerequisites): Forty-hour class on general crane safety, Occupational Safety and Health Administration (OSHA) and American Society of Mechanical Engineers’ (ASME’s) rules and regulations, crane nomenclature and terminology, load charts, hand signals, rigging, set-up and tear-down, maintenance and inspection. (Once the Crane 1 course is successfully completed, you may request Crane 2.)

**Crane 2**: Eighty-hour class with hydraulic, non-rotating and rotating cranes. (Once the Crane 2 course is successfully completed, you may request Crane 3.)

**Crane 3**: Eighty-hour class with lattice trucks, crawlers and tower cranes.

Note: Individuals with current National Commission for the Certification of Crane Operators (NCCCO) cards may skip Crane 1 and enroll directly into Crane 2 or Crane 3.

Please contact the RMTC registration office at (916) 354-2029, ext. 7940, to maintain your place on the crane-training list.


Note: Each apprentice goes through five weeks of training on gradesetting, dozers, loaders, compactors and scrapers, with 80 percent composed of hands-on instruction and 20 percent composed of classroom instruction.

It’s always fun watching the new apprentices on their first day, while they put on their new, bright-green safety vests for the first time and place the insert into their hard hats. They walk around with their eyes as big as golf balls, not knowing what to expect when they get on that huge piece of yellow iron for the first time. By the end of their fifth week, that look is gone – replaced instead with confidence and excitement.

In the classroom, students learn basic safety functions of equipment, as well as rules, regulations and procedures, safety, first aid, labor history, forklift, OSHA 10, CPR, substance-abuse prevention, harassment rules and dispatch procedures.

Once they complete their training, they proceed to various dispatch offices or job-placement centers.

I’d like to give a big “shout out” to the apprenticeship coordinators, subcommittees and the RMTC staff for all their hard work in making this a smooth transition for such a great occasion. See you on the next one.
Dear Editor:
The emperor has no clothes!
Remember that classic children’s story about a couple of charlatans who found a way to cheat the emperor out of his money to have him pay for clothes that didn’t actually exist? Well, it seems to me a form of that story has been going on for some time now. Only now, it’s being played out in real life with disastrous consequences.

We Americans are being personally fleeced by accepting conservative economic solutions that don’t work and were never designed to work for the benefit of the middle class. So many Americans, and even many union members, buy into conservative beliefs about the ineptitude of government and thus end up voting against their own self-interests, as well as the union’s self-interests, at the ballot box. I have been reading the Engineers News for some time now, and although its analysis about which candidates to support is dead-on, the magazine neglects to talk about the 800-pound gorilla in the room causing 90 percent of our standard-of-living headaches – the Republican Party.

The Republican Party’s constant drumbeat of insidious messages through FOX “news” and news-talk radio has been so effective, it has led to a revolt against paying taxes of any kind. This effort can be traced back to Reagan and his message of smaller government. Subsequently, our country-wide infrastructure is falling apart, and along with it, good-paying union jobs.

I talk to many members who still support the Republican Party on a daily basis, and my question for them and for those who vote and think as they do is this: When did Republicans EVER support the cause of the unions or the middle class? To the contrary, Republicans are diametrically opposed to unions and middle-class issues, because they only support corporations and the wealthiest of Americans. Why can’t we finally call a spade a spade and have the union start writing about the issues from the perspective of which party it is that really supports its cause and who, because of elitist ideology, does not and never will?

Otherwise, we will be left to pay for clothes that don’t exist – the mistakes of a party that has somehow duped us into believing they are not against us. They most certainly are.

Vic Bernsdorff
Reg# 2507850

Letters to the Editor are subject to editing. The use of offensive language and unsubstantiated, personal accusations will not be permitted. Letters must include your name and registration number.

To submit a letter, mail to: Letters to the Editor/Operating Engineers Local 3, 3920 Lennane Drive, Sacramento, CA 95834, or e-mail newsletters@oe3.org.

The first train south*
By Ken Hoag, member
I dreamed I was hired by the H.S.T.
We’ll build it up and down old Califom aye ee;
From the ocean coast to the mountain side
You’ll be able to catch you a fast train ride.

It’s 2020 now, get aboard in S.F.
Pass the Golden Gate and Mission
before you catch your breath.
Better get your watch out and check the time;
Looks like San Bruno mountain is spinning on a dime.

Coastside, bayside, it’s hard to tell which;
Maybe the engineer forgot to throw the switch.
But just as you’re thinking there must be something strange,
The fog lifts and shows you the coast mountain range.

Hundred fifty miles an hour as we pass Milbrae,
We’ll hit 220 just south of San Jose.
San Jose’s the first stop but surely not the last;
Silicon Valley will soon be long past.

Better hold on tight as we hit the Gilroy turn –
Through Pacheco Pass we’ll soon begin to burn.
Four hundred feet down in a tunnel so dark;
Now the San Joaquin orchards are looking like a park.

The orchards give way to a station instead;
The Chowchilla junction is coming up ahead.
We’ll have to head south, though the option’s still alive –
The Sacramento spur will be built by ’25.

All this was envisioned in a vision long past.
De Anza came through and preached it to his cast:
“I predict,” he said, “There will arise someday,
a great civilization around San Francisco Bay.”

Before we go further, all aboard give a hail:
California’s finally built the High Speed Rail!
G.E. said it best back in 1953:
“Our most important product is progress, you see.”

*For more information about the poet, this poem and its references, visit us online at www.oce3.org.

San Francisco Giants, Fresno Grizzlies celebrate union fans

America’s pastime is baseball; it’s workforce is union. The San Francisco Giants mixed business with pleasure to celebrate both on union night held with the franchise’s Triple-A team, the Fresno Grizzlies, on Aug. 13 and at AT&T Park on Aug. 23.

Union members were invited to attend these night games, and Giants fans in groups of 25 or more at AT&T Park were acknowledged on the big, HD scoreboard in centerfield. (That list in lights included Local 3!)

Another highlight at the San Francisco game was Oakland Business Rep. Ken Edgcombe, who suited up as the night’s honorable Ball Dude (that really is the formal title). He scored a seat on the third baseline after being one of two chosen from a group of about 30 to hold the honor.

Did you know that major league baseball players are union members too? The first attempt to unionize players was in 1885. Today’s union, the Major League Baseball Players Association (MLBPA), was created in 1953. In 1968, the union’s first Collective Bargaining Agreement (CBA) was negotiated with team owners, and in 1972, the major leagues saw their first player strike, in opposition to the owners’ refusals to increase player pension funds. Today, the MLBPA is considered one of the strongest unions in the country.

Member Ray Castaneda and his family enjoy the Fresno Grizzlies game.

On the lighter side
On Nov. 8, 2010, new regulations adopted by the federal Occupational Safety and Health Administration (OSHA) significantly affecting crane and derrick operations will take effect. State OSHA plans, including California’s, are required to adopt these new regulations.

While most journey-level operators possess these skills, Local 3 has developed a program in compliance with the new standards. If you work in the industry and would like to receive the training and testing to obtain your credentials, please contact the applicable training sites in your location. California: (916) 354-2029 (ask for Pauline), Utah: (801) 596-2677, Nevada: (775) 575-2729 and Hawaii: (808) 848-4647.

SACRAMENTO 1 3920 Lennane Drive, Sacramento, CA 95834 • (916) 993-2055

Million-dollar project goes union because of political action

Fall is here, and the holidays will be upon us soon. With the late start to the work season, we hope our working members had enough hours to build up their Health and Welfare bank and earn a retirement credit. Jobs such as MCM Construction’s Guinda Bridge replacement project on county Road 57 are keeping some of our members busy. This $1.71 million job involves constructing a new, three-span, 450-foot-long, cast-in-place, pre-stressed concrete-box girder bridge and approach roadway and removing the existing steel bridge.

Although there has been little private-sector work this year, we are thankful that some tax dollars were returned to us by way of federal Stimulus monies. It is uncertain how far these funds will take us, but without them, the work outlook would be much worse.

As a reminder, it’s a good idea to familiarize yourself with the revised 2009 California Job Placement Regulations (JPR). If you don’t have a copy and would like one, please stop by or call any district office. There might be changes you are not aware of that could affect you.

Anyone who thinks they might be eligible for a 10-year letter can contact us for verification. For more information, you may also refer to Section 04.10.24 (i) of the California JPR. We cannot stress the importance of registering on the out-of-work list when you are not working to show your availability for employment. This is an important piece of the 10-year eligibility requirement.

Every registration has an expiration date depending on the hire status. Maintaining your active registration allows you to keep your original registration date and time and work your way to lower position numbers, as others ahead of you are dispatched. Don’t forget to renew your registration before it expires.

Registration on the A and B lists (for those who are classified as Class A or B hire status) are valid for only 84 days from the date of registration. Registration on list C (for those who are classified as Class C hire status) shall be valid for only one calendar month and will require contacting the district office on or after the first working day of each month to put your name back on the list. For more information on the requirements of A, B and C hire status, please refer to Section 04.07.01 through 04.07.14 in the California JPR.

The out-of-work list leads to another important subject: Most of you reading this are aware of how important it is to support labor-friendly candidates at the polls, since a great deal of our work comes through public works. Make sure you vote on Nov. 2! We also need your help this year as we strive to get a majority of our members to become registered voters (preferably absentee) and encourage them to vote for Local 3-endorsed candidates (listed on pages 12-15).

This is one of the easiest ways to keep yourself employed and help the brothers and sisters who aren’t working get back to work. The candidates elected this year will have a strong impact on the future of the union and work in our district. Now is the time to call the Hall and see how you can help. We are going to need phone bankers and precinct walkers. Even if you only help once during this season, you can feel good about your contribution to this cause. The job you save may be your own!

A prime example of how the political process can benefit us locally is the upcoming SMUD Board elections. Because of union support, Bill Slaton, Genevieve Shiroma and Nancy Bui-Thompson have shown support for labor. They were all instrumental in supporting the $103 million SMUD East Campus project, which will be constructed under a Project Labor Agreement (PLA). The more support we give political candidates who believe in PLAs, the more union work we will have in this district. Slaton and Shiroma will be on the ballot again this year, and they will need our votes, as will many other candidates in District 80.

If the future of this union and your paychecks are important to you, then call the Hall to see if there is anything you can do to help out.

Apprenticeship Spotlight

Fourth-step Apprentice Joshua Sally is working for Maxim Crane and a team of PG&E linemen. We are proud to honor him in this month’s Apprenticeship Spotlight. Sally is lifting 105-foot-long, concrete-filled power poles weighing 50,000 pounds each and setting them into holes 25 feet deep, as the linemen split the establish lines. Journey-level Operator Joe Metcalf takes turns setting the poles. They have 176 poles to set every 500 feet down a long, narrow, soft road outside of Lincoln.

From left: Journey-level Operator Joe Metcalf and fourth-step Apprentice Joshua Sally.

Crane Operator Doug Albright works on the Guinda Bridge replacement project on county Road 57.
VOTE volunteers of the year honored at District Meeting

Mark your calendars for Fresno’s next District Meeting on Wednesday, Oct. 20 at 7 p.m. The meeting will be held at the Clovis Memorial Building on Fifth Street and Hughes Avenue, with the same message as last time: Vote on Nov. 2! At the last meeting, Business Manager Russ Burns asked members to vote for their union ways, their pension and their health and welfare. This means voting for political leaders who will fight to get us the funding and work we desperately need. For a list of our endorsements, please see pages 12-15.

A lot of time and effort is spent getting this message out to our members, their families and friends. Honored at the District Meeting for their hard work was District 50’s Voice of the Engineer (VOTE) volunteers of the year Jody Recek and Retiree Marin Vallejo. Both members take great pride in being Operating Engineers. After accepting his award, Vallejo told the audience he always votes the union way to better the union and its members.

More available work would certainly benefit our members. The larger projects in the district include RGW Construction’s Martella and Parsons Avenue projects in Merced, Teichert Construction’s bridge construction on Road 80 near Visalia and DeSilva Gates’ freeway widening near Ashlan and Grantland. Some members working for Dawson-Mauldin Construction Inc. are also getting good hours. Visit or call the Hall for specific information on these projects and others coming up for bid.

From left: Dawson-Mauldin Construction Inc.’s Andrew Pino, Carlos Padilla, Daniel Huff and Mike Mauldin.

VOTE Volunteer of the Year Jody Recek receives his award at the Aug. 11 District 50 Meeting.

Retired VOTE Volunteer of the Year Marin Vallejo.

NEVADA I 1290 Corporate Blvd., Reno, NV 89502 • For all branches, call (775) 857-4440

RTC-5 gets work going in Truckee Meadows

This season, the majority of work has been directed toward asphalt paving. The RTC-5 gas tax being used to help “fuel” the work picture has brought about many street-rehab projects to Truckee Meadows and helped fund projects like the U.S. 395 widening from Moana Lane to the Spaghetti Bowl. Granite Construction will continue work on the widening through the winter months, weather permitting.

Q&D Construction wrapped up the water-main replacement on 21st Street in Sparks, and the gas tax will also fund the rehab of those affected streets. Q&D Construction has also kept members busy on two state projects in Carson City – the I-580 extension and the Topsy Lane widening.

Sierra Nevada Construction received this funding as well. The company completed the Consolidated Reno Street Rehab and continues to work on gas-tax funded projects in Sparks. Sierra Nevada Construction also had crews working in Eureka through the summer, replacing several water and sewer mains.

Without this legislation to help generate funding, work in Truckee Meadows would have been minimal at best. The importance of being informed members and voting on the issues can be seen by the amount of work RTC-5 has generated this year. Stay informed, and remember to vote on Nov. 2. A list of Local 3-endorsed candidates can be found on pages 12-15.

Mining continues to be strong, with gold prices staying high. Canyon Construction is working at the Cortez Gold Mine on several leach pads. Ames Construction is working at Newmont Mine and started a tailings dam at the Cortez Gold Mine. N.A. Degerstrom, Inc. called for more operators to help increase production at the Rossi Mine and is working at the Queenstake Mine, hauling ore, and building new haul roads for the Florida Canyon Mine just outside Winnemucca.

For those interested in the Ruby Pipeline project: At the time of this writing, work on the line is limited. Precision Pipeline and U.S. Pipeline called for a few operators to begin with right-of-way clearing. Both companies also have warehouse yards in Winnemucca and Elko with a few hands staying busy.

If you have any questions, please call the Reno Hall at the number above or the Elko office at (775) 753-8761.

We would like to congratulate member Tyrel Koon and his wife on the birth of their daughter, Elijah Rae Koon, born July 29, 2010 at 12:40 p.m. The baby weighed 7 pounds, 15 ounces and was 19 inches long.

In other news: The Operating Engineers Community Service Fund recently hosted a charity golf tournament in the Nevada District, which was a big hit according to players and most notably, the Boys & Girls Club of Truckee Meadows. This was the third year the non-profit organization received proceeds from the event.

According to the club’s marketing director, Jim Scripps, the tournament “netted more than $7,600 to benefit the club’s Northern Nevada programming ... Despite what we all know has been a tough year for construction, Northern Nevada/California industry leaders again stepped up big for kids, exceeding the previous year’s total by a large margin. ... Thanks again, Operating Engineers Local No. 3.”

Granite Construction works on the U.S. 395 widening from Moana Lane to Spaghetti Bowl.
Sonoma County supervisors approve Sutter Hospital job

The widening of the Hwy. 101 corridor continues in force from just north of Petaluma to Windsor. O.C. Jones is laying the final lift of asphalt on a section of highway from the Bicentennial overcrossing to the Windsor exit. Traffic conditions have improved dramatically on this section. Ghilotti Brothers and R.M. Harris continue work on Hwy. 101 in Rohnert Park between Wilfred Avenue and Rohnert Park Expressway. Traffic is squeezed between two large vertical fills, leaving little room for the motorizing public, but the end result will be a new undercrossing at Golf Course Drive, which will aid the east/west traffic tremendously. Ghilotti Construction continues work on its section of Hwy. 101 from Rohnert Park Expressway to Pepper Road just north of Petaluma. Gordon N. Ball is working on the bridge structures with Precision Crane. The section of Hwy. 101 between Pepper Road and Petaluma Boulevard North should bid this fall. Ghilotti Construction is also working for Caltrans on Hwy. 116 near Duncan Mills. Granite Construction is finishing up the Hwy. 29 overlay between Lakeport and Upper Lake in Lake County and was the apparent low bidder ($8.4 million) on the concrete-pave-ment-replacement job on Hwy. 101 in Mendocino County. Granite Construction and Surrot Construction are working at the Willits sewer-treatment plant. Argonaut Construction is working on Hwy. 116 between Sonoma and Petaluma. Team Ghilotti finished the Summerfield Road and West College Avenue overlays in Santa Rosa. Green Right of Way continues work on Hwy. 1 at Rockport in northern Mendocino County. Mercer-Fraser has a slide-repair at Westport.

Upcoming projects in District 10 include the new Sutter Hospital, which was approved by the Sonoma County Board of Supervisors for north of Santa Rosa next to the Wells Fargo Center. The $150 million project will employ Local 3 members for the site work, underground and crane work. K.G. Walters was the apparent low bidder on the Windsor/Geyser $1.8 million sewer connect. Ghilotti Brothers was the low bidder on the $800,000 Cloverdale Airport overlay, and Ghilotti Construction has overlays at various locations in Sonoma County.

Ruby Pipeline kicks off

After months of rumors, the Ruby Pipeline has finally kicked off, and we've started to call our operators out to work. It has been an epic battle for El Paso Gas, as it tries to get the 42-inch pipeline job up and running. The Bureau of Land Management (BLM) and environmental and other special-interest groups are making it difficult to get the project approved and keep our members employed. Hopefully, common sense will prevail and the job will continue.

This job has the potential of providing good-paying jobs for our membership in tough economic times and supplying natural gas for growing markets in the western United States. U.S. Pipeline is starting work in Opal, Wyo. and continuing west near Woodruff, Utah. Associated Pipeline is taking over the next two spreads, starting west of Woodruff and continuing through Brigham City. U.S. Pipeline continues the line spread from Corinne past the Nevada state line. At the time of this writing, Phillips & Jordan is pushing crews to clear the brush and trees, so Associated Pipeline can start work on the steep and rough terrain. Dun Transportation has the stringing contract with U.S. Pipeline and is starting to call operators out for work. Pe-Ben has the racking contract for the entire Ruby Pipeline and is constantly moving its racking yards to keep up with the trains hauling pipe to various locations. Double M Trenching is contracted for the U.S. Pipeline spreads and, at the time of this writing, is on hold until enough right-of-way is cleared to start operations. The job currently has a limited start with the right-of-way crews moving spreads almost daily because of the complexity of environmental issues dragging the project down. Hopefully, the job can go full bore soon and get more operators to work.

Utah has been very fortunate with the amount of work we have, and we want to thank the operators who have come from our neighboring Local 3 states to help fill the jobs.

Upcoming training in Utah includes:

**November**
- 1-4 Pre-Certified Crane Operator (CCO) 40-hour training
- 5 Operator qualification certification
- 8-10 Twenty-four-hour Mine Safety and Health Administration (MSHA)
- 12 Eight-hour MSHA refresher
- 18 Eight-hour first aid

**December**
- 3 Operator qualification certification
- 4 CCO written exam study
- 9-10 Trench safety class
- 11 CCO written exam study review
- 12 CCO written exam
- 13-15 Twenty-four-hour MSHA
- 17 Eight-hour MSHA refresher

All dates are subject to change. Please contact the Joint Apprenticeship Committee (JAC) office at (801) 596-7785 for class times and more information.
Generators set for Verizon building

Bragg Crane & Rigging spent two days setting the back-up generators for the new Verizon building in Fairfield. Rudolph and Sletten is the general contractor. The 1,000-plus horsepower Caterpillar generators came in three pieces for a total weight of 150,000 pounds. Operator Jimmy Hudgings and Operator Jimmy Hudgings used Bragg’s 350-ton Grove hydraulic truck crane to complete the job, rigged with 220,000 pounds of counterweight.

White Construction is well underway on the latest windmill project in Rio Vista. Between three companies, the project is keeping 16 operators busy and is almost halfway finished. Rosendin Electri and PLC Trenching are also on the project. Valero Refinery’s VIP project is nearing completion. Most of the underground and foundation work is complete, with mechanical work about 85 percent complete. There are still more than 600 craftspeople onsite, including 35 operators between Maxim Crane, PMI and ARB.

Ghilotti Bros. and Drill Tech are working away at the north connector project in Cordelia, and paving has started. This is a very large Transportation Authority project with several phases left.

Apprenticeship Spotlight

We would like to spotlight fifth-step Apprentice Rafael Rodriíguez, who runs a blade and excavator for O.C. Jones. Rodriguez started his career as a Laborer for O.C. Jones and then joined the Local 3 apprenticeship program in May 2007. Now, Rodriguez can run anything. He’s an all-around hard worker and a good union member.

Also, congratulations to Construction Equipment Operator (CEO) Craig Swan for journeying out in August.

MORGAN HILL I 325 Digital Drive, Morgan Hill, CA 95037 • (408) 465-8260

Newly signed contractor builds pads at former military base

We are faced with a very important state election for the office of governor of California. Brothers and sisters: We urge you to vote for Attorney General Jerry Brown. He is labor-friendly and an ally of prevailing wage, which has a great impact on our future and standard of living. His opponent will attack everything we have fought for in the last 70 years. Tell everyone you know to get out and vote on Nov. 2. (For other Local 3 endorsements, see pages 12-15.)

Looking at the work picture, Pacific Underground Construction is working in Salinas on an American Recovery and Reinvestment Act (ARRA) project on East Market Street and surrounding streets, upgrading underground sewer lines and storm drains. Granite Construction was awarded the entire sub-ex work and paving for this project.

Granite Construction was also awarded grading and paving throughout Santa Cruz and Santa Clara counties. Granite Rock/Pavex was awarded a bridge project in Monterey County on Airport Boulevard and has stayed busy performing grading and paving throughout the district.

Beebe Construction is working on a private job in Carmel Valley for elderly care facilities. All the work is private money. It is nice to see some private work coming back.

Duran & Venables and McGuire and Hester are also working on a private development at Fort Ord for our local hospital. A newly signed contractor, JRB Grading & Paving, is building pads for the Fort Ord Reuse Authority’s (FORAs) new headquarters at the former military base.

DeSilva Gates is moving along on a big project at Salinas Road and Hwy. 1 with McM Construction building the bridge on this project. O’Grady Paving is in Watsonville, working nights on an ARRA project on Hwy. 129.

The southern end of District 90 has a lot of work going to bid soon. Caltrans approved $91.3 million of work to be done at Espinoza, Russell, Blackie, Reese, Crazy Horse Canyon and Echo Valley roads. This project will include access roads and bridges for local residents. A long-awaited fix is also underway for the

Prunedale stretch of Hwy. 101, referred to as “Blood Alley” since 2003, because there have been 11 deaths and 782 accidents. This four-year project will begin in April 2011, thanks to the great efforts of Supervisor Lou Calcagno of Monterey County District 02. Calcagno has been good to working families.

Once again, we would like to remind our membership to please get involved by getting registered to vote, attending union meetings and Semi-Annuals and helping with precinct walking and phone banking for labor-friendly candidates. They keep our work at good wages and fringes and value our highly skilled work force.

Remember: If you are on the out-of-work list, you must renew your registration every 84 days. Try to register every month to make sure you don’t fall off.
Operators get you safely to Lassen Park

Thousands of people visit the Lassen Volcanic National Park every year to hike its 150 miles of trails, fish in its many lakes and streams and check out Lassen Peak, one of the largest volcanoes in the world.

To help them get there safely, operators with Steve Manning Construction have been reconstructing and paving the main road through the park since May. Work on the almost $6.4 million project will continue through December.

It’s a small crew, but the project is big news for the local construction company, the District 70 members who get to work close to home and the many travelers, who visit the park year-round.

Bay Cities Paving and Grading continues to shine in recession

In today’s economy, in which 35 percent of California’s construction workers have lost their jobs, $880 billion was spent on construction last year. While this number may seem lofty, it is a 20 percent decline from the trillion dollars spent on construction in 2008. Throughout this downturn, Bay Cities Paving and Grading, Inc. has stayed consistently busy by running well-managed and efficient projects throughout Northern California.

Caltrans awarded Bay Cities with two of the major contracts for the I-680 southbound express-lane improvements. These projects include widening the freeway and structures to meet current standards, adding auxiliary lanes, rehabilitating the roadway and creating the first High Occupancy Toll (HOT) lane facility in Northern California. Crews will convert the southbound High Occupancy Vehicle (HOV) lane into a HOT lane in the southbound direction from state Route 84 to state Route 237. The HOT lane will allow single-occupant vehicles to avoid traffic delays by paying a toll to use the lane. Toll-paying drivers and toll-free carpools will share the HOT lane and thereby maximize the lane’s efficiency and increase Hwy. 680’s capacity. Auxiliary lanes will also be added between Washington Boulevard and Jacklin Road.

Bay Cities has paved more than 30 miles of traffic lanes along the I-680 projects, while averaging more than 2,500 tons per night. Since paving projects of this magnitude require weeks of night paving, Bay Cities has employed an average of 35 union members per night. Because paving is restricted to six hours per night, Bay Cities has been paving an average of 420 tons every hour. In addition to managing its own work, Bay Cities has overseen the installation of more than 18,018 linear feet of concrete barrier, 132,544 linear feet of temporary railing, 195,626 tons of hot-mix asphalt and 149,036 square feet of concrete barrier, 132,544 linear feet of concrete barrier, and 195,626 tons of hot-mix asphalt and 149,036 square feet of temporary railing.

For the past 50 years, through down economies and expanding growth, Bay Cities has successfully maintained its focus in paving, grading and earthwork as one of the premier firms in Northern California. The company provides full service for street and road overlay projects and new highway construction and performs the infrastructure work when installing sanitary, storm and water systems. By owning its own heavy construction equipment, Bay Cities can successfully complete its projects independently, outside of rental companies. Bay Cities’ work in the public sector includes projects for Caltrans, Alameda and Contra Costa counties, BART, the Port of Oakland, the San Francisco International Airport and other local agencies, such as school districts. In the private arena, Bay Cities’ work has encompassed private schools, hotels, business parks, commercial developments, churches, subdivisions and storage facilities. In both public and private work, time is of the essence, and Bay Cities has established a record of completing projects on schedule and within budget.

As the San Francisco Bay Area has grown over the past 50 years, Bay Cities has grown with it. With a core of key workers and field personnel, Bay Cities has been able to produce quality work year after year. Today, the company employs about 250 workers and has been recognized by the San Francisco Business Times as the largest Latino-owned business in the East Bay. Bay Cities has also been nationally rated as the 67th highest-grossing Hispanic-owned firm in the United States. It will be interesting to see what the next 50 years holds for the company.
San Joaquin Pipeline System to break ground soon

At the time of this writing, Mid State Steel Erection is finishing work on the Modesto Junior College Agriculture Multipurpose Pavilion Building. Maxim Crane used two cranes to put the trusses in place, while Mid State used two cranes to do the tie-ins. When done, the building will house state-of-the-art lecture rooms, a laboratory classroom, a large, covered arena and a full kitchen.

The San Francisco Public Utilities Commission (SFPUC) should have advertised the San Joaquin Pipeline (SJPL) System western segment by now. This $69 million project will consist of building 11 miles of 78-inch pipe in Stanislaus and San Joaquin counties, with the start date to be announced. Other SJPL System work includes the crossovers and the eastern segment. The crossovers are being built under a Project Labor Agreement (PLA), with some of our members doing the work. The SJPL System eastern segment consists of the construction of 6.7 miles of 78-inch pipe and valve facilities and is scheduled to be advertised in January. All of the project work will be done under a PLA, which means our members will be doing the work no matter what company gets the job. (For more on work in Stockton, see page 16.)

As the year winds down, if you get on the out-of-work list, please remember that your registration is good for 84 days and you need to call the Hall and renew your registration before it expires to maintain your place on the list. If you are on the out-of-work list, call the Rancho Murieta Training Center (RMTC) to see if there are any training opportunities for you.

In closing, this is a very important political season in the Stockton District and California. We will be electing a new governor on Nov. 2, and with that, we will be voting in someone who will affect all of California’s economy. Look for Local 3’s endorsements of labor-friendly candidates on pages 12-15. Remember: Oct. 18 is the last day to register to vote in California for the November election.

HAWAII I 1075 Opakapaka St., Kapolei, Hi 96707 • For all branches, call (808) 845-7871

Members erect windmills in the Kahuku hills

Dallas Pugh of Jennings Pacific is working on the Waipahu City and County Yard. Foundation Hawaii operators Ashley Markus, Rene Nillo and Milton Mamaril are drilling in Aliamanu Crater Makai View.

Crane Operator Greg Scher and Oiler Randy Dolfo of RMT are working with Crane Operator Alex Needham of American Piping & Boiler on the Kahuku First Wind project, which involves erecting 12 windmills in the Kahuku hills to generate electricity. Each windmill has three, 165-foot blades that sit on a 295-foot tower. RMT has a Project Labor Agreement (PLA) with Local 3.

Many Local 3 members currently work for Delta Construction at the Rim Loop project, Aliamanu. They include Glenn Koester, Jon White, Billy Schreiner, Kevin Costa, Hekili Hipu, Jaylene Lam Ho, Virgilio Madrid Jr., Clarence Huhihi, Justin Johansen, David Rodrigues Jr., Mitchell Pa, Thomas Hultama, Erwin Arquette, David Furumizo, John Cavaco Jr., Jerome Kupuka’a, Wayne Lindsey Jr., William Silva, Anthony Belmodis, Rocky Kim, Kaleo Dunaway, Isaac Halmac, George Julian and Kaipo Arquette.

In other news: Hawaii’s Sept. 18 General Election has come and gone. You can find these election results on our website at www.oe3.org. Hawaii’s endorsements for the Nov. 2 General Election can be found in our election spread on pages 12-15 and also on our website. This is an important election for our district, so PLEASE VOTE!
Paving projects in Del Norte, Humboldt counties keep members busy

The work picture is decent in District 40, and many projects are still going strong.

Argonaut Construction started a $400,000 project in Fortuna. Granite Construction is putting the finishing touches on the Alton Interchange and is ahead of schedule. Gordon N. Ball is finishing at Redcrest Sink, and Mercer-Fraser will be doing the paving on the project. Mercer-Fraser is also working shifts at the Arcata Airport and started a 40-home subdivision at Bear River Rancheria. Golden State Bridge is keeping hands busy with the Mad River Bridge project. Wahlund Construction started the $8.1 million Ferndale Water Treatment Plant and is finishing up water and sewer lines in Crescent City. Granite Construction and Mercer-Fraser have been very busy on several paving projects in Del Norte and Humboldt counties.

However, we still have hands on the out-of-work list. To help secure more work for our brothers and sisters, we really need to get involved with the upcoming November election. There are some very vital races that are too close to call at this time. (For a list of Local 3’s endorsements, see pages 12-15.)

One of the most important races for the state of California is the gubernatorial race. If Meg Whitman is elected, look out! If you think times are hard now, hold on, for Meg is not labor-friendly in any sense of the word. Vote Jerry Brown for governor.

There will be plenty of phone banking and various political actions going on during this cycle. Get involved, and take a part in your destiny. Vote your back pocket. Call the Hall and find out how you can help, or call an agent to find out about upcoming events in the district.

We would like to congratulate Mike Smith on receiving his 25-year pin at Mercer-Fraser’s hot plant in Fortuna. His photo will run with other pin-recipient photos in an upcoming edition of Engineers News, so stay tuned. Other pin galleries are available online at www.oc3.org.

BURLINGAME 828 Mahler Road, Suite B, Burlingame, CA 94010 • (650) 652-7969

Hospitals, bridge work get district moving again

The work picture in District 01 finally shows promise after a two-year shortage of hours.

In Marin, DeSilva Gates resumed work on a subdivision spread in Petaluma with about seven operators working at the old rock quarry just south of town. Ghilotti Construction is still working on the I-580 interchange, which has shifted to night work to create safer conditions for our members and the public.

San Francisco is off to another good start with the groundbreaking of the $4 billion Transbay Transit Center, the “Grand Central Station of the West.” Webcor Builders is the general contractor for this intermodal transit center, which includes a box for the first high-speed rail line in the country and will create 48,000 new jobs. A special thanks to House Speaker Nancy Pelosi, who was at the ceremony and was instrumental in funding this project and the Presidio Parkway. Sen. Barbara Boxer and San Francisco Mayor Gavin Newsom were also in attendance. These politicians are friends of labor. For other politicians we endorse for the Nov. 2 General Election, see pages 12-15.

The erection of the largest, single-anchored suspension tower at the Bay Bridge is underway, and MCM Construction is mobilizing to build the roadway from the self-anchoring section to Yerba Buena Island.

Projects at Mission Bay also show steps in the right direction, starting with the $1.6 billion UCSF children and women’s cancer hospital. O.C. Jones has iron parked and ready at the hospital to move 7 feet of dirt to start the foundation. R&M Underground is completing site work at the Bosa Development, a private-work project. Equipment onsite will include a tower crane. Conco Concrete has a tower crane on the Clark Construction project, and J.J. Albanese is doing mitigation work for the next couple of years down the street. Mission Bay shows positive signs that private work is picking up, as does the $4 billion to $7 billion worth of work at the old Hunters Point shipyard, which was cleared to commence when funding is in place. Maleolin and Viking Drilling are completing the shoring and substructure work for the $900 million project at San Francisco General Hospital (Webcor Builders). Synergy’s utility relocation on Fifth Street is in place to start the underground Muni light-rail project through China Town.

We are happy to report that the $350 million Bay Tunnel Project – San Francisco Public Utilities Commission (SFPUC) – in Menlo Park is well underway. A Tunnel Boring Machine (TBM) will make the five-mile tunnel after the shaft is complete. Redwood City has a tower crane at the new Sequoia Hospital project with the help of Operator Steven Russell, who is working for Clipper International. Kaiser Redwood City will begin construction on a new hospital located next to the old one on the north side. The older, main hospital will not be torn down, but renovated. We will keep you posted on contractors and additions to the Kaiser facility. Work is winding down for J.J. Albanese at Mills Hospital in Burlingame, while McGuire and Hester is still working at San Francisco International Airport’s new Terminal 2. These projects keep the work picture strong.

On Aug. 17, Local 3 members Nick Winch and Dan Rosas attended a public hearing in Redwood City regarding Saltworks, a huge housing and parks project that would stretch from Marsh Road to Woodside Road in Redwood City. It will take many more meetings and support from our members and the other trades to get this project passed. It is estimated to create hundreds of millions of dollars worth of work over the course of many years for our membership.

We would like to thank all of you who attended our last District Meeting. It was a great meeting with positive reports from the business agents about the work picture. A special thanks to our Caltrans members for showing up in large numbers.
Although work in our area got off to a late start and the overall work picture was down, we still have contractors getting some work out there.

Professional Construction Services is working on Hwy. 99 in Sutter County and Hwy. 65 in Yuba County. These two jobs combined total more than $2.8 million. Nehemiah Construction is widening Hwy. 99 near Nicolaus in Yuba County, a project valued at more than $30 million. Work on Sly Creek also continues.

Butte County is seeing a lot of work. Ford Construction is working on the Neal Recycling and Waste Facility, and Knife River has several projects, including the Hwy. 99 Corridor Bikeway Facility in Chico and Lower Wyandotte Road in Oroville, to name a few.

A lot of members from our Hall are being called to work in Utah and Nevada on the Ruby Pipeline job. If you are interested in getting on the list for this project, contact the Nevada (775) 857-4440 or Utah (801) 596-2677 halls to sign up on their out-of-work lists, or call District 60 Dispatcher Danny Roles for more details. (For more information on this project, read Utah's district report.)

We’re getting closer to the Nov. 2 General Election, and the last day to register to vote is Oct. 18. Ensuring that jobs are available depends on who we elect. Politics is a dirty word these days, but our votes in this election can help turn it around. Voter-registration cards and information on the candidates are available at the Hall, and Local 3’s endorsements for labor-friendly politicians can be found on pages 12-15 and online at www.oe3.org.

Keeping up to date with what is going on in your district is especially important during these tough economic times. One of the simplest ways to do so is by attending your district meetings. District 60’s fourth quarter meeting will be on Thursday, Oct. 14 at the Southside Oroville Community Center. Call the Hall for more details. Our staff is always available.

Our new District Rep. Ed Ritchie is ready to bring creative ideas to the Yuba City Hall. With his many years of experience in the field and as a business agent, there’s no situation too tough for him to handle.

Our newest business agents, Gary Fincher and Jeff Hunerlach, are out in the field and always available to assist our members. Know a company that has questions about joining the union? Organizer Ron Roman is the guy with the answers. Have questions regarding dues, benefits, etc.? Contact Office Manager Michelle Taylor. Let us know how we can help you. Apprentices can always turn to our Apprenticeship Coordinator Pat Grisby, and Business Rep. Mike Minton is always on duty representing our public employees.

As always, a more detailed list of the current and upcoming jobs are available at the Hall. Come by and talk with Roles for more information on what is going on.

Come along on the

OE3 Cruise to the Mexican Riviera February 26, 2011—7 Nights

All OE3 members, retirees, their families and friends are invited on an exciting vacation to the colorful Mexican Riviera – Puerto Vallarta, Mazatlan and Cabo San Lucas. The price includes a tax-deductible contribution to the OE3 Scholarship Fund.

Norwegian Cruise Line’s Norwegian Star is a destination in itself. This beautiful ship features “Freestyle Cruising” (casual dress, anytime dining), a choice of specialty restaurants, a gorgeous spa and large sports deck as well as a huge theater, pools, a casino, numerous lounges and more.

**Prices start at:**
- Outside Cabin - $569 per person, double occupancy
- Balcony Cabin - $769 per person, double occupancy

**MAKE YOUR RESERVATION A.S.A.P.**
Call (888) 713-0441

Space is limited; rates for third and fourth persons sharing a cabin are available with different deposit requirements; rates are guaranteed; government taxes will be added at final payment.

*Your deposit, payable by check or credit card, is $250 per person. Final payment is due December 10, 2010. Payments are fully refundable until October 25, 2010, at which time Norwegian Cruise Line’s cancellation penalties and terms and conditions apply.*
DISTRICT MEETINGS

All meetings convene at 7 p.m.

OCTOBER 2010

1st District 17: Maui
Maui Beach
Maui Arts Cultural Center
1 Cameron Way
Kahului

12th District 04: Suisun City
Veterans’ Memorial Building
427 Main St.

12th District 40: Eureka
Best Western Bayshore Inn
3500 Broadway

13th District 10: Lakeport
Lake County Fairgrounds
401 Martin St.

13th District 70: Redding
Operating Engineers’ Building
20308 Engineers Lane

14th District 60: Oroville
Southside Oroville Community Center
2959 Lower Wyandotte

19th District 20: Concord
Concord Centre
5298 Clayton Road

19th District 30: Stockton
Italian Athletic Club
3541 Cherry Land Drive

20th District 50: Clovis
Veterans’ Memorial Building
453 Hughes Ave.

20th District 80: Sacramento
Operating Engineers’ Building
3920 Lennane Drive

21st District 01: Novato
Unity In Marin
600 Palm Drive

21st District 90: Morgan Hill
Operating Engineers’ Building
325 Digital Drive

NOVEMBER 2010

30th District 17: Honolulu
1075 Opakapaka St.
Kapolei

DECEMBER 2010

1st District 17: Kona
King Kamehameha
Kona Beach Hotel
75-5660 Palani Road

2nd District 17: Maui
Maui Beach Hotel
170 Kaahumanu Ave.
Kahului

7th District 11: Reno
Operating Engineers’ Building
1290 Corporate Blvd.

8th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.

HONORARY MEMBERSHIP

The following retirees have 35 or more years of membership in Local 3 as of August and have been determined eligible for Honorary Membership effective Oct. 1.

Ronald Beiter 1542996 District 60: Yuba City
Larry Babak 1159440 District 04: Fairfield
Antone Corral 0814769 District 90: Morgan Hill
Eugene Jud 1171819 District 90: Morgan Hill
Richard Reyna Jr. 1654046 District 30: Stockton
Cecil Rogers 1558175 District 90: Morgan Hill
George Sausedo 1535354 District 80: Sacramento
Jacob Silva 2126643 District 17: Hawaii

Ghilotti Bros., Inc. receives award

Local 3 signatory Ghilotti Bros., Inc. (GBI) recently received Caltrans’ Excellence in Partnering Gold Award for its efforts on the new Hwy. 101/580 connector project in San Rafael.

GBI was responsible for widening Hwy. 101 through central San Rafael by adding High Occupancy Vehicle (HOV) lanes northbound and southbound and for reconstructing the overcrossing from Hwy. 101 to Hwy. 580.

Shriners host free screening clinics

Retiree George Slack, a Shriners member, is in charge of putting on a free screening clinic for children in the Mendocino County area.

“One or two doctors will be there,” said Slack.

What: Free Shriners’ Medical Screening
Where: Ukiah Valley Medical Center
275 Hospital Drive
Ukiah, CA
When: 10 a.m. to 2 p.m.

For a list of other clinics and information about this wonderful resource for children who are burn victims or have orthopedic conditions, spinal-cord injuries or cleft lip and palate, visit the Shriners International website at www.shrinershq.org/ShrinersHQ/ or Shriners Hospital for Children at www.shrinershq.org/Hospitals/Main.

Many Local 3 volunteers participate in this program as a way to give back.

Last picnics of the season in Hawaii

It’s hard to believe picnic season is over. Listed below are the final district picnics for 2010.

Hawaii District 17
Maui, Saturday, Oct. 2
Kona, Saturday, Dec. 4

Note: Districts 50 and 60 will not be holding a picnic this year.

District 17: Maui Picnic Details
Saturday, Oct. 2, 10 a.m. to 2 p.m.
VFW Veterans’ Hall, 1136 Vlunui Road,
Kailua Maui, HI

District 17: Kona Picnic Details
Saturday, Dec. 4, 10 a.m. to 3 p.m.
Kahalu'u Beach Park, 78-6699 Ali'i Drive,
Kailua Kona, HI

Correction

Members Greg Diener and Mike Maynard were mis-identified in the May edition of Engineers News.
### Operating Engineers Scholarship Foundation

**Cash Analysis as of July 31, 2010**

- **Regular Checking**: $688.32
- **Savings**: $85.00
- **Money Market**: $83,988.14
- **Certificate of Deposit**: $15,056.85
- **Total cash on hand as of July 31, 2010**: $82,738.31

**Investment Analysis as of July 31, 2010**

- **Smith Barney Investment Account**: $816,412.03
- **Total cash on hand as of July 31, 2010**: $342,967.91
- **Utah Charity Checking**: $6,750.00
- **Northern Nevada Charity Checking**: $12,720.78
- **Aid to Distressed Workers’ Checking**: $22,424.50
- **Certificate of Deposit**: $15,056.85
- **Money Market**: $271,600.45
- **Savings**: $12.11

**Total Fund Assets**: $342,967.91

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### Operating Engineers Community Service Fund

**Cash Analysis as of July 31, 2010**

- **Regular Checking**: $14,403.22
- **Savings**: $82.11
- **Money Market**: $271,600.45
- **Savings**: $12.11

**Total Fund Assets**: $29,814.34

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**NEW MEMBERS**

- **District 20: Oakland**
  - Bill Colette
  - Margaret Hanlon-Gradie
  - Greg Wade

- **District 30: Stockton**
  - George Arango
  - Bruce A. Thomas
  - Terry Ungerman

- **District 80: Sacramento**
  - Gary Alarid
  - Roland Hernandez
  - Sumaria Love
  - Felipe Martinez
  - Robert Vega

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### DEPARTED MEMBERS

- Barry, C
  - Whitmore, CA
  - District 70
  - 07-07-10

- Baru, Krishna
  - Sacramento, CA
  - District 80
  - 06-09-10

- Brooks, Lafe
  - Frisco, TX
  - District 99
  - 07-13-10

- Caballero, Edward
  - San Jose, CA
  - District 90
  - 06-24-10

- Catuiza, Steve
  - Fresno, CA
  - District 50
  - 06-24-10

- Collins, John
  - Jamestown, CA
  - District 30
  - 07-15-10

- Countryman, Roscoe
  - Payson, UT
  - District 12
  - 07-19-10

- Cox, Patrick
  - Spanish Fork, UT
  - District 12
  - 07-15-10

- Frasier, Charles
  - Sacramento, CA
  - District 80
  - 07-26-10

- Garabedian, Charles
  - Elk Grove, CA
  - District 80
  - 09-25-10

- Garrison, David
  - Penngrove, CA
  - District 10
  - 05-31-10

- Harrelson, Raymond
  - Sacramento, CA
  - District 80
  - 07-18-10

- Henderson, Charles
  - Sacramento, CA
  - District 80
  - 07-11-10

- Herbizi, John
  - Woodland, CA
  - District 80
  - 07-03-10

- Hodges, Lewis
  - Florence, OR
  - District 99
  - 07-17-10

- Jenkins, Gordon
  - Levan, UT
  - District 12
  - 07-01-10

- Jensen, Lionel
  - Salt Lake City, UT
  - District 12
  - 07-03-10

- Johnson, Cecil
  - Winnemucca, NV
  - District 11
  - 07-19-10

- Johnston, Julian
  - Oroville, CA
  - District 60
  - 07-08-10

- Jones, Donald
  - Lodi, CA
  - District 30
  - 07-28-10

- Kauawai, Stanley
  - Kaneohe, HI
  - District 17
  - 06-08-10

- Kerszykowski, Felix
  - Elko, NV
  - District 11
  - 06-13-10

- Knapp, Carl
  - Mealsterival, PA
  - District 99
  - 07-03-10

- Lagland, Alex
  - Ogden, UT
  - District 12
  - 07-08-10

- Lean, Wallace
  - Millinni, HI
  - District 17
  - 07-07-10

- Longo, Earl
  - Carlin, NV
  - District 11
  - 06-20-10

- McAllister, James
  - Union City, CA
  - District 20
  - 06-30-10

- Morrow, Robert
  - Eureka, NV
  - District 11
  - 07-11-10

- Obreza, Edward
  - Lanai City, HI
  - District 17
  - 07-06-10

- Perkins, James
  - Visalia, CA
  - District 50
  - 07-11-10

- Piilani, Peter
  - Hanaele, HI
  - District 17
  - 05-31-10

- Puua, William Sr.
  - Lahaina, HI
  - District 17
  - 07-16-10

- Rightnour, Harold
  - Fresno, CA
  - District 50
  - 06-28-10

- Schoniger, Duane
  - Redding, CA
  - District 70
  - 06-27-10

- Title, Benny
  - Sparks, NV
  - District 11
  - 07-19-10

- Tyndall, Roy
  - Castro Valley, CA
  - District 20
  - 07-01-10

- Wanner, Gregory
  - Rancho Cordova, CA
  - District 80
  - 07-13-10

- Watts, James
  - Sanger, CA
  - District 50
  - 07-02-10

- Gardner, Marie
  - Wife of Gardner
  - Norman (dec)
  - 06-23-10

- Gregory, Mary
  - Wife of Gregory
  - Bruce (dec)
  - 07-10-10

- Hubbard, Margery
  - Wife of Hubbard
  - Clifford (dec)
  - 06-25-10

- Irwin, Ruth
  - Wife of Irwin, Alton (dec)
  - 08-07-10

- Jackson, Anita
  - Wife of Jackson
  - Larry (dec)
  - 07-07-10

- Kahoonei-Leedy
  - Wife of Jackson
  - James
  - 07-04-10

- Kuhn, Mary
  - Wife of Campbell
  - Thomas (dec)
  - 07-06-10

- Little, Lee
  - Wife of Little
  - Emmor (dec)
  - 07-11-10

- Matautia, Kalameli
  - Wife of Matautia
  - Lafeele (dec)
  - 07-23-10

- Miladinovich, Martha
  - Wife of Miladinovich
  - Pete (dec)
  - 07-13-10

- Narramore, Venus
  - Wife of Narramore
  - Earl (dec)
  - 07-21-10

- Oller, Bette
  - Wife of Oller, Walter (dec)
  - 06-18-10

- Proebstel, Bonnie
  - Wife of Proebstel, Walter
  - 07-26-10

- Reeves, Lois
  - Wife of Reeves, Charles
  - 08-03-10

- Ritchie, Janice
  - Wife of Ritchie, Keith
  - 07-03-10

- Ross, Bette
  - Wife of Ross, Peter (dec)
  - 06-26-10

- Roth, Dixie
  - Wife of Roth, Milward
  - 07-04-10

- Stepney, Anna
  - Wife of Stepney, Reginald
  - 07-23-10

- Weber, Violet
  - Wife of Weber, Fred (dec)
  - 07-19-10

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**DECEASED DEPENDENTS**

- Baker, Maxine
  - Wife of Baker, Joe
  - 07-14-10

- Bory, Mary
  - Wife of Bory
  - 07-16-10

- Campbell, Carolyn
  - Wife of Campbell
  - James
  - 06-26-10

- Cheeves, Rhea
  - Wife of Cheeves
  - Byron
  - 07-04-10

- Clark, Leda
  - Wife of Clark
  - 08-04-10

- Damon, Maria
  - Wife of Damon
  - Duane (dec)
  - 06-27-10

- Erickson, George
  - Wife of Erickson
  - Quentio (dec)
  - 07-07-10

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**MEETINGS & ANNOUNCEMENTS**

- October 2010 | 29
Health News

Breathe easy

Respirators beneficial on paving jobs

Story and photos by Jamie Johnston, associate editor

It’s just a small device, but the impact a respirator can have on a paver operator is huge – life-saving even, said Teichert Foreman Robert Byer.

The 31-year member has spent about 95 percent of his career working on paving jobs, and when he first started, respirators weren’t readily available. In the early 1980s, Byer, a second-generation Operating Engineer, said many companies began experimenting with different types of pavement, which, when heated, exposed workers to different chemicals. After work, Byer often experienced a scratchy throat, cough and severe headaches.

“We’ve got to go a new direction,” he told his company. “Paving … it’s killing all of us.”

Thankfully, the company listened. So did others.

Today, Byer’s crewmembers are fitted for a respirator every year. They are also given breathing tests once a year, and their respirator filters are replaced on a monthly basis.

The respirators are attached to straps, so operators can leave them around their necks during downtime and quickly and easily wear them to prevent the inhalation of harmful dusts, fumes, vapors or gases caused when laying asphalt. Operators are not required to wear them, but they’re strongly encouraged to, especially those on Byer’s crew.

In mid July, Byer’s team was laying rubberized asphalt on Douglas Boulevard in Roseville, Calif. Rubberized asphalt can be particularly toxic, since it consists of regular concrete and ground-up, used tires. It’s popular these days, because it reduces noise and eliminates the need for sound walls. However, according to Byer, rubberized asphalt works best when it’s applied at 325 degrees. Unfortunately, this is also when it’s most toxic, so the crew is working in the “warning zone.”

“That’s unhealthy,” said Byer, since paving crews get within 20 feet of these chemicals. That’s why Paver Operator Lyle Swartz, who has worked with Byer for more than 10 years, makes sure his respirator is on.

“Oh yeah, you can tell,” he said, about not wearing one.

Screed Operator Craig Vidano also recommends wearing a respirator.

“I’m health conscious for the most part,” he said. “Plus, you get headaches if you don’t.”

For the past 10 or so years, Byer has watched the paving industry become more environmentally friendly, and luckily, these changes are also more operator-friendly. Things like a recovery system, which vacuums up a lot of the fumes, and electric screeds are also helping limit the amount of harmful chemicals in the air.

“The whole industry is going that way,” said Byer.

Now operators can breathe a little easier.
For SALE: 2000 Cat 416C backhoe. Great running and good rubber, enclosed cab, AC/heater, radio, 4WD, four-in-one bucket with rides, 1,800 hours, extended arms, quick change buckets, 12-, 18-, 24- and 36-inch, plus compaction wheel. $24,000. (209) 772-3002 or (209) 772-3111. Reg#1967002.

For SALE: 1985 Case Slush Dragline 550 LTD. Has thumb, tilt cab with 30 inch bucket. Under 200 hours on new engine. Low total time limits. Ready to work. $12,000 OBO. (209) 877-3469 or (349) 623-9419. Reg#1967873.


For SALE: 2006 Naigra tent trailer by Fleetwood. Two king beds, sleeps six, dinette/bed slide-out, bathroom with shower and toilet. Oven, three burner microwave, three-way refrigerator, heater and air conditioner, CDAM/ FM player, awning, exterior storage and shower. Very clean. One-owner, lightly used. Will throw in Thousand Trail membership (an $800 value) $125.00 OBO. (831) 502-0212 or rabaje@yahoo.com Reg#1441597.

For RENT: Vacation rental. Del Webb community in Sahuarita, Ariz. Clubhouse, swimming pool, exercise room, craft room, lots of activities. Eight golf courses nearby. 2 b/d 2 ba, 2-car garage within 1,415 square feet. Patio furniture, carpet, bimin top, bait tank. fiberglass liner, removable tabs, awning, exterior speakers, two couches, queen bunk, awning, RV cover, fuel station. (801) 280-2484 or CMcky49@msn.com Reg#2613791.

For SALE: 0.44-acre lot located on quiet dead-end street in Lebanon, Ore. With trees, grapes, berries, shop with 16x20 addition. Good setting for new manufactured home or build your own. Well/septic are in. Plenty of room for parking RVs or trucks. Existing 2 b/d 1 ba manufactured sold as is. $89,900. (831) 476-1698. Reg#1750417.


For SALE: 1997 Sea Ray 215 Express Cruiser, 21 feet, 6 inches. The motor is a 5.7 Mercruiser, Cuddy, with sink and potty, deep sounder, humminbird fishfinder, 304 V8; four-speed; limited slip differential; full fiberglass; complete for $200.00. Reg#3983-2690. (925) 729-0022. Reg#3983-2690.

For SALE: 1974 Dodge, Class A Motor Home. Walk to work, 23 feet. Stand-up hot shower, propane heat, stove. Sleeps six. $1,000. mailroy@gmail.com or (707)907-5723. Stockton. Reg#1389404.


For SALE: 0.44-acre lot located on quiet dead-end street in Lebanon, Ore. With trees, grapes, berries, shop with 16x20 addition. Good setting for new manufactured home or build your own. Well/septic are in. Plenty of room for parking RVs or trucks. Existing 2 b/d 1 ba manufactured sold as is. $89,900. (831) 476-1698. Reg#1750417.
From an onlooker’s perspective, the once-overgrown field off Hwy. 99 and Golden State in Fresno was the site of some usual construction work, as backhoes and blades cleared the dumping ground overrun with garbage and weeds.

But for about half a dozen Caltrans District 06 workers, the site was a serious training ground. Their instructors – Local 3 construction members Bobby Wilson and Nick Shikaloff. That’s right, Local 3 construction and Local 3 Caltrans joined forces on two of the hottest days in the valley. Wilson and Shikaloff volunteered their time to give this Fresno Caltrans crew some verbal instruction on gradesetting as well as some invaluable seat time clearing and grading the field that will soon be a ponding basin. With the instructors’ help and gradesetting equipment, the process was much faster and served a much greater purpose – refreshing the crew on fundamentals and training them on new skills.

While orange-vested operators on equipment seems normal enough, Caltrans members and Local 3 construction members are two very separate entities rarely seen working together. They have different contracts, different jobs, different pay scales, different hours and different skills. They are about as similar as cats and dogs, so this voluntary union (no pun intended) was indeed unusual.

“This is the first time I’ve ever seen it,” said Caltrans Leadworker John Blair. “We do have training programs, but nothing like this.” Blair hopes that “if things go right, we can go to the Ranch,” meaning Local 3’s nationally recognized training facility in Rancho Murieta that currently trains Operating Engineers.

“I’m pretty jazzed about people [volunteers] coming here with real-world jobs and re-training/training us,” Caltrans member Joe Hightower commented. “It’s good to get some familiarity with equipment and sit in the seat and mess around.” Hightower grew up on equipment but said many Caltrans workers didn’t. “This gives them a chance to learn; helps us hold on to what we have.”

Caltrans worker Jay Lago said he “wouldn’t have showed up [to the training] unless I wanted to learn something. These guys [instructors] are helping us as a whole.”

For Shikaloff and Wilson, the mentor/apprentice relationship is not a new concept, since Shikaloff worked as an apprentice under Wilson on a long-ago blade job. Today, both are giving back.

Wilson brought his laser to the jobsite “to save these guys some time. … I’m never going to not help someone learn something. That’s not my style,” he said.

During the training, he and Caltrans member Dean Smith operated blades to level the ground to the accurate measurements after Shikaloff adjusted the tape, put the grading stakes in and walked several Caltrans members through the process of reading color-coded stakes. They determined the proper slope to set the grade so the quadrant can hold water.

“It’s been a long time since I’ve had training,” said Smith. The idea for the training came about during a conversation between Fresno Business Rep. John Prichard and Caltrans Maintenance Supervisor Rosemary Chalukian.

Prichard knew some guys who might volunteer as trainers when he learned about the scope of the project, and Chalukian jumped at the idea. Caltrans District 06 Maintenance and Operations Director John Liu also came to watch the training. “It’s a really great thing,” Chalukian said.

And anything great right now in the construction industry, especially for California state workers, is a positive, given that recent furloughs and state budget woes have endlessly plagued state departments like a thorn in the side.

After this partnership, all “thorns” have been removed from the now-graded field, and Caltrans crews got some training from the very best. Hopefully, this partnership can continue.