

# ENGINEERS

## NEWS

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November 2010

### **I-15 Core: Biggest highway job in Utah's history**

*Massive rebuild expands 24 miles of interstate*







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### For The Good & Welfare

By Russ Burns, business manager

## California state budget frees up transportation funds

Brothers and sisters, the state of California has a budget!

I was starting to think it may not happen after we went 100 days passed its due date, but somehow, legislators finally reached an agreement. This is the tardiest budget in the state's history, but better late than never, because a lot of what we do depends on its approval. For example, without a budget, Caltrans cannot access state highway account funds and was just weeks away from not being able to make payments on \$9.5 billion worth of ongoing work. This would have put officials into "crisis mode," as they scrambled for ways to keep projects going. Some jobsites may have had to be shut down.

The budget also affects future work. For the more than 14 extra weeks that politicians took to pass the budget, about \$3.9 billion in Proposition 1B bonds were on hold. Now that the budget is passed, these bonds can go to bid, and more work can start. This includes jobs like the \$43 million widening project on state Route 99 in District 60 and \$46 million worth of highway work in districts 01, 10 and 80. It's unfortunate that work couldn't have started earlier, but hopefully, projects will be ready for the spring and kickoff a strong year in 2011.

This is yet another example of why politics is so important to Local 3. Bad politicians can negatively affect our work and our livelihoods. With that said, I want to thank all the members who stepped up and helped us this political season, as we tried to elect labor-friendly politicians. By the time you read this, the General Election will have come and gone. Please check out the results on our website – [www.oe3.org](http://www.oe3.org) – where we have them listed by state, then by district. Whether our endorsed candidate won or lost a particular race, I'm proud of the effort Local 3 put forth. Because

of you, more members registered to vote in this election. We also had huge turnouts at our phone-banking and precinct-walking events. *Thank you!*

The new politicians who will take office in January will have a huge impact on future work, including the high-speed rail, a project I'm particularly vested in. As a member of the California High Speed Rail Authority Board, I know how many jobs this project will create for our members.

In addition to the rail line itself, the project will include several heavy-maintenance facilities placed around the state, so when something breaks down on the rail system, parts and mechanics are nearby to make repairs quickly and cost-effectively. These facilities will obviously need to be built, but they'll also need to be maintained.

More good news regarding the rail project: The board recently approved the final Environmental Impact Report (EIR), which means we're even closer to breaking ground.

Another good sign of a positive work picture in 2011 was the Oct. 20 groundbreaking ceremony for the Oakland Airport Connector (OAC). This \$484 million project will transfer people from Bay Area Rapid Transit's (BART's) Coliseum/Oakland Airport station to the airport by going above and out of the way of traffic on Hegenberger Avenue. Not only will this provide a direct transit link for commuters, but it will create or sustain thousands of jobs.

Big jobs are also underway in Hawaii, Nevada and Utah. Read this month's cover story on pages 16-17, and look for others highlighted here in the next couple of months.

Again, thank you all for your help during these hard times. Have a happy Thanksgiving.

## Not a waste for Cedar Mountain Environmental

While no one likes to discuss waste disposal, it is a fact of life. For Cedar Mountain Environmental, it is actually a “way” of life. The company disposes low-level radioactive waste and has committed to sign the Utah Master Agreement with Local 3 for the re-zoning work of Tooele County to be used for waste disposal.

The location of this waste facility has peppered the local media for years. But the real news for our industry is the signing of this new signatory company, which could create more than 200 year-round jobs for our members.

The Utah District looks forward to working with Cedar Mountain Environmental in this productive partnership.

Members and staff recently gathered at an event in support of the company, including District Rep. Justin Diston, Political Coordinator Dale Cox, business reps. Brandon Dew and Kit Morgan, Joint Apprenticeship Committee (JAC) Administrator Jeff Anderson, JAC coordinators Randy Thacker and Rick Bringham, Brian Lawson, Doug Archibald, Donovan Cox, Michael Lupinacci, Travis Bailey, Brian Bailey, Jennifer Taft, Glenn Smith, Roger Hooper and Jennifer Hooper.



From left: Business Rep. Brandon Dew, Brian Lawson, Joint Apprenticeship Committee (JAC) Coordinator Randy Thacker, Doug Archibald, Donovan Cox, Business Rep. Kit Morgan, JAC Administrator Jeff Anderson, Michael Lupinacci and Travis Bailey.

## Get the political scoop

By now, the big victories, the staggering losses, the upsets and the sure wins of the General Election have been all over the news. In case you missed some of the coverage, see the complete results online at [www.oe3.org](http://www.oe3.org) or check next month's political column for the scoop on labor's position, post-election.

## Talking Points

By Fred Herschbach, president



## Let's be thankful for what we have

The end of the year is coming fast; 2010 hasn't been a stellar year as far as work is concerned, but there is a lot of work on the books, so hopefully, in spring, we will be able to put more hands to work.

As of this writing, the election hasn't taken place yet, and our endorsed candidates are hitting the campaign trail. Our staff and Voice of the Engineer (VOTE) volunteers have been hard at work since September, trying to get our candidates' messages out to the voting public. The members heard our message about getting registered to vote, and at the time of this writing, we have about 20 percent more brothers and sisters registered!

Our Best Practices Committee still meets on a regular basis and is watching the hours coming into the Trust Fund. Stay tuned for an upcoming Health News article about this committee. Hours are still not what we need to keep our Health and Welfare Fund solvent, so there will be some changes. We don't know what they will be yet, but we will try not to impact the membership very much. Until our hours get better, we have to be diligent in our duties, not only as officers, but as Trustees.

The health and welfare funds for Hawaii, Utah and Northern Nevada will be fine for the near future; however, Northern California's Health and Welfare is a huge Trust Fund, and when things are bad, we have to hunker down and do what we need to do to stay on top of a less-than-positive economy.

I keep saying we need to get healthy, and while this is the most important thing we can do, we are also looking at other measures, such as contracting to Centers of Excellence. These are medical facilities that specialize in particular surgeries. For example, I had to have one of my shoulders

operated on. I went in to one of these centers at 7 a.m., had the surgery and was home by 2 p.m. I had to lay up for a few days, but the surgery went well (so far) and was very cost-effective for the Trust Fund. We will keep you informed about our funds and ways we can improve our health, as we know more.

The Western Conference of Operating Engineers was held in mid September. The locals from west of the Mississippi came together to attend workshops for two days, share ideas and network with other locals. It's the same story all over – no work. Even the brothers and sisters from the stationary locals are hurting, such as the locals who maintain hotels, install and repair air-conditioning systems and make sure the water and electrical systems work. Tourism is down, so some of the big hotels shut down a wing if needed. When this happens, less labor is needed to maintain the building, so the hotels lay-off workers. Conventions aren't being booked either. We officers attend the Western Conference once a year, but International Union of Operating Engineers (IUOE) General President Vincent Giblin suggested meeting bi-annually to save resources, as he has for other conferences, so the delegates voted to do just that.

Things may seem grim, but there are still many things to be thankful for: Our families, friends, health and, just as important to all of us, *our union*. Things will get better, so let's stick together, help each other out and get involved. Please enjoy your Thanksgiving as much as possible. We have a lot of brothers and sisters who may not be able to, so if you can extend a hand and give, as my family and I do, it always comes back around.

Be safe, and happy Thanksgiving!



# Private funding returns to work picture

## Small projects popping up union-wide

Story and photos by Jamie Johnston, associate editor

Good news is as rare as private work is these days, as both all but disappeared when the economy went south. But it looks like that may be changing, because today, we have both.

In District 80 alone, operators went to work on at least three privately funded projects. The Bogle Winery is expanding its Clarksburg operations, UC Davis is getting additional campus housing as part of a lease-leaseback project and Woodland is welcoming a new subdivision, a term that's been lost in today's economic climate.

"Glad to see it for the guys," said Teichert Foreman Mike Duffy. A third-generation Operating Engineer, Duffy has seen the highs and lows of the construction industry and knows what a resurgence of private money means. His father, Les Duffy, was an operator for 44 years before passing away recently, and his grandfather, Gib Lohner, was in the union for 28 years before passing.

Mike remembers a time not long ago, when the industry was thriving and dispatchers couldn't fill jobs fast enough for business complexes, subdivisions and strip malls. Private work was the driving force behind this construction explosion, as Northern California's landscape changed dramatically.

Then the recession hit. Private work vanished and public-works projects became Local 3's bread and butter. Though it's served our apprentices well, since public-works projects require one apprentice for every five journey-level operators on the job, the loss of private work has taken a toll on the membership as a whole. Work hours have been down, and that affects everything, from health and welfare and Pension to morale.

"We need it," Mike said of private work. "We can't just maintain on state work alone, especially with the budget all screwed up like it is. This is great."

He knows things won't turn around overnight and that times may never flourish like they did in the early 2000s, but said it's a good sign of what may be ahead.

Mike is working on the first phase of a \$100 million project for UC Davis called West Village, which is expected to employ operators for three to five years. Construction began in full on Sept. 1. When finished, the three-story dorms will accommodate students, faculty and other university employees. A small portion of the project will offer single-family homes.

According to Project Manager Thomas Sani, subcontractor Teichert has some first-class operators on the job.

"The Operating Engineers are a class act," he said.

Local 3 also has first-class operators working on the privately funded Bogle Winery project. Rudolph and Sletten is the general contractor on the job; subcontractors include Teichert, Zayas and Foulk and Associates, a signatory surveying company that replaced a non-union company previously working onsite. Construction began last year but picked up in April. Work, which includes adding facilities for wine and barrel storage, grape processing and bottling, should continue for about a year.

Private work has also broken ground in District 90, where Beebe Construction is working on elderly care facilities in Carmel, and in District 01, where DeSilva Gates is working on a subdivision spread in Petaluma.

Keep reading your *Engineers News*, as we'll keep you informed on this rise in the private sector.



Foreman Mike Duffy oversees progress at a UC Davis housing project in District 80.



Gradesetter Robert Castro marks pipe for Teichert.



Excavator Operator John Willard backfills a water and sewer line at the Bogle Winery in District 80, one of a few privately funded projects employing operators again.



Foreman Pete Brooks loads rubble on a UC Davis housing job for students and staff.



## News & Notes

By Dan Reding, financial secretary

### Doing nothing can change everything

At the time of this writing, the other officers and I just returned from the 72<sup>nd</sup> Annual Western Conference in Las Vegas, which is a gathering of unions across the country to swap ideas and get labor training. The main topics at the convention were health-care reform, pension and unemployment, but the big buzz was all about what's at stake for the future of organized labor if the political landscape changes this month. Even though the election will be over by the time you read this, the heated controversy between political parties is worth noting – it tells us so much about where this country is headed.

The anger across the country because of the economy gave rise to candidates who are so far out in left field (though these people are very much right-wing!) that it scares me. It should scare all union brothers and sisters.

We fought hard against candidates who believed that unions are the reason the economy is in the shape it's in. Take for instance Nevada U.S. Senate candidate Sharron Angle, who said that unemployed workers are lazy, workers' compensation is unconstitutional and unions are to blame – and she was leading in the polls!

How could people, especially *union people*, vote for her or even take her seriously? In normal economic times, whack-jobs like her would never have been given a second thought, but today, the list of crazy candidates goes on and on, and it's one assault after another on the country's unions and middle class. In California, we had a billionaire who self-funded her \$130 million campaign to buy the governorship. She is against everything union people stand for: Prevailing wage, health care, pensions and Project Labor Agreements (PLAs), and she stands for everything we stand against, such as outsourcing our jobs to foreign workers who will work for less.

The Republican minority leader said that if he gets control, he will freeze all highway construction. Just what we need – less jobs!

Republican Christine O'Donnell of Delaware is another example of a loose cannon – a candidate whose own campaign manager said after O'Donnell lost in the 2008 election that she is a fraud, does not work, has lived off campaign donations for the last three years and can't address the issues. *Prior* to her win in this year's primary, the

Republican Party said they would never support her, but that changed days after her victory. That is what is wrong with the system: "I am going to support your bad ideas that I don't agree with at all, because we belong to the same party." That has been the issue since Bush left office.

I recently watched an argument between the two parties. The Republican said that Democrats' ideas are not working, and the Democrat replied that the White House already had a \$1.4 trillion deficit before Obama even walked through the door. In addition, Americans lost 800,000 jobs during the last seven months of Bush's presidency. His policies allowed Wall Street to all but destroy this country. His tax cuts for the rich, which the Republicans are fighting against now because Obama wants to end them, addressed the wealthy who made more than \$8 million a year – they got a \$300,000 tax cut. If you make more than \$8 million a year, do you need a \$300,000 tax cut? Why not give a bigger tax cut to the working person who makes \$100,000 or less a year?

The Republican didn't like that idea, so when asked what he would do now to fix these problems that his party created, he said that we need to go back to Bush's policies. No answers, no new ideas on how to fix things, just: "Let's go back to what got us in this mess to begin with." I have been watching a lot of these discussions and have yet to see any new ideas from the Republican Party. If they don't like what is going on now, why can't they work with the other side to come up with new ideas? Unfortunately, that won't happen.

The sad part is that a lot of Americans are so angry that they bought into this. I just pray that the voters woke up in time. The results of the Nov. 2 election (which are posted online at [www.oe3.org](http://www.oe3.org)) will affect us, our kids and our way of life for years to come. We may not like a lot of the current policies, but look at the alternative – national right-to-work, no pension, no health care, no unemployment insurance, no workers' compensation and no middle class. I pray that you all went out and voted for your future. We can't go back to what got us here.

Regardless of the results, continue to get involved and get educated. Doing nothing can change everything.



*Note: The article referenced below (tractor pulling) ran in the September edition of Engineers News.*

Dear Editor:

I need to share my experience while working on an article for *Engineers News*.

After reading the George Azevedo article in the July edition, I reconnected with George, who mentored me 23 years ago. This led to e-mails via article-writer Jamie Johnston, who thought that doing an article on my involvement in professional tractor pulling would be of interest to the brotherhood.

Jamie agreed to attend a tractor-pull event at the California State Fair on a Friday night, 3-10 p.m.

As I drove the two-hour-and-15-minute drive to my home in San Martin, I thought about my day's activities and realized how Jamie's involvement played a crucial role in my day: No. 1 – the article about George, who I visited earlier in the day; No. 2 – doing the groundwork for the tractor-pull article.

Jamie's contributions made me realize that we not only have a strong support system within the many areas that the main body of the *Engineers* provide, but also the many dedicated support staff we have in all the other areas, such as the article writers and insurance section (I am sure there are others), who bring additional value to the union package that unfortunately, sometimes we members take for granted.

It is Jamie's dedication that prompted me to write this letter, for although she may have never operated a piece of equipment, her contributions to Local 3 are of the highest standards. I'm most proud to be a Local 3 member with not only solidarity to the brother/sisterhood but also the support staff who make it all possible.

Sincerely,

A proud member of Local 3  
Edward Honesto  
Reg#1710884

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](mailto:newsletters@oe3.org).



# ‘Stand up’ for Safety Stand Down

## Members speak at big event in District 90

By Gary Rocha, business representative



Caltrans Maintenance Lead Worker Westley Luis spoke at the recent Safety Stand Down about Caltrans’ SANE program.

Recently, I was invited to a Safety Stand Down at the Caltrans District 04 Maintenance Barn on Bernal Road, near San Jose.

Guest speakers attended from the state of California, the California Highway Patrol (CHP) and the Caltrans’ Substance Abuse Information Network.

Deputy Director Steve Takigawa spoke on safety and maintenance operations for the California highway system.

CHP officers spoke on the responsibility of having a class A or B driver’s license, the 0.08 alcohol limit, the fine from following another vehicle too closely and the over-load ticket for having a broken light. Members in attendance had many questions for these officers.

Caltrans Maintenance Lead Worker Westley Luis from the Walnut Creek Caltrans Yard discussed the Caltrans Substance Abuse and Narcotics Education (SANE) program. He explained the network of Caltrans employees who volunteer their time to help their fellow brothers and sisters get the right information when dealing with substance-abuse problems. SANE provides support for Caltrans workers and their families.

A representative spoke on behalf of the family of Maintenance Worker Djuan Bush, who was killed Sept. 25, 2007 while working on I-580 in the Bay Area. The rep. discussed the Djuan Bush Scholarship Fund and presented a slideshow of students

receiving their checks. Recipients are children of Caltrans employees in District 04.

The last speaker of the day was the mother of Sean Merriman, a Caltrans equipment operator who was hit by a tow truck when working on Hwy. 101 near the Bernal Road exit. Merriman died from the injury on April 4, 2006. His mother spoke about the scholarship fund in his name. Scholarships are given to students in the Gilroy School District where Merriman grew up. A memorial was unveiled in front of the Bernal maintenance building where he worked.

It is a great honor for me and for Local 3 State Unit 12 to be part of this tribute to the Caltrans workers who work every day in the cone zone.

My thanks to Robert Salazar for the invitation, and as always: Slow for the cone zone!



Members attend the Safety Stand Down at the Caltrans District 04 Maintenance Barn near San Jose.

### Unit 12

### Meet the Members



Duretta McNeely,  
Caltrans drawbridge operator



Carlos Quaresma,  
Caltrans equipment operator

## Members maintain one of California’s gems

Lake Oroville in Northern California is considered a gem with 167 miles of forested shoreline and more than 15,000 surface acres. In addition to the recreational activities it offers, Lake Oroville is used for water storage, electricity generation and flood control. For 16 Local 3 members with the Department of Water Resources

(DWR), this gem is also their place of work. Their duties range from providing building maintenance to operating equipment.

For Apprentice Lisa Melton, working for DWR at Lake Oroville is also an opportunity to learn new skills: “I like it here. I am learning a lot.”

With the endless open sky and scenic landscape, it is easy to see why her co-workers take the time to train her.



Thirteen-year member Dennis Haller loads trucks in the yard.



From left: Lisa Melton and Belinda Schlichting haul material to repair roads.





## Report & Review

By Carl Goff, vice president

# Straight answers to Pension questions

I want to thank all of you for supporting your union and volunteering in our Voice of the Engineer (VOTE) program. Many of you gave up a Saturday to knock on doors for labor-friendly candidates, or you gave up a weeknight to call other members. By the time this reaches your mailbox, the results of the General Election will have been tallied and posted online ([www.oe3.org](http://www.oe3.org)). But even without looking at them, labor won in this election, because you all gave so much.

Whether or not our candidates won, our struggle continues in the job market. Folks in *every state* are struggling to find work or keep their jobs in a day of layoffs, furloughs and closing shops, while everyone's pension has become a grab-bag for balancing state budgets.

Not a day goes by that I don't get a call from a member with Pension questions. I tell them there are many "what ifs" today, and I am certain only of the uncertainty in this economy. Our Pension's performance depends on a volatile market and our work hours. As tied-up monies are released for more public-works jobs, there is hope that our work hours will improve, but as states across the nation struggle to pay billions of dollars worth of debt, monies in any "stash" become fair game.

Like you, I'm tired of uncertainty. Therefore, I wanted to give you some straight answers to some of your Pension questions.

*Most recently, our Pension was in the orange zone. What happens if it goes in the red zone? Does the government take it over?*

No, the government does not take over a pension plan if it goes into the red zone. When a plan goes into the yellow, orange or red zone, it means that the employer contributions are not sufficient to support all of the future benefits that have been promised. So, either the contributions need to be increased or the benefits need to be reduced, or a combination of both. It is up to the Pension Plan's Trustees and the bargaining parties to work out the changes needed to get the Plan back to the green zone. The government does not get involved in a union pension plan unless the plan runs completely out of money – that is not even a remote possibility for our Plan, as there is still more than \$2.8 billion in our Fund.

*Has any more been decided about the Rule of 85?*

There has been no further discussion about eliminating the Rule of 85. Those benefits earned cannot be taken away unless the Plan is in the red zone, and even then they do not get taken away automatically or retroactively. If the Plan were to fall into the red zone, removing the Rule of 85 benefit would be one possible change the Trustees could consider, but it would not be taken away if the bargaining parties agree to make other changes instead. It is not our intention to eliminate this benefit. It would only be done as a last resort to salvage the Plan.

*I have all kinds of investment ideas for us. Can you use those ideas?*

Investment ideas are filtered through a consultant and periodically presented to the Investment Oversight Committee (IOC), the committee put in place to safeguard our investments. These ideas must meet certain criteria to safeguard the Fund, such as consistent performance track record and stability of the investment team. Investment ideas must also fit within the framework of the Fund's investment policy statement and target-asset allocation, so not every idea will necessarily work.

*Can you explain how the Pension works, so I actually understand it?*

The Pension Plan promises to provide certain benefits when you retire. To ensure there will be enough money to make those payments for the rest of your lifetime, contributions are made to the Pension Fund and invested in a variety of different ways, such as stocks, bonds and real estate. The contributions and the investment earnings from those contributions pay for the Pension benefits. Once those contributions are deposited in the Pension Fund, the money cannot be used for anything but your Pension benefits and the expenses of operating the Plan. If the investments earn more money than expected, we don't need as many contributions to make up the difference. On the other hand, if the investments lose money, as happened in 2008, we need more contributions to fill the gap (or we need to reduce the benefits promised by the Plan).

*Are other union pensions struggling like ours? If so, what are these unions doing?*

The vast majority of pension plans are still struggling with the results of the 2008 stock-market crash and the continuing economic crisis. The downturn in work levels has also hurt most plans, because there have been fewer hours worked from which to collect contributions. The other plans are doing the same things we are – making changes in their contributions and benefits that are necessary to put them back on a sound financial footing.

In closing: Two components will help restore our Fund to the green zone. First and foremost: Our members need to go back to work on a consistent basis, and that means all of us. This puts new money back into the Fund for investments and benefits. Secondly, we need a strong investment return on a consistent basis. Remember: Our targeted investment return is 7.5 percent (net-of-fee return).

Stability in the work picture and in the market will return soon. Once that happens, we will all be able to sleep a little better at night. As always, thank you for your continued support during this tough economic time. Together, we will make it better for future generations of Operating Engineers and their families.

In solidarity.





## Public Employee News

By Don Dietrich, director

### Meet Sgt. Mike MacDonald

Everyone wants Santa Cruz County Sheriff's Sgt. Mike MacDonald patrolling their neighborhood. He is very thoughtful and caring about the community. He has a big, earnest smile and an easy way about him that disarms people. He is also the kind of sergeant you want to work for. He doesn't act like the boss unless he needs to. He is more likely to roll up his sleeves and get right in there and help those who work for him.

MacDonald started with the Santa Cruz County Sheriff's Department in 1997. I remember liking him right away. As a 17-year veteran of the department, I knew he was special. He was very "old-school," respecting those who were senior to him and eager to learn. He is as tough as they come when he needs to be, but I never saw him act like the typical rookie, thinking he was indestructible. He always treated people with respect, but if it got down and dirty, you could always count on him. MacDonald worked as a deputy, a field-training officer, a bailiff and a detective before promoting to sergeant in 2008.

MacDonald played an active role in the Deputy Sheriffs' Association early in his career, always willing to volunteer his time for the greater good. He is still active in the association

today. He believes in giving back to the community and established the Stars of Justice, a nonprofit organization under the Deputy Sheriffs' Association that raises funds for youth sports and intervention programs. For the last two years, MacDonald has been working to bring a professional rodeo to Santa Cruz County as a fundraiser and has faced several roadblocks along the way – animal rights activists, political agendas and learning what it takes to get the right vendors and sponsors on board to get it done. He takes it all in stride, never allowing these hurdles to get in the way of his vision of raising money for the community outreach he feels is vital for the area youth.

Ask MacDonald what he likes about his job, and he is quick to tell you that it's making a difference for the community. Ask him what he doesn't like about it, and he thinks for a while before saying that even the darkest situation usually ends up with a positive outcome.

MacDonald also has some funny stories. There was the time he went to a loud party call. It was a birthday party for a 40-year-old woman. The women at the party thought MacDonald was the entertainment for the evening! He finally had to show them his patrol car before they would believe he was there to quiet the party down. After a little sheepish embarrassment, the women went back inside.

Did I say sheepish? That reminds me of the time MacDonald found a loose sheep wandering around in the middle of Green Valley Road in Watsonville. MacDonald finally got a hold of the sheep and tried to get it in his patrol car, so it wouldn't get run over. If you think trying to get an unruly drunk in the back of a car is tough, try dealing with a sheep. MacDonald was just happy he didn't end up getting himself locked in the back seat with the sheep! Now that would have been embarrassing. But hey, all in a day's work when you work in a rural community. ("Really Sarge, I was just trying to keep the sheep from getting run over...")

I am proud to work with and represent MacDonald.



Santa Cruz County Sheriff's Sgt. Mike MacDonald.

## Another year ends

By Rick Davis, business representative

At the time of this writing, negotiations continue with my three units in El Dorado County. Things are not going well, and it is only a matter of time before the inevitable takeaways become a reality. Since El Dorado County imposed on all but one of the employee units during the last negotiation session, the county will be more than anxious to do it again, this time without any consideration of what it does to the people who make El Dorado County work.

It's become popular for state, county and city politicians to reduce pension benefits and pay to public employees. Therefore, imposing reductions on El Dorado County employees, who make less in wages and benefits than others in surrounding counties and cities, will not mean a thing to the El Dorado County Board of Supervisors. It's important to emphasize that El Dorado County administrators and board members make more than their constituents in surrounding cities and counties. In fact, the Sheriff's Department administrators make more than the Sacramento County Sheriff's Department administrators – a department twice the size of El Dorado County's. There is much that needs to be done with how El Dorado County is managed, but beating down the lower-wage earners is not the way to do it. I could demonstrate this to the Board of Supervisors with crayons and construction paper, but they still would not get it.

Another issue going on is the time wasted in negotiations with the Rancho Murieta Community Service District. We could not come to an agreement through the negotiation process over the last 12 months and went to impasse. I requested state mediation to come to some kind of resolution, but the district refused and chose instead to ignore the concerns of its employees and let the contract float along with no resolution. The directors didn't even have the fortitude to go through the proper process and impose their last, best and final offer. I guess it is acceptable to acknowledge the work of non-represented employees and ignore the represented ones. I will request that we start negotiations once again for the 2011 contract, even though an entire year was spent on the 2010 contract with no agreement made. Maybe this time around, the Board of Directors won't publicly recognize one section of employees while demeaning another.

I wish all of my members the best in the new year; 2010 has not been kind to any of us financially. We all hope for a brighter 2011. I want to wish all of you a happy Thanksgiving and a very merry Christmas. Enjoy the holidays, but more importantly, enjoy your family and friends.



# From the front lines of labor representation

By Doug Gorman, business representative

In my 34 years in the public-employment sector, I have never seen such a hostile environment for public employees. This started long before the public learned of the inflated salaries of city managers in Bell and Vernon, Calif.

Wall Street is leading the charge against your hard-earned pay and retirement benefits, claiming they are the cause of the breakdown of our economy.

Wall Street clearly doesn't have its facts straight:

1. The average California Public Employment Retirement System's (Cal-PERS') monthly retirement check is \$2,101
2. Seventy-eight percent of Cal-PERS' retirees earn less than \$36,000 a year
3. Less than 1 percent of Cal-PERS' retirees make more than \$100,000 a year; those who do were in management positions
4. Only 5 percent of the state budget goes to Cal-PERS

Are you mad? You should be! Don't believe these statements? You can verify them with Cal-PERS and the Peace Officers' Research Association of California (PORAC).

What should you do? Get involved. Stand together with your union and your association and unite your other co-workers.

Don't give up your hard-earned benefits to help your employer. The majority of these employers managed during this crisis and saved money by not hiring replacements and forcing more work on their current employees. For instance, in Oakdale, they laid-off four police officers only to come to the union a month later asking us to change shifts, so they could help defray the amount of money they were spending on overtime! Come on, who thought this out?

In Gustine, the city had a budget deficit of \$100,000 with close to \$1 million sitting in a utility tax fund, which it refused to touch. The city cut its employees' salaries by close to 20 percent and reduced the amount of officers by half. In doing so, it put the citizens and their officers in jeopardy, so it could maintain its public pool and hire more city-hall staff.

The Oakdale Police Officers' Association (OPOA), Gustine Police Officers' Association (GPOA) and the two other bargaining units in Gustine stood tough and forced their cities to impose on them. They took a huge hit, but they also stood their ground and didn't fall prey to the legalized extortion attempts by their employers. Way to go!

Stay the course, and stay united. This too will come to an end.

## The good news and the bad

By Dave Gossman, business representative

The good news: First, congratulations and best wishes to Operating Engineer Gary DeRenzi, who retired at the end of September. DeRenzi has been a union member since 1975. He was first a mechanic and then became a universal operator in 1986. That's a total of 35 years of hard work, dedication and leadership. DeRenzi worked as a construction business agent from 2006 to 2008 out of our San Francisco (District 01) office and became a union steward for Public Employees at the Port of San Francisco. He is known for his honesty, great personality and willingness to always help other union members. However, in contract negotiations, he was smart and as aggressive as a bulldog in protecting the rights and benefits of union members. His motto: "Always do the right thing for the good of the union."

DeRenzi's plans for retirement include building a hot rod, putting more miles on his Harley and spending quality time with his wonderful family. Local 3 commends him for his outstanding service to the union and its members.

In other good news: Congratulations and best wishes to Operating Engineer Fautua Poueu, who retired on Sept. 21 from the Santa Rosa City Public Works Department, after 31 years of service. Operating Engineers Job Steward Bob Lorenzini best described Poueu as one of the most-liked employees in Public Works. He was hard working, dedicated and enjoyable to work with throughout his career. He could tell a good joke or two. He will be greatly missed by everyone. Poueu's plans for retirement: To find another part-time job and go fishing, because at 61 years of age, he is too young to fully retire. Operating Engineers commends Poueu for his outstanding service to the citizens of Santa Rosa.

Now, the bad news: Because of the current catastrophic economy throughout California, city and county administrators

have increased discipline and given higher penalties and more terminations than ever before. Administrators are not only trying to solve their budget deficits, which they created by wage decreases and furloughs, but they are administering discipline to get rid of employees to save money. My discipline cases have tripled over the last year. My advice to

all members: Be the best you can in the performance of your duties. Administrators are looking for any reason to reduce the workforce to save money without due process and just cause.

I am happy to report that over the last several months, four employees had their suspensions reduced after Skelly Hearings: A proposed 10-day suspension was reduced to an exoneration; a proposed 10-day suspension was reduced to a one-day suspension; a proposed five-day suspension was reduced to a two-day suspension; and a proposed five-day suspension was reduced to a one-day suspension. Also, two proposed terminations have been vacated, and settlements were reached by the union and public administrators.

If you believe that any adverse action is being taken against you, contact your business representative as soon as possible, so that your rights and benefits will be protected!



From left: Business Manager Russ Burns and newly retired Gary DeRenzi at the last Semi-Annual Meeting.



## Credit Union

By Jim Sullivan,  
Credit Union secretary/financial officer  
& recording - corresponding secretary

## We thank you

The Operating Engineers Federal Credit Union (OEFCU) believes the single most important part of our work is serving you, our members. We value our members and encourage all of our employees to provide each member with the best service possible. Our emphasis on personalized service is one that makes us unique in this industry.

Compliments received by the Member Services Department include: "Your service is great, and your Member Services reps are always wonderful."

While our Member Services Department interacts directly with you, our values as a caring and committed organization are exemplified in many other areas of OEFCU. Our departments regularly work together to help members with transactions and any concerns. OEFCU is one large team working for the best outcome in all of our interactions, whether it is with one another, our vendors or an individual member. In this way, we deliver the highest quality member service.

Thank you for the opportunity to serve you; it is through serving you that we learn and grow professionally, personally, individually and as an organization.

OEFCU provides the personal service of a small credit union with the strength, sophistication and convenience of a very large establishment. It is a full-service financial institution with a family atmosphere! If you'd like to become part of our OEFCU family, don't hesitate to contact us at (800) 877-4444. Visit our website at [www.oefcu.org](http://www.oefcu.org) for more information on our products, services and other "member only" benefits.

## Tech News

### Local 3 signs new surveying company

Rohnert Park District 10 and the Technical Engineers Department are proud to welcome new signatory contractor Carlile-Macy to Local 3. Carlile-Macy is a land-surveying, civil-engineering, landscape-architecture and environmental-engineering firm located in Santa Rosa. The firm was founded in 1996 after a merger of two prominent and professional service firms. The company currently focuses on public infrastructure and urban-infill-design work in Napa, Marin, San Francisco, Lake, Mendocino, Alameda, Contra Costa and Sutter counties.

Principal land surveyor and current field-crew Supervisor Bruce Jarvis has more than 35 years of experience in all facets of land-surveying.

Currently, Carlile-Macy field surveyors are working on projects in design,

boundary, topographic and right-of-way surveys, as well as several construction-staking projects and the Sonoma Marin Area Rail Transit (SMART) train project.

With the support of their office technicians, Carlile-Macy field surveyors are able to provide quality, efficient work on multiple projects in a given day.

Carlile-Macy is a welcome addition to Local 3, and the company looks forward to working with our signatories on projects in the near future.

In other news: The Northern California Surveyors Joint Apprenticeship Committee (NCS-JAC) is currently accepting students for future survey-related training courses. Please contact NCS-JAC Administrator Joanie Thornton at (510) 748-7413 or your local technical engineers business rep. for more information.



Business partners Bruce Jarvis, Dave Hanson and Curt Nichols stand with some of their staff at the Carlile-Macy building in Santa Rosa.

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**Fringe Benefits**  
By Charlie Warren, director

**Pension effective dates**

Pensions are usually effective on the first day of the month after the Pension application is filed with and received by the Trust Fund Office. This date is known as the Pension Effective Date. For example, if you want your Pension benefits to begin on July 1, your application must be received by the Trust Fund Office by June 30.

If you file an application for a disability pension and a notice of entitlement to a Social Security disability benefit no later than one year after the determination date shown on the Social Security Administration notice, disability pension payments will begin with the seventh calendar month of disability. Otherwise, payments will not begin until the first of the month after you file the notice and the disability pension application with the Trust Fund Office.

*(Excerpted from the Pension Trust Fund Summary Plan Description book.)*

**TEN WAYS TO RECOGNIZE HEARING LOSS**

The following questions will help you determine if you need to have your hearing evaluated by a medical professional:

Do you have a problem hearing over the telephone?	YES	NO
Do you have trouble following the conversation when two or more people are talking at the same time?	YES	NO
Do people complain that you turn the TV volume up too high?	YES	NO
Do you have to strain to understand conversation?	YES	NO
Do you have trouble hearing in a noisy background?	YES	NO
Do you find yourself asking people to repeat themselves?	YES	NO
Do many people you talk to seem to mumble (or not speak clearly)?	YES	NO
Do you misunderstand what others are saying and respond inappropriately?	YES	NO
Do you have trouble understanding the speech of women and children?	YES	NO
Do people get annoyed because you misunderstand what they say?	YES	NO

If you answered “yes” to three or more of these questions, you may want to see an otolaryngologist (an ear, nose and throat specialist) or an audiologist for a hearing evaluation. To get more information about your hearing-evaluation options, call the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105. If you do need a hearing-aid device, your plan covers \$1,350 per device once every four years.

*Please note: This material is for general information only and is not intended for diagnostic or treatment purposes. A doctor or other health-care professional must be consulted for diagnostic information and advice regarding treatment.*

*Source: NIH Publication No. 01-4913*

**We’re here to help**

Fringe Benefits Service Center: (800) 532-2105  
Trust Fund Office: (800) 251-5014

**Retiree Association Meetings**

<b>OAHU</b> Nov. 30 2 p.m. Operating Engineers’ Building 1075 Opakapaka St. Kapolei	<b>RENO</b> Dec. 7 2 p.m. Operating Engineers’ Building 1290 Corporate Blvd.
<b>KONA</b> Dec. 1 11 a.m. King Kamehameha Kona Beach Hotel 75-5660 Palani Road Kailua-Kona	<b>SALT LAKE CITY</b> Dec. 8 2 p.m. IBEW Local 354 Hall 3400 W. 2100 S.
<b>MAUI</b> Dec. 2 2 p.m. Maui Beach Hotel 170 Kaahumanu Ave. Kahului	

**Retiree Post**

*Retiree finds ways to stay around the people and cranes he loves*

Name: Craig Smith  
Joined Operating Engineers: 1970  
Retired: 2002



Favorite equipment: Cranes

“That’s all I ran – I didn’t do anything in the dirt.”

Pastimes: Hunting, fishing, camping, an occasional cruise and some dabbling in building guns

Smith admits he missed running cranes when he first retired – but not anymore.

“I am glad I retired. I am good at it [retirement]. ... I like to help with the CCO [Certification of Crane Operators] training and see the next group of guys coming up in Local 3.”

Smith is also involved in politics. He attends meetings and is always available when needed to support the Utah District office’s Voice of the Engineer (VOTE) program.

Smith’s involvement keeps him in touch with the people he has met throughout the industry and around the cranes he loves.



**Rancho Murieta Training Center**  
for apprentice to journey-level operators  
By Kris Morgan, executive director

## Apprentice mentoring

All Operating Engineers should go the extra mile and become a mentor. In Webster’s Dictionary, the definition of mentor is a “trusted advisor.” I believe every person has the seed of success inside them; can we help this seed develop by mentoring these new Operating Engineers?

Everyone wants to feel worthwhile; there is no higher compliment you can pay operators than helping them be successful and finding satisfaction in their usefulness. People are naturally motivated. If you doubt that, just watch toddlers soon after they learn to walk – they are into everything. They have natural curiosity, and you can’t get them to stand still.

Go ahead – cut an apprentice out of the herd and see if he or she follows you. People follow you only when they believe in you, so

give help unconditionally, be a role model, motivate others and teach them to accept responsibility and accountability.

Over the past two years, the Rancho Murieta Training Center (RRTC) has had a moratorium on the indenturing of apprentices. The downturn in the economy has taken its toll on everyone, from an enrollment high of some 815 apprentices in 2005 to the 465 apprentices today. The moratorium has allowed only a select few to enter the program. Basically, the handful of new apprentices brought in during 2010 will fill the voids of the apprentices who will complete the program by year’s end.

When was the last time you took an apprentice under your wing?

Remember: The apprentices of today are tomorrow’s future.

## Take the eight-hour Hazwoper refresher class

To sign up for classes, call the district office where the class is being held. All classes start at 7:30 a.m.

Stockton	Saturday, Nov. 20
Alameda	Saturday, Dec. 4
Fairfield	Saturday, Dec. 11
Sacramento	Saturday, Dec. 18
Morgan Hill	Saturday, Jan. 8
Rohnert Park	Wednesday, Jan. 12
Redding	Wednesday, Jan. 19
Alameda	Saturday, Jan. 29
Stockton	Saturday, Feb. 5
Eureka	Friday, Feb. 18
Sacramento	Saturday, Feb. 19
Fresno	Wednesday, Feb. 23

**Mechanics Corner** By Dave Bibby, Heavy Duty Repair (HDR) instructor

## Tires go ’round

A tire is a ring-shaped covering that fits around a wheel rim to provide better vehicle performance. Aside from their obvious purpose of supporting the machine and carrying loads, tires provide a flexible cushion that absorbs shock. Tires also transfer the torque from the drive train to the ground to propel the machine.

Researchers estimate that the first wheel was invented around 3500 B.C. in Mesopotamia (Iraq) for the purpose of moving chariots. At that time, people often used logs to move large loads with the inherent problem of keeping the logs true to course. The problem was solved by cutting the logs into thinner slabs with a cross bar in the center and fitting them to the underside of the load.

After 1,500 years, the next step in wheel evolution was introduced: The spoke. This solved the need for faster transportation using less material. Egyptians are credited for using the first spoked wheel on their chariots, although the spoked wheel is often associated with wagon wheels. At the center hub, spokes radiate out and are held in place by a wooden, outer ring known as a felloe.

In early days, a steel band was heated in a fire, causing it to expand. Once the ring had reached a high enough temperature, it was placed over the wheel and quenched, causing the metal to contract and fit tightly around the wheel. The outer metal ring was used to tie the wheel segments together, thus providing a wear-resistant surface. Spelling variations of the word “tie” resulted in “tire,” meaning the outer band used to tie wheels. One of the founders of Caterpillar, Benjamin Holt, and his brother, Charles, owned and operated the Stockton Wheel

Company, which manufactured wagon wheels.

Regarding tires, in an effort to prevent his son’s headaches from riding on the rough roads of the day, John Boyd Dunlop made the first practical pneumatic tire in 1887. In 1895, André and Édouard Michelin introduced pneumatic automobile tires. In 1898, August Schrader patented the Schrader valve stem. In 1904, mountable rims allowing drivers to fix flats were invented. In 1919, pneumatic truck tires were introduced. In 1946, a French company introduced a radial tire, and the next year, tubeless tires were announced by BF Goodrich. In 1965, bias-belted tires arrived, and the first radial tire became available in North America.

Tires are manufactured to standardized processes and machinery in about 450 worldwide factories. With more than 1 billion tires manufactured per year, tires consume the majority of natural rubber, which is used with carbon black, chemicals and specialized components and then built up around a drum. This assembly is then removed from the drum and placed in a mold under heat and pressure. Vulcanization from the heat chemically bonds the rubber compounds to the other components and changes the tire from a plastic to elastic.

Tire-assembly starts with the inner liner, which is made up of a halo butyl rubber with additives that result in low air permeability, assuring the tire will hold high-pressure air. The body ply consists of a layer of rubber, a layer of reinforcing fabric and another layer

of rubber. Plies give the tire its strength. Passenger tires have one or two plies, while truck and off-highway tires have more. Sidewalls provide the tire with abrasive and environmental resistance. Beads are bands of high, tensile-strength steel wire contained within the rubber that are inflexible and inelastic to provide mechanical strength when mounted to the wheel. The filler, or apex, provides a cushion between the rigid bead and flexible inner liner. Belts are alternating layers of rubber and steel cords oriented in radial-tire construction and at opposing angles in bias-tire construction.

The tread is a thick layer of rubber compound that surrounds the tire carcass. The tread compounds improve wear resistance and traction and provide environmental resistance. The raw tire-car carcass assembly, which takes about six minutes, is then placed in a mold and cured. The curing process applies 350 psi at

350 degrees Fahrenheit for 15 minutes. Between the heat and pressure, the raw tire carcass flows into the mold, where it takes on the tread pattern and sidewall markings. Some of the larger tires can take up to 44 hours to assemble and 36 hours to cure.

Tire manufacturing processes can be viewed on YouTube ([www.YouTube.com](http://www.YouTube.com)) by typing in “How Michelin tires are made” in the search bar.

When the next article “comes ’round,” look for what the sidewall markings represent and some safety considerations about tires.





# Father-son operators work together on unique palace renovation

The Palace of Fine Arts was first built in 1915, and as the historic San Francisco building gets renovated almost a century later, Operator Jesus Cisneros and his son, second-step Apprentice Erik Cisneros, are literally digging up its past.

From antique bottles to old coins, Erik said he's seen "lots of historical things laying around," but it's no surprise.

The palace was originally constructed to celebrate the Panama-Pacific Exposition, the completion of the Panama Canal and the rebirth of San Francisco after the disastrous 1906 earthquake. After World War I, it became part of the city's park system. During World War II, it was used as a U.S. Army motor pool, a specially designated area to park and maintain military vehicles between operations. In 1947, the Army returned the building to the city, and today, the palace is the only remaining monument from the exposition.

Bauman Landscaping Construction is currently working on the fourth and final phase of the palace's renovation. The Cisneroses are helping replace the rotunda floor, create a new rotunda terrace, add new entrances and pathways and reinforce the western edge of the lagoon. Work should be completed by winter.

The jobsite is an artistic mix of real world meets fantasy, as heavy equipment can be seen moving dirt and laying asphalt under the palace's magic-like dome and between its grand pillars. The Cisneroses are in the middle of it all, working side-by-side.

Though it's not every day they get to work on the same project, Erik and his father, Jesus, have worked for the same company for six years. Erik's father has been a Local 3 member for 16 years and can operate an excavator, backhoe, "pretty much everything," said his son. Erik's learning to do the same.

"He [Erik's father] would bring me to work, where I grew up watching him running machines," said Erik. "I wanted to be like him."

If he sticks to the program, there's no reason he won't be.



From left: Sixteen-year member Jesus Cisneros and his son, second-step Apprentice Erik Cisneros.



Father-son Jesus and Erik Cisneros are part of the Bauman Landscaping Construction crew renovating the Palace of Fine Arts in San Francisco.





## Political Perspective

By Mark Kyle, director of government affairs and public relations

### The results are in: We have a lot to celebrate

By the time you read this, elections will have been won and lost in all four states in Local 3's jurisdiction. New governors and U.S. senators will have been elected; some will have been re-elected; others voted out. Likewise with local candidates you may have been following. I would write about all of these races in this month's column, but because of printing deadlines, I'm writing this in mid October.

If you are not sure who won a particular race in your state, our website lists all the results at [www.oe3.org](http://www.oe3.org).

Win, lose or draw, politics directly impacts your livelihood and your life. We want politicians who are going to listen to us. We need access to politicians and administrators, since they determine prevailing-wage rates, evaluate public-project bids, oversee pensions, adjust health-care costs, etc. If politicians are ideologically opposed to labor unions, they won't give us the time of day. That's why we promote and work to elect certain politicians. Even if they have flaws – they all do – our “friends” will at least listen to our concerns and hopefully do the right thing.

I want to thank all of you who helped out this past election cycle. Whether you phone-banked, precinct-walked, encouraged your neighbor to register to vote, attended a rally or handed out campaign fliers at your worksite, you made a difference. Thank you for your time and effort. (Good news: We've improved the system and will be getting our Voice of the Engineer (VOTE)

awards out in a more timely fashion this year.)

We have a few other things to be proud of – 2010 is the year we improved our phone-banking by installing a web-based system called Activist Central. This new system was extremely popular with volunteers and staff, as it was easy to use and kept better records.

We also joined the 21<sup>st</sup> century by finally launching our new e-mail alert system, which allows us to send e-mails to members who've signed up to be part of this campaign. These brief alerts have been mainly about the election (voter-registration deadlines, how to vote-by-mail, etc.) and were sent about once a week. In the future, they'll be less frequent and cover a wider range of topics, like pending legislation, the date, time and place of the next Semi-Annual Meeting or district meetings, our Pension and health care.

If you haven't already, please sign-up to receive these e-mail alerts. Simply go to our website, [www.oe3.org](http://www.oe3.org), and log-on as a member. Once you do, we'll add your e-mail address to our system.

As we evaluate this year and look toward the next, we need to take stock of how we can use politics to create jobs, protect our Pension and maintain or improve workplace safety. Stay or get involved by attending district meetings, reading your *Engineers News* and getting our e-mail alerts. Remember: Politics means jobs.

### FIST: Back by popular demand

In early September, Fair Industry Strike Training (FIST) resumed at the Rancho Murieta Training Center (RMTTC) at a specially scheduled night class that 30 brand-new Probation Orientation Period (POP) apprentices attended on their own time. The group was very enthusiastic about the training, stating that the most useful part was “knowing that you would be backed by your fellow union members.”

When asked for general feedback after the training, one attendee stated

that it was great to know and understand that he was joining a union that had a strong “backbone.”

All were excited and hoped to get to work soon. They were also grateful for having been armed with the knowledge and understanding of what to do if faced with a picket situation. To all new apprentices: Welcome, work safe and stand strong!



POP apprentices participate in a FIST class on their own time in September.

### FIELD PERSPECTIVE: What the members are saying

*What are the benefits of going union?*



*“Wages, benefits, health care, a better life; it's been good for me.”*

– Dean Lawrence, 15-year member



*“If you're non-union, you don't have a retirement, unless you have a 401(k).”*

– Jim Williams, six-year member





## Organizing

By Bruce Noel, director of organizing

# It's about results

Business Manager Russ Burns and the Local 3 officers have made a commitment to the membership of this great union to create new and additional work opportunities. Under Burns' direction, the Organizing Department has designated five experienced agents as full-time organizers.

These agents are not new to the Local 3 staff – they are veterans, some of the most seasoned and productive agents around. We will continue honoring our commitment to staff training; however, we need jobs now!

The Organizing Department wanted to get the best people on the ground right away for success now rather than later. Every officer knows how important it is to get Local 3 members back to work, and they have stressed to these assigned organizers that it's not about working hard – it's about results.

The districts continue to be committed to organizing as well. With a combined effort between the individual district offices and these experienced organizers, we are already beginning to see results. The organizers have what are called "soft" boundaries, meaning they are able to chase non-union employers no matter where they try to hide. This tactic has forced some non-union employers to sign agreements. Organizers are also able to join forces with each other to become more effective.

From January through August 2010, 662 dispatches (jobs) were created from new agreements alone. That's *in addition to* dispatches created by signatory employers.

As always, organizers rely on membership involvement and staff cooperation, so any tips or information you can provide is greatly appreciated. Call your district office organizer.

The following is a list of our organizers and the areas they cover:

Ron Roman  
from Sacramento-north:  
(530) 308-5618



Bran Eubanks  
from Fairfield-west:  
(530) 308-4998



Greg Flanagan  
from Sacramento-south:  
(209) 456-1627



Terry Picard  
Nevada: (775) 690-4732



Paul Lundell  
Utah: (801) 330-1593



*On the lighter side . . .*

## PHOTO OF THE MONTH

### Helmets or hard hats?



*Biker/Operator Mike Archuleta visits a jobsite in Redding while on vacation.*

Is that a crane operator or a cyclist? During a two-week vacation this fall, 16-year member Mike Archuleta managed to "spin" by a jobsite in Redding District 70. While veteran cyclists might have a thing or two to say about his "helmet" of choice, operators know not much can get through a hard hat!

Archuleta spends much of his free time riding his bike around Redding. It keeps his stress levels low and keeps him in shape. It is also "a great way to see the town," he said.

Bike-riding is also a cost-effective means of travel. If you're interested in some scenic bike-riding routes, national parks offer them for all levels. Below are the names of some bike-riding parks in each state in Local 3's jurisdiction, along with a link to the parks' websites for more details and maps.

### California

*Calaveras Big Trees State Park* has roads that are accessible for mountain-biking, along with lots of great rides in the park for all ability levels – especially if you like hills. Call the park at (209) 795-2334 for more details, or visit the California State Park website at [www.parks.ca.gov](http://www.parks.ca.gov).

### Nevada

*Lake Tahoe National Park* has miles of scenic biking trails, such as the Tahoe Rim Trail. Call the Lake Tahoe National Park at (775) 831-0494, or visit its website at [www.parks.nv.gov](http://www.parks.nv.gov).

### Utah

*Antelope Island State Park* is the largest island in the Great Salt Lake and offers plenty of biking, along with a roaming herd of 500 bison! Call the park at (801) 773-2941, or visit the Utah State Parks website at [stateparks.utah.gov](http://stateparks.utah.gov).

### Hawaii

*Ka'ena Point State Park* on Oahu has particularly biker-friendly trails. Ask about it by calling the main Oahu office at (808) 587-0300 or visiting the state parks website at [www.hawaii.stateparks.org](http://www.hawaii.stateparks.org).



Five-year member Devin Foutz.



Jeremy Dunn operates a wicking machine for Crane Construction NW.

# I-15 Core:

## Biggest highway job in U

### Massive rebuild expands 24

Story and photos by Dominique Beilke, art director

While Utah's Ruby Pipeline has gotten all the attention lately, the district's I-15 Core job, deemed "the largest and most expensive highway job in the Beehive State's history" by *Mountain States Construction*, is also creating quite the "buzz." Just ask Business Rep. Kit Morgan, who regularly dispatched members to the job this past summer.

Even though, according to Morgan, "the job is pretty much manned up now," over the next two years, it is expected to employ hundreds of Local 3 members and pump millions of dollars into the local economy. How so? The \$1.7 billion project is expected to meet transportation demands for the state's increasing population for the next 20 years through a massive rebuild and expansion of 24 miles of interstate. Work includes widening I-15 by two lanes in both directions from Lehi Main Street



Keith Sherman operates a boring machine for Minger Construction.



Operators deal with busy intersections day and night on the I-15 Core project.

## I-15 Core Fast Facts

- Construction began in spring 2010; expected to be completed in December 2012
- Expands I-15 by two lanes in both directions
- Extends express lanes in both directions
- Rebuilds and reconfigures 10 freeway interchanges
- Replaces and restores 60 bridges
- Expected to employ hundreds of Local 3 members

On the cover: Ryan Motley with Ames Construction grades the shoulder.



# Utah's history

## miles of interstate

to Spanish Fork Main Street, extending express lanes in both directions and constructing more than 60 overpass bridges and 10 interchanges – a tall order!

Beyond the construction challenges, members work on an aggressive schedule, yet must keep three lanes open in each direction during daytime and heavy traffic hours. Crews work on the entire stretch of freeway at the same time and include signatories Ames Construction (utility and dirt work), Minger Construction (boring), Harsco Metals (materials) and Crane Construction NW (wicking).

By reducing shoulder width, shifting and narrowing lanes and slowing traffic to 55 mph, commuter inconveniences are lessened. To reach the deadline, crews are working around the clock, even at night during off-peak traffic hours.



Keith Longhurst puts in new utilities for Ames Construction.



From left: Craig Wright and Shane Woolsey stand in front of a section of silt fencing. There is 3,000 feet of it on the I-15 Core project.



Excavator Operator Patrick Neeley prepares the location for a new pump.



# Guns, game and grace

## Following the trail of two accomplished hunters

Story by Mandy McMillen, managing editor

He’s been dubbed “hunter extraordinaire” by more than one Local 3 member – and they weren’t joking – maybe because he has the photos and history to prove it. New Retiree Bob Hauptman has been hunting since he was about 4 years old, back when he lived in Carmichael, Calif., and it had enough open land for a kid to “hunt” blackberries at first, then “quail and pheasants with bows and arrows.” At 15, he got his first deer and was hooked.

Hauptman also grew up fishing with his father who passed away in December.

But what he is most known for and what he *embraces* is boar hunting.

“I’ve been shooting pigs for 16 years,” he said with a grin that is sometimes hard to see under his long beard, “... and of course the beard goes with the hogs.”

For some, hunting is a sport – what a thrill to find and chase a powerful animal and then claim it with your own skill. While this may be part of the draw for Hauptman, the bigger draw is the eating.

“Boar hunting is free eating. We bring them home and butcher them ourselves. If you take it to a butcher, it’s 84 cents a pound. If you want it smoked, it’s another 84 cents. That’s \$1.68 a pound.”

I’m sold. I guess.

While fairy tales often make wild boars out to be evil beasts given to fits of rage (they can weigh up to 300 pounds!), Hauptman says those tales aren’t true. But a boar’s appearance may say otherwise. He is not afraid of them at all, even though they sometimes “run their tusks,” a defense mechanism by which they charge at their foe with long tusks capable of slicing through a 3-inch tree root.

While on the hunt, Hauptman maintains a steady position of predator, not prey. He “looks for different signs ... track, poop, mud on trees. They [boars] wallow in the mud and rub up against trees, and you can see the marks to see how tall they are.”

Apparently, past a certain age, boars are not good to eat. I’ll take his word for it!

Hauptman has big hunting trips planned for this month and next.

He is also wise about his other craft – operating equipment. Having seen equipment and operators change in his 30-year career, his favorite saying is: “The two can’ts of construction: No. 1: Can’t do it. No. 2: Can’t stay.” He admires young apprentices

who come in today and “really want to learn something.” He doesn’t like to hear them say, when looking at a new piece of equipment: “That looks awfully difficult.” Hauptman believes: “There’s a lot to be had [for apprentices] if you want it.”

The same is true for hunting.

Just ask Tom Geise, an apprentice graduate and active OE3 member since 2008. He recently spent 14 days in South Africa on a hunting safari in Pretoria in the Limpopo Region.

And this was no deer hunt.

Geise and six of his closest friends shot game ranging from Kudus and impalas to blue wildabeests and blesbucks. Never heard of these animals? Geise has more than 200 photos displaying them. Most of the game in this particular safari were from the gigantic long-horned antelope family.

These safaris are designed to suit the needs of the hunters, and for Geise’s crew of avid veterans, the trip entailed *lots* of guided hunting expeditions with a “Professional Hunter,” or PH, that included stopping and stalking herds, hunting with a weapon of choice ranging from bows to black powder (for Geise, it was a 300 Remington rifle) and then eating the meat. That’s right. “Nothing goes to waste,” he said.

“What we don’t eat is sent to a sausage company or the natives take the rest.”

Geise and crew certainly didn’t go hungry, and they certainly weren’t short on scenery. The Limpopo Region offers stunning views of contrasting landscapes, such as tropical forests, semi-deserts, mountain ranges and varying kinds of greenery. The group went in May (the winter season in South Africa), so they had to bundle up and enjoy their smoked meats by fireside or the local tavern!

“This was a once-in-a-lifetime experience, eye-opening,” said Geise. Beyond the hunting, he also enjoyed “the different culture, how people are and act [in South Africa].”

Currently, Geise is an excavator operator for Marques Pipeline in South Lake Tahoe.

He has been hunting game (the Northern American kind, that is) since he was about 10 years old in his hometown of Yuba City.

He found out about the safari while attending a sportsmen’s show in Sacramento.

Interested parties can visit the safari website at [somerbysafaris.com](http://somerbysafaris.com).

According to 29-year-old Geise: “Hunting is the only reason to go to work.”



New Retiree Bob Hauptman poses with a 300-pound wild boar he killed in Boonville, Calif.



Excavator Operator Tom Geise poses with his African safari “trophy.”



Much to celebrate in district

As winter approaches, **Granite Construction** started its rock harvest for the first time in nearly five years on the Smith River outside of Crescent City (Del Norte County). The company is expected to harvest 45,000 tons of aggregate. According to Plant Engineer **Carson DeVinney**, in years past, there have been issues with small traces of asbestos in the aggregate. The company is currently running three scrapers and a blade to harvest the aggregate, while keeping its rock crushing and asphalt plants in production. **Granite** has kept busy throughout the district this year with many paving jobs and the Alton overpass.



*Congratulations to new journey-level Operator James Price.*

**Mercer-Fraser, Wahlund Construction, Golden State Bridge and Silverado Construction** will keep members busy with several projects that should go through the winter months, weather permitting.

We would like to congratulate the Willow Creek Caltrans Barn for a job well done, as the crew lost no work time due to injuries for a year. Members celebrated with a barbeque at the Willow Creek facility. Congratulations also to **Darrell Deardorff**, who retired from the state after 20 years of service. Enjoy retirement, Darrell! Congratulations to **Jason Hayes** on his promotion as supervisor of the Caltrans Willow Creek Barn. Final congratulations to **Bryan Martinez** and **James Price** for the completion of their apprenticeship programs – we wish them the best.



*Congratulations to new journey-level Operator Bryan Martinez.*

District 40 would also like to remind everyone about our annual Crab Feed on Feb. 12, 2011. Mark your calendars – we hope to see you there.

The District 40 staff wishes everyone a happy Thanksgiving.

FAIRFIELD | 2540 N. Watney Way, Fairfield, CA 94533 ▪ (707) 429-5008

Bay Cities ‘paves’ the way for Malcolm Drilling

The Vallejo parking-structure project presses forward with some major material off-haul. **Bay Cities Paving and Grading** Superintendent **Roger Cox**, Foreman **Joe Palesi**, Excavator Operator **Jerry Hanson**, Dozer Operator **Rob Dodson** and Backhoe Operator **Tim Pasley** have had 25 to 30 semi end dumps and loaded out more than 63,000 yards of material daily. This good work keeps the job on track and readies it for **Malcom Drilling** to start its portion of work. This is certainly a good sign for the city of Vallejo and should spur the waterfront and Virginia Street projects that have been on hold for some time.



*Skyler Shearer with his son, Greydon.*

We would like to invite all members and their families to come out for our sixth Annual Pancake Breakfast and Motorcycle Toy Run held on Saturday, Dec. 4. In association with Mission Solano, all toys will be distributed to underprivileged children of Solano County. Please bring a new, unwrapped toy, and remember that there are children of all ages who wouldn’t otherwise receive any gifts for the holidays. Hope to see you all there. It’s always a good time.

District 04 would like to congratulate five-year member **Skyler Shearer** on the birth of his son, **Greydon**, in August.

Members on the Vallejo parking-structure project



*Joe Palesi*



*Tim Pasley*



*Jerry Hanson*



*Roger Cox*



*Rob Dodson*



**Compass Equipment ratifies three-year contract**

Now that fall is well underway, **Gemma Power Systems** is winding down on the \$6.75 million Colusa power-generating project. **Gemma** has five members working, while **Lund Construction** finishes the grading with four.

**Ford Construction** is onsite at the Neal Road recycling and waste facility, working on a landfill-liner system valued at \$2.2 million. **Steve Manning Construction** has the Big Creek road-improvement project worth \$8.4 million with **Shasta Constructors** replacing the bridge.

**Granite Construction** is finishing the Chico Municipal Airport job worth \$2.2 million and picked up a job at the Oroville wildlife area for \$1.3 million. **Teichert Construction** has the Walton water-transmission line.

The Sutter County Community College facility is going to bid with an engineers' estimate of \$25 million to \$30 million. We're carefully monitoring the bid list.

Contract negotiations are moving along in District 60. We hope to finish several before the end of the year, and we are pleased that **Compass Equipment** ratified a new, three-year contract.

As we head into winter, we want to remind members on the out-of-work list to stay current with their registration and to check in with dispatch before the expiration date.

District 60 wishes everyone a happy Thanksgiving.



Juan Marino works for Lund Construction at the Gemma Power Plant.

Excavator Operator Larry McNeil works at the Colusa Weir for the Sutter Department of Water Resources.



Ford Construction works at the Neal Road landfill on a landfill-liner system.

**HAWAII** | 1075 Opakapaka St., Kapolei, HI 96707 ▪ For all branches, call (808) 845-7871

**Grand opening for Kapolei office, Credit Union a success**

The Disney Resort in Ko Olina is coming along, as the number of cranes has gone from four to two, meaning progress! The general contractor on the project is **Hawaiian Dredging**, with **Jayar Construction** doing the ground work and **Nordic/PCL** responsible for the tower-crane work.

Near the world-famous body-surfing beach Makapuu, **Kiewit Western** is stabilizing and repairing the wall on Kalaniana'ole Highway. This is the only road around the eastern side of Oahu, which has been deteriorating from erosion over the years. Operators are on hand to keep the road and retaining wall from sinking.

In other news: The grand opening of District 17's Kapolei office and the Operating Engineers Federal Credit Union

(OEFCEU) was a success. Local 3 was presented with a plaque commemorating the new buildings, and **Kahu Merla Leong** gave a blessing with the untying of the traditional maile lei. Business Manager **Russ Burns**, President **Fred Herschbach**, Financial Secretary **Dan Reding**, Treasurer **William Kalani Mahoe**, District Rep. **Gino Soquena**, Executive Board member **Michael Brandt**, OEFCEU's President/CEO **Leon Lanfri**, Vice President of Operations **Mike Donahue** and Branch Manager **Jennifer Hipa** and several labor-friendly politicians attended the ceremony.

Lastly, congratulations to our grand-prize winner, member **Walter Keamo Jr.**, who won a big-screen TV at a recent picnic. He works for **Hawaiian Dredging** just like his dad, who has been with the company for almost 45 years.



From left: President Fred Herschbach, District Rep. Gino Soquena, Business Manager Russ Burns, Treasurer William Kalani Mahoe and Financial Secretary Dan Reding attend the Operating Engineers Federal Credit Union grand opening on Oahu.

Kahu Merla Leong blesses the new Local 3 Kapolei office and OEFCEU building with the untying of the traditional maile lei.



Kiewit Western stabilizes and repairs the Kalaniana'ole Highway wall. This is the only road around the eastern side of Oahu. It has been deteriorating from erosion over the years.



## Members pull their weight by volunteering

Thank you to all the members who volunteered their time for phone banking and precinct walking in support of our candidates in this past election. Of course there were other things we would have rather done, but as union members, you should be proud of the effort you put forth. Political involvement is what separates us from our non-union counterparts. In addition, our willingness to get involved and take the time to vote will preserve our way of life for the next generation of Operating Engineers.

Member **Richard Coronado** volunteered in another way, by displaying his operating skills on a project for Habitat for Humanity. Volunteer work like this keeps Operating Engineers well-known in the community and district.



From left: Teichert Construction's Lube Engineer Rodney Dirks and Backhoe Operator Brad Mikkelson.

Regarding our work picture: With a bid of \$2.6 million, **Dawson-Mauldin Construction Inc.** was the low bidder for the Ellis Street/Avenue 16 overcrossing project at Hwy. 99 in Madera. As of this writing, a larger project was scheduled to bid for the widening of Hwy. 99 from Kingsburg to Goshen at an engineers' estimate of \$69 million. Most of the work currently consists of street improvements and overlays, but we are hopeful the dirt work will begin soon.

There is also work on the G Street project in Merced with **Teichert Construction**.

To ensure you're ready when work hours improve, our district office scheduled a beginning gradesetting class for Saturday, Jan. 29, 2011 that will

continue for six to seven weeks. Our eight-hour Hazwoper refresher course is scheduled for Wednesday, Feb. 23. Contact the district office to participate.

Have a safe and happy holiday!



Excavator Operator Dan Butler works for Teichert.

Concrete Pump Operator Joe Ortiz works for Allied Concrete Pumping on the G Street project in Merced.

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### Ruby Pipeline bright spot in slow season

It's November, so things will start to slow down in Northern Nevada – not that they really got going in the first place! Though private work may be picking up elsewhere, it is greatly lacking in our area. Even with rising home sales and more new building permits, most of the earthwork has already been completed.

The bright spots of work in the area include the Ruby Pipeline and the work generated by the Regional Transportation Commission (RTC). After many delays, the stretch of pipeline that runs through Northern Nevada finally got going in mid September. **Precision Pipeline**, **Rockford** and **U.S. Pipeline** have been working on about 360 miles of pipeline. At the last count (mid September), there were about 190 off-list orders filled, with more orders coming in.

In the Reno area, most of the work can be attributed to monies from SB-201. The RTC used money generated from this bond to fund 24 road projects in the Reno/Sparks area and added funding to the I-580 project from Moana to I-80. According to the RTC, the funding for 2010 totaled \$130 million for Washoe County. Fortunately for us, signatories **Granite Construction**, **Sierra Nevada Construction** and **Q&D Construction** picked up most of these projects. In the Carson area, **Granite Construction** is working on another phase of the Carson Airport. **Q&D Construction** is finishing the freeway extension, **Peek Construction** is finishing the north-south transmission main and **Sierra Nevada Construction** is working on the Prison Hill water tank.

In Douglas County, **Peek Construction** will be closing down the Kingsbury Grade project for the winter and is finishing the water line in the Gardnerville General Improvement District (GID). **Q&D Construction** will be completing the Heybourne Waterline project just north of Minden. **Sierra Nevada Construction** is finishing projects in Eureka and a water tank/waterline project in Fallon. **Road and Highway Builders** put the finishing touches on the Trinity project and U.S. 50 near Austin.

**Frehner Construction** is finishing at Cherry Creek north of Ely and at state Route 447 and state Route 339.

The state has a few projects planned for Northern Nevada next year. At this time, the projects are still in the planning stages, so it is difficult to say which will go first. The biggest one is the \$80 million design-build project for I-80 from Robb Drive to Vista Boulevard.

It has been a trying year for a majority of our members. We would like to thank all of you who have stayed loyal to Local 3. We would also like to thank those who helped with precinct walks, phone banks and rallies to help elect the officials who will benefit us the most.

With the onset of winter, please be safe and alert out there.

### From Elko

Most of the highway work is starting to slow down. **Frehner Construction** continues paving on Hwy. 93 north of Ely. **Peek Construction** is still working on the wildlife crossing north of Wells. **Sierra Nevada Construction** is working on underground utilities in Eureka. **Ames Construction** has two major projects making new tails dams at Newmont Mine at Carlin and Barrick Gold's Cortez Mine. **N.A. Degerstrom, Inc.** is still mining at the Rossi Mine and started mining at the Florida Canyon Mine west of Winnemucca.

Speaking of mining, gold is at an all-time record running about \$1,270 per ounce. The members at Newmont are working shifts on a 24-hour-a-day production. This gold price should bring more expansion and put more people to work.

**Newmont** meetings are on the first Wednesday of the month at 6 p.m. The construction meetings are on the second Wednesday of the month at 6 p.m.

Reminder: The Nevada District Meeting is on Dec. 7 at 7 p.m. at the Hall. Please mark your calendars.

Happy Thanksgiving to you and your families.

A look back, a look ahead

District 70 celebrated this year's Labor Day at the 25<sup>th</sup> Annual Five Counties Central Labor Council Picnic at Anderson River Park. The record crowd was estimated at 1,500 union members. Local unions made a wonderful afternoon for families by providing hamburgers, hot dogs, prizes, music and a waterslide for the kids. District Rep. **Bob Vanderpol** and Business Rep. **Dave Kirk** "manned" the beer concession. Many local and state candidates were available to talk with attendees. The event was such a hit it drew local media, such as *The Record Searchlight*.

Regarding the work picture: All in all, we have had a fairly decent season. With good weather, many jobs held on and employed our members for an extended period of time.

**Tullis, Inc.** recently worked on a city of Redding street-widening project and several Shasta County overlay projects. **J.F. Shea** is working on a city of Redding overlay project and the Oasis overpass and ramp job. **Steve Manning Construction** is working on a road-widening project in Trinity County. **Meyers Earthwork** is moving dirt on a Bureau of Reclamation job in Red Bluff as a subcontractor for **Balfour Beatty**. **Erick**



Excavator Operator Andy Benson works for Erick Ammon.

**Ammon** had several Trinity River fish-habitat-restoration projects this season that provided a fair amount of work for our members, as well as some beautiful scenery! **Tutor-Saliba** and **Sierra Equipment Rental** continue to work on the I-5 Antlers Bridge project with a good amount of members on the job.

We have several new jobs going to bid in our area, including the \$10.2 million ramp and widening project on Hilltop Drive in Redding; a \$31 million paving and concrete resurfacing project on I-5 (Dog Creek); a \$6.1 million roadway job near Anderson; a \$1.1 million overlay job

in Gerber; a \$5 million roadway-rehab project in Westwood; and a \$21 million paving project on Hwy. 139. Stay in touch with the Hall for information, as these projects bid and are awarded.

An eight-hour Hazwoper refresher class is scheduled for Jan. 19, 2011. Please come by the Hall or call to be put on the list. Also, remember to stay current on your out-of-work registration. It's terrible to find out that you called one day too late!

Thanks to all who participated in the phone banking, precinct walking, voter registering and actual voting to protect what we have worked so hard to obtain for our membership.

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U.S. Army Corps of Engineers halts Willits Bypass

After nearly 50 years of planning, public hearings and comment, and with overwhelming support for the project, the California Transportation Commission (CTC) approved funding for the Willits Bypass project in June, pending Caltrans' acquisition of four, final permits by its next meeting. With intense pressure from the CTC and Operating Engineers, the agencies involved mounted a coordinated effort to gather and present the necessary documentation to the permitting agencies, including the Environmental Protection Agency (EPA), the Water Resources Board, the Department of Fish and Game and the U.S. Army Corps of Engineers (USACE).



From left: Members Jason Dreis and Dave LaDelle picket Anderson Dragline.

During an early August meeting of the CTC, a progress report stated that three of the four necessary permits had been issued. The USACE was the last obstacle. With \$126 million of federal funding at stake, the CTC extended the deadline to the end of the month.

Caltrans met with the USACE to decide what needed to be done to get a decision on the remaining permit and develop a list of materials that the USACE needed with delivery dates through 2012. The materials were delivered according to an agreed schedule

through Aug. 16. Then, the USACE told Caltrans to "back off," according to **Phil Dow** of the Mendocino Council of Governments (MCOG). It needed to review the material.

About this time, we heard through the grapevine that Jane Hicks and Lt. Col. Torrey A. DiCiro from the USACE had already decided the project was too controversial, because they had received some 40 letters in opposition, and did not intend to issue a permit.

We then contacted Congressman **Mike Thompson** for help. He called a meeting with Caltrans and the USACE in his Napa office. Dow, who attended by teleconference, said the reason the USACE gave for not permitting the project was that it didn't have enough information or the discretion to issue a conditional permit, but Dow said discussions between attorneys for Caltrans and the USACE indicated that the USACE *did*, which raised the question of whether the department ever meant to issue the permit at all.

The USACE has since issued a list of new conditions to be met before the issuance of the permit. These include the funding for the entire project – instead of the proposed phased construction that would have allowed the project to proceed with the existing funds – and revisions to the mitigation plans that include base-line studies with new public notice, comment period and another public hearing. Then, a performance bond may be required from the state to address any mitigation issues.

The inaction of the USACE to issue the permit *lost us \$126.2 million* in federal funding. The project that would have provided years of work will no longer start in the spring, and the jobs we anticipated and so desperately need no longer exist.

Caltrans applied to the CTC for a maximum project extension of 20 months.

In other news: Local 3 recently took action at the Willits wastewater project, where **Overaa Construction** used non-signatory subcontractor Anderson Dragline. The city manager became enraged when District Rep. **Chris Snyder** asked if the city had a permit for the road built "willie-nillie across the field to two-gate the project."

"It's not willie-nillie," the city manager retorted.

Pickers thought it only appropriate to make a sign and properly name and identify the new lane as "Willie Nillie Lane."



Year of extremes brings hope

As we look back at this year, there were definitely extremes. The first half started with anxiety over what was to come: When will the Ruby Pipeline start? When will the Mountain View corridor project start? There was also huge anticipation for the I-15 Core project. Now that the second half of this year is coming to a close, we know the answers to these important questions and look forward to 2011 and the potential work it brings.

The Ruby Pipeline finally started at the end of August. With all of the injunctions lifted, members across Local 3's jurisdiction have gone to work on this amazing job. When completed in the spring of 2011, the Ruby Pipeline will have covered 680 miles from Opal, Wyo. to Malin, Ore., with an initial design capacity of up to 1.5 billion cubic feet per day. More than 1,100 Operating Engineers will have worked on this project, bringing a much-needed boost to our economy.

Many of you may remember the Kern River Pipeline that was brought through the state in 2003. The bountiful loop was not completed at that time but has recently been given the go-ahead. The Apex expansion started last month. This project brings many challenges, as the Pipefitters and Operating Engineers are flown in. The project includes the installation of about 28 miles of 36-inch pipe through the Wasatch Mountains in Morgan, Davis and Salt Lake counties of northern Utah, compression addition at one new and three existing compressor stations and a compressor-unit replacement at one existing station. The project is set to finish in the fall of 2011.

The Utah District would like to thank job stewards **Gary Anders, Paul Ford, Troy Jiles, Leonard Stalliviere and Jerry Worley** for their hard work on these pipeline spreads.

After many struggles with right-of-way and permits, the Mountain View corridor (with **Copper Hills Construction**) has been going strong since August. With the Pioneer Crossing, Beck Street and the National Security Agency (NSA) building at Camp Williams winding up this fall, the Mountain View corridor has given many of our members a new home. This project is a 15-mile segment between 5400 South and Redwood Road (approximately 1600 South). This section of work will be completed in the fall of 2013. Initial construction includes building two lanes in each

direction with intersections. Future construction will build out the remainder of the corridor by adding interchanges and more lanes to achieve a fully functional freeway. The project will be built in phases designed to balance transportation needs with available funds.

The Utah state Legislature allocated \$500 million in the 2009 Legislative Session as part of a bonding package for start-of-construction in Salt Lake County. The Utah Transportation Commission previously designated \$230 million for Salt Lake County and \$130 million for Utah County.

**Ames Construction** is still going strong on the I-15 Core project. This project is split into four segments, with our members working around the clock. When this project is completed, there will be 10 freeway interchanges reconfigured and 55 aging bridges replaced. (For more on this project, see pages 16-17.)

There are a lot of training opportunities available this winter. Please contact Apprenticeship Secretary **Brenda Sweet** at (801) 596-2677 to inquire about crane, Mine Safety Health Administration (MSHA), Operator Qualification (OQ), First Aid, trench safety and Hazmat classes, etc. Space is limited, so please call early to reserve your spot.

We would also like to thank all of you who got involved this year with the Voice of the Engineer (VOTE) program. It is through your hard work that we are able to elect labor-friendly candidates to represent us in Utah. It is only through these candidates that we will be able to get our state's prevailing wage back, maintain our wages and benefits and secure the bond money to get our work going today and in the future.

Local 3 will once again be supporting the Labor Center Food Bank this year. This food bank helps struggling union families put food on their tables throughout the year. Please donate at the Hall or bring your non-perishable items to work – your business representatives can pick them up.

Please mark your calendars and plan on attending our Dec. 8 District Meeting at 7 p.m. at the IBEW Hall located at 3400 W. 2100 South (the north frontage road of Hwy. 201).

For more news from the district, please see page 3.

The District 12 staff would like to wish you and your families a safe and happy holiday season.



Matt Rhoades



Casey Woolstenhulme



From left: Roger Winn and Brent Collard.



**Some jobs will continue into winter**

Now that fall has settled in, most of the projects in the district are wrapping up for winter. Projects currently underway include the Grantline Road reconstruction in Tracy with main contractor **DeSilva Gates** and subcontractors **Mozingo Construction** and **Pacific Excavation**.



Excavator Operator Richard Maddox works for Independent Construction loading a truck for a nearby levee job.

**DSS dba Knife River Construction** is working on the McKinley Avenue Sanitary Sewer Main and Pump Station in Lathrop. **George Reed** is working on the Moffat Boulevard and Yosemite Avenue rehabilitation project in Manteca. **D.A. Wood Construction** started work on the Water Supply Wells Arsenic Reduction Facilities Pipeline for the city of Lathrop.

Some of the larger projects in the district include the Hwy. 132/Bird Road interchange project performed by general contractor **DSS dba Knife River Construction** and subcontractors **Diversified Concrete Cutting**, **Shasta Constructors**, **Central Fence**, **Midstate Barrier**, **Angelo Utilities**, **W.C. Maloney** and **Asphalt Paving Company (APCO)**. This project is designed to relieve the truck congestion for the Vernalis aggregate plants belonging to **Teichert**, **Granite** and **Knife River**. The \$10 million project should put members to work this winter.

**Bay Cities Paving and Grading** picked up a \$10.4 million project on I-205 in Tracy, consisting of adding additional lanes to I-205 and constructing retaining walls. Subcontractors on the project



From left: Mechanics Tom Garrison and John Rizzuto work for F-5.

include **East Bay Construction**, **Vanguard Construction**, **MCM Construction**, **Pacific Excavation** and **Watkin and Bortolussi**. This project should also keep members busy through the winter months.

The Stockton District staff would like to thank the volunteers who came out to phone bank and precinct walk with us during the election season. Without your help, we would not have been able to make all the calls and knock on all the doors we did to “get out the vote” for our endorsed candidates. For those of you who want to volunteer in the future, give us a call at the Hall. We can always use the help.

**Building a cleaner energy future**

**Russell City Energy Company (RCEC)**, a partnership between **Calpine Corporation** and **GE Energy Financial Services**, is on the verge of gaining final regulatory approval to build one of California’s newest and cleanest power plants, the **Russell City Energy Center**, located in Hayward (Alameda County).

**Calpine** has been working with **Bechtel** on the design and engineering of this new facility for several years, and everyone is excited to see the project getting started.

Project mobilization started on Sept. 8 with **Sandis Civil Engineering** handling the surveying. **DeSilva Gates** is taking care of the dirt work, beginning with stripping and moving topsoil. The company has about three months to move 70,000 yards of soil and construct two, large ponds. This month, **Bechtel** will have a pre-job list of all subcontractors on the project.

Construction of the facility is expected to create 650 construction jobs and utilize more than 1 million work hours during the 30- to 33-month project build-out. The project will be constructed under a **Project Labor Agreement (PLA)** – ensuring the plant will be built with local union labor.

Once completed, the center will provide about 25 full-time, living-wage operations jobs.

Powered by cleaner-burning natural gas, the 600-megawatt plant will utilize advanced emissions-control technology to provide reliable and low-cost electricity to 600,000 Bay Area homes. The facility is expected to play a critical role in meeting the region’s growing demand for cleaner energy, as older, emissions-intensive power plants are shut down.

RCEC is partnering with local organizations to support programs that serve local residents and recently agreed to donate \$10 million to help build a new public library in Hayward. The company also reached an agreement with the **East Bay Regional Parks District** to preserve and expand the **Hayward Regional Shoreline**.

In other news: In eastern Contra Costa County, two PLA negotiations are going well for the **Los Vaqueros Dam** project that had a setback in getting all the unions to sign the agreement. The new dam is in its final stages of bidding, and construction will soon follow. In **Pittsburg**, the **eBart** project (also under a PLA) is slated to start where the ground has been cleared at **Bailey Road**, meaning work is coming soon. The **Hwy. 4** widening project is also moving along.

In western Contra Costa County, the work picture has slowed, but there are

still a few ongoing projects. **Ghilotti Bros.** has been busy widening **I-80** in **Rodeo** and is keeping members busy grading and paving some large projects for the city of **Richmond**.

The **San Francisco Public Utility Commission’s (SFPUC’s)** **Hetch Hetchy Reservoir** project has work flowing through the **Sunol Valley** in **Alameda County**: **Shimmick Construction** broke ground on the new **Sunol Valley Water Treatment Plant**, worth an estimated \$83.1 million; **Mountain Cascade** is working on the **San Antonio Pump Station**, worth an estimated \$6.9 million; and **Steve P. Rados, Inc.** has the **Alameda Siphon No. 4** project, worth an estimated \$31.9 million, that includes a 66-inch pipeline and valves that will tie into the long-awaited **New Irvington Tunnel**. This estimated \$230 million project was awarded to **Southland Construction** in a **Joint Venture (JV)** with **Tutor Perini**.

All this work is within a three- to five-mile radius as part of the \$4.3 billion **Hetch Hetchy Water System** improvements.

We are still waiting on the bid date for the **Calavaras Dam** project. As we find out more information, we will pass it along.

Have a safe and happy Thanksgiving.



**The work you don't see**

District 80 staff thanks the volunteers who came out to help by phone banking, precinct walking and attending city council meetings in Truckee, Auburn, Roseville, Sacramento and Elk Grove, as well as the Sacramento County Board of Supervisors (BOS) and Placer County BOS meetings. We also had a good turnout for a recent Sacramento Municipal Utilities District (SMUD) Board hearing and at the Placer County Water Board Auburn Dam meetings. Our attendance showed support for the candidates, council members and board members who support prevailing wages and Project Labor Agreements (PLAs).

Don't ever believe that we won't have to fight for our place. Sometimes we struggle to find enough volunteers and staff. Even though the election will be over by the time you read this, there is always a need for volunteers and participants, so come help and attend your union meetings.

Our way of life and the benefits we have fought so hard for can be lost. If every member volunteered eight hours a year or attended a few district meetings or city council meetings, there would be no limit to our message. The Voice of the Engineer (VOTE) program needs you, and the union needs you! Call the Hall now. We will find something for you.

The following is a partial list of jobs that are bidding or have been awarded in the district:

- Foresthill Bridge seismic/retro improvements – engineers' estimate: \$73 million
- Bowman Water Treatment Plant (in Auburn) – \$4 million
- Nevada City Courthouse – \$90 million
- I-80/Penryn overpass – \$7 million

Thank you for checking in on your district.

The District 80 staff hopes you and your families have a safe and happy holiday season.

Please remember to register on the out-of-work list and check in from time to time, so you stay current on the list.



A member since 2002, Jesse Thayne phone banks in District 80.



Thomas Hierholzer volunteers on behalf of Local 3 before the Nov. 2 election.

**Work continues at San Jose International Airport**

Graniterock/Pavex continue working on new taxiways and additional parking for private planes at the Norman Y. Mineta San Jose International Airport project. Exports total 30,000 cubic yards, as companies install 1,800 feet of storm drain. Member **Robert Lauderdale** will oversee the laying of 15,000 tons of Asphalt Concrete (AC). There is also 9,000 cubic yards of concrete to go in with 2,000 tons of lime-treat. The project is in three phases: The first taxiway is valued at \$8 million; the new apron in front of Terminal B is valued at \$5 million; the remaining work between the taxiway and aircraft parking is valued at \$7 million.

Raisch's serpa pit is under remediation. **Top Grade** is shipping in dirt from a job in Milpitas, and **Stevens Creek Quarry** has Compactor Operator **Joe Parisi** and Owner/Dozer Operator **Bill James** doing site work. Zanker Elementary School is getting new buildings with **Duran and Venables** making sub-grade. Foreman **Ralph Delgado**, Skid-Steer Operator **Stan Dennis** and Roller Operator **Nick Duran** are working on the sub-grade, as **K&M** does the flatwork.

This month brings the beginning of the holiday season. Thanksgiving is upon us. Many of you have suffered losses due to the economy and lack of construction work. Just remember: You will survive. What doesn't kill you, makes you stronger. Now is the time to gather loved ones near. Instead of focusing on what you have lost or don't have, be thankful for what you *do* have. Perspective has a great deal to do with surviving hard economic times. Many operators remember spending winters in homemade tent trailers. As bad as it may have seemed at the time, these members speak fondly of those memories with family.

Have a happy Thanksgiving.

**PLEASE NOTE:** There is an upcoming eight-hour Hazwoper refresher class on Jan. 8, 2011 at the Morgan Hill Hall. Call the Hall to sign up.



Blade Operator Mark Enos and GPS Gradesetter Rolando Alvarez work at the San Jose International Airport.



From left: Members Ed Biggs and Robert Gutierrez prep sub-grade for an additional runway at the San Jose International Airport.



From left: Foreman Greg Brazil and Superintendent Chris Anderson review plans of runway work to be done.

**Doyle Drive draws several signatories**

The District 01 staff wishes all of our members and their families a happy Thanksgiving and thanks those who volunteered to help make a difference in the last election.

Huge infrastructure projects continue to dominate the work picture in our area, while some private projects that were halted due to the economic downturn have started up again.

Work began on the new Transbay Terminal with general contractor **Webcor/Obayashi**. The \$1.6 billion first phase includes the demolition of the old bus terminal and ramps, which will be provided by **Evans Brothers**, and requires seven operators working overtime. The bids for the excavating and shoring contract (at an engineers' estimate of \$190 million) have already been placed. Pre-qualified bidders included **Balfour Beatty**, **Granite/CJA/NCC Joint-Venture (JV)**, **Kiewit Pacific Co.**, **Shimmick/Skanska/Traylor JV** and **Tutor-Saliba Corporation**.

At the Doyle Drive job (contract No. 3), general contractor **C.C. Myers** completed sections of elevated temporary roadway, allowing **Penhall** to demolish the old roadways. **Bay Cities Paving and Grading** has the grading and surfacing. On contract No. 4, general contractor **R&L Brosamer** started the first cut for the tunnel section after **Condon-Johnson** drilled and placed I-beams to form the walls. The cut is more than 35 feet in some places, and operators must work around a system of struts and wales that shore the walls.



Seventeen-year member Cheryl Smith operates a skip-loader for R&L Brosamer on the Doyle Drive replacement project.

Utility relocation work ahead of the central subway that will take Muni from Fourth and Harrison streets to Chinatown has been slowed due to the discovery of shell mounds by contractor **Synergy Project Management**. Bids for the Union Square utility work estimated at between \$25 million and \$27 million have already been made. Work on the tunnel was estimated at \$200 million and is scheduled to start in mid 2011. The project includes stations at the Moscone Center (worth \$90 million),

Union Square (worth \$170 million) and Chinatown (worth \$150 million).

At 16<sup>th</sup> Street and Third Street, **O.C. Jones** (working for **DPR Construction**) started site work for the more than \$1 billion UCSF Children's Hospital.

In Marin County, **Ghilotti Bros.** of San Rafael was awarded a \$1.1 million paving contract in Novato. At the College of Marin Science and Math Complex in Kentfield, **RC Knapp** and **Case**

**Pacific** are working on a \$35 million project. The \$5 million portion of the Sonoma Marin Area Rail Transit (SMART) train across from Larkspur Landing is off to a good start with **Ghilotti Construction** at the helm, employing members **Scott Groff**, **Bill Silacci**, **Rick Cisneros**, **Jeff Cooter**, **Rafael Estrella**, **Dino Dericco** and **John Cole**. Local 3 members and staff turned out in strength at the Marin Civic Center to urge Marin supervisors to adopt **Dutra Materials'** plan for future work at the San Rafael Rock Quarry.

The work picture in San Mateo County is hopping with new work. The San Mateo School District is replacing its swimming pools at Cappuccino, Hillsdale, Mills and Aragon high schools. The new Kaiser Hospital in Redwood City is still going strong with Backhoe Operator **John Langley** working for **McGuire and Hester**. Members **James Eddington** and **Steve Felkins** are working for **Advanced Geological Solutions** on the same project. At Sequoia Hospital, member **Steven Russell** is busy operating a tower crane for **Clipper International**.

The city of San Mateo is getting a new firehouse on 28<sup>th</sup> Avenue. **R&B** has the demolition work, and Operator **John Dooling** could not be happier that he has steady hours. **Andreini Brothers** recently finished a job at Laurelwood Park in San Mateo and continues to keep Apprentice **Billy Maxwell** busy. In Menlo Park, **Bencor** has nearly a dozen members working on a slurry wall and shaft excavation for the San Francisco Public Utilities Commission's (SFPUC's) Bay Area tunnel project that extends more than 100 feet below the San Francisco Bay. When this project is complete, **Michels Tunneling** will take over and begin the tunnel-bore process early next year, which will take up to three years to complete.



Chris Davis loads end dumps for R&L Brosamer at Doyle Drive.



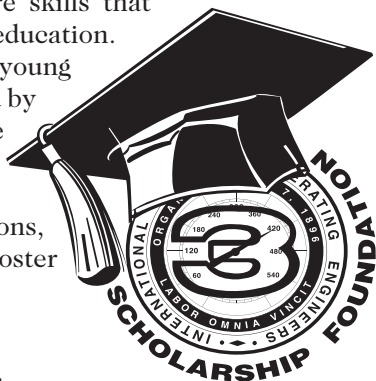
Bobby Sparks and Mark Lograsso demolish one of the bus ramps to the old Transbay Bus Terminal in downtown San Francisco for Evans Brothers.



# Operating Engineers Local 3 Scholarship Foundation Contest Rules for 2011

*Applications available at district offices, Credit Union branches and online at [www.oe3.org](http://www.oe3.org)*

The Local 3 officers, Executive Board and the Scholarship Board of Directors understand that the workplace is rapidly changing, and many jobs require skills that can be attained only with a good education. Local 3 is dedicated to giving our young people the opportunity to succeed by providing them with the chance to further their education and training. For this reason, Local 3 awards annual scholarships to sons, daughters, stepchildren and foster children of Local 3 members.



## ACADEMIC SCHOLARSHIPS

Four academic scholarships will be awarded to children of Local 3 members. Two scholarships of \$3,000 each will be awarded to the first-place female and male applicants. Two scholarships of \$2,000 each will be awarded to the second-place female and male applicants. These scholarships must be used for study at an accredited U.S. college or university.

Winners also receive an additional \$1,000 per year from the Scholarship Fund for the second, third and fourth years of college, provided they remain full-time students.

The academic scholarships do not impose restrictions of any kind on the course of study. Recipients may accept any other grants, awards or scholarship aid from other sources.

## WHO MAY APPLY

Children of Local 3 members may apply for an academic scholarship. One parent of the applicant must be a Local 3 member for at least one year immediately preceding the date of the application.

Children of deceased Local 3 members are eligible to apply for the scholarships. The parent of the applicant must have been a Local 3 member in good standing for at least one year immediately preceding the date of death.

Applicants must be high school seniors who graduated or will graduate at the end of either the fall semester (beginning in 2010) or the spring semester (beginning in 2011) from a public, private or parochial school, plan to attend a college or university anywhere in the United States during the academic year and are able to meet the academic requirements for entrance in the university or college of their choice. Students selected for a scholarship must have achieved no less than a B cumulative average in their high school work.

Applications will be accepted between *Jan. 1, 2011 and March 31, 2011.*

## AWARDING ACADEMIC SCHOLARSHIPS

Upon receipt of the application and required forms, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University of Berkeley Scholarship Selection Committee will submit recommendations for finalists to the Scholarship Foundation's Board of Directors. The list of potential winners and their qualifications will be reviewed by the Board, and the winners will be selected.

Academic scholarship winners will be announced at Local 3's June Executive Board meeting. Checks will be deposited in the winning students' names at the college or university they plan to attend.

Applicants who are not selected for an academic scholarship will automatically be eligible for OE3 Merit Scholarships, which are awarded through a raffle drawing; therefore, only one application is required. See below for more details on these scholarships.

## INSTRUCTIONS

All the following items must be received by March 31, 2011:

1. The **application and essay** are to be filled out and returned by the applicant.
2. The **report on the applicant and transcript** is to be filled out by the high school principal or person he or she designates and returned directly to Local 3 by the official completing it.
3. One to three **letters of recommendation** giving information about the applicant's character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. Please submit all letters of recommendation with the application.
4. A recent **photograph**, preferably two inches by three inches, with the applicant's name written on the back. The photo should be clear enough to reproduce in the *Engineers News*.
5. The **name, address and phone number of the applicant's local newspaper** for the purpose of sending a press release on behalf of each winner.

## OE3 MERIT SCHOLARSHIPS

In addition to the four academic scholarships, Local 3's Scholarship Foundation will award 20 \$500 Merit Scholarships through a raffle drawing to be held at Local 3's July Executive Board meeting. Applicants need not be present to win.

OE3 Merit Scholarships are available only to the sons, daughters, stepchildren and foster children of Local 3 members. One parent of the applicant must be a Local 3 member for at least one year immediately preceding the date of the application.

Children of deceased Local 3 members are eligible to apply for the scholarships if the parent was a Local 3 member for at least one year immediately preceding the date of death.

Children of Local 3 members who plan to attend college or a trade school are eligible to apply. They will not be judged on academic qualifications. All applicants who apply for the Local 3 academic scholarships and do not win will automatically qualify for this drawing. **A second application is not necessary.**

Applications will be accepted from Jan. 1, 2011 to March 31, 2011. Previous winners are not eligible to apply.

The money will be funded when the college or trade school confirms the winner is a full-time student.

## WHERE TO GET APPLICATIONS

OE3 Academic and Merit Scholarship applications are available at the local's district offices, Credit Union branches and online at [www.oe3.org](http://www.oe3.org). *It is the applicant's responsibility to submit the application to the address below, which must be received no later than March 31, 2011:*

**Jim Sullivan**

**Recording-Corresponding Secretary**

**c/o Lisa Ward**

**Operating Engineers Local Union No. 3**

**1620 South Loop Road**

**Alameda, CA 94502-7090**

# OE3 Scholarship Foundation

## Giving gifts that last a lifetime

A charity is only as strong as its contributors want it to be, and the Operating Engineers Local 3 Scholarship Fund is no exception. Today, the foundation is strong both financially and in the support it receives from Local 3. It has grown substantially in the last several years, with much of its success due to an increase in donations from members, friends of labor and the employer community. Most contributions come in the form of traditional cash donations, but some have chosen more creative methods. Because of tax considerations, some donors are able to give a gift that is greater than they thought possible. These gifts help build the strength and future of the scholarship foundation and allow the donor to experience giving the gift of a lifetime. The Operating Engineers Local 3 Scholarship Foundation offers a variety of ways to contribute:

- **Cash gifts.** Gifts to the general scholarship fund can be made in any amount.
- **Merit sponsors and memorial and honor gifts.** You can contribute to the Scholarship Foundation in the memory or honor of a loved one, friend or colleague or to commemorate a special occasion. The Foundation will acknowledge your gift to the person(s) you designate and provide written acknowledgement of your gift and

the amount. A \$500 minimum is necessary to establish a named gift, and there are three donation levels:

- Merit \$500
- Second-place academic \$5,000
- First-place academic \$6,000

- **Bequests.** Gifts made through your will allow you to retain control of your assets during your lifetime and distribute them as you wish upon your death. Many people choose to include a gift to the Local 3 Scholarship Fund. The most common types of bequests are leaving a fixed dollar amount or specific property. A charitable bequest may reduce your estate tax. Consulting an attorney is advised any time you make or change a will.
- **Securities.** There may be an advantage to giving marketable securities – stocks, bonds or mutual funds – instead of cash. In some cases, you may receive a charitable deduction on your taxes, as well as avoid taxes on capital gains. Consult your financial adviser for details.

If you would like more information on donating to the Scholarship Fund, or if you have questions, please contact the Foundation’s secretary, Rec. Corres. Secretary Jim Sullivan, at (510) 748-7400.

## DISTRICT MEETINGS

All meetings convene at 7 p.m.

### NOVEMBER 2010

- 30<sup>th</sup> District 17: Honolulu  
Kapolei Union Hall  
1075 Opakapaka St.

### DECEMBER 2010

- 1<sup>st</sup> District 17: Kona  
King Kamehameha  
Kona Beach Hotel  
75-5660 Palani Road
- 2<sup>nd</sup> District 17: Maui  
Maui Beach Hotel  
170 Kaahumanu Ave.  
Kahului
- 7<sup>th</sup> District 11: Reno  
Operating Engineers’ Building  
1290 Corporate Blvd.
- 8<sup>th</sup> District 12: Salt Lake City  
IBEW Local 354  
3400 W. 2100 S.

## Calling all past scholarship winners

Is your son or daughter a past recipient of a Local 3 academic or merit scholarship? Have they used the scholarship to further their education in a way that warrants a story? Maybe they became a teacher, physicist, musician or doctor? What has this scholarship meant to them?

Tell us their story, and we may print it in the paper. Call *Engineers News* at (916) 993-2047, ext. 2506, or e-mail Jamie Johnston at [jjohnston@oe3.org](mailto:jjohnston@oe3.org).

**Yes!** I would like to support the 2011 Operating Engineers Local 3 Scholarship Fund.

Enclosed is my contribution in the amount of:

- ☐ \$20    ☐ \$50    ☐ \$100    ☐ Other \$\_\_\_\_\_

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Clip out & mail to:  
Jim Sullivan, Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
1620 South Loop Rd., Alameda, CA 94502



Please note:  
Anyone who  
contributed  
\$20 or more  
will receive a  
scholarship pin.

## Honorary Membership

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

Allen Bealer\* 1615516  
District 10: Rohnert Park

Gerald Corbari 1082326  
District 90: Morgan Hill

Daniel Dawson 1627880  
District 10: Rohnert Park

Jerrold Evans 1597800  
District 10: Rohnert Park

Paul Paia 1647204  
District 17: Hawaii

\*Effective April 1, 2010



The U.S. Postal Service (USPS) requires publication of the following statement of ownership, management and circulation for all newsletters having periodical mailing privileges, such as *Engineers News*. Please note the circulation numbers listed reflect the body of initiated Local 3 members in good standing with the union.

PS Form 3526, September 2007 (Page 2 of 3)

Silva, Jacob  
Honolulu, HI  
District 17  
07-28-10

Ex-wife of Freitas,  
Fred  
08-27-10

Galen (dec)  
08-17-10

# Lunchbox Language

## The ‘scoop’ on construction-site lunch

What’s in a construction worker’s lunchbox? *Engineers News* went on the hunt to find out, and some of the items may surprise you.

Retiree Rick Jefferson recalls bringing “fried chicken, hamburgers, chips.”

Construction workers typically pack a lunch, as they have only a short break and are often working in isolated areas, so the brown bag goes without saying, unless the Taco Truck (often unappetizingly referred to as the “Roach Coach”) makes a stop nearby. The Taco Truck is not the healthiest approach, since most dishes on the misspelled menu include oily meats and cheeses (think carne asada, three-pound breakfast burritos and tater tots) with a wide array of pastries, Hostess snacks and sugary sodas – in other words, a neatly packaged heart attack.

Sometimes someone makes a fast-food run, which usually means thick burgers, greasy fries and onion rings, “whatever’s nearby,” said Lou Gudino.

Local 3 takes health seriously (in case you haven’t noticed). Our Health and Welfare Plan has changed in response to lower work hours, yes, but also in response to a rise in health-care costs, some of which can be prevented by diet. Obesity is linked to many preventable illnesses, such as type 2 (adult-onset) diabetes, high blood pressure (hypertension), stroke, heart attack, heart failure, cancer, gallstones, gall-bladder disease, gout, osteoarthritis and sleep apnea. Not an appetizing menu at all!

What’s an operator to do?  
For member Stephen Lewis, pictured, he had to make some changes to his unhealthy lunch.

“I had my cholesterol checked at the last Semi-Annual Meeting, and it was high. So now I’m trying even harder to eat better.”

So what’s in his lunchbox?  
“A sandwich made of the good stuff – on good bread,” thanks to his wife, Linda, who has been packing his lunch for 26 years. Also included is fresh fruit, granola bars, yogurt, and for dessert: Four snicker doodles. While this is a different menu than what he used to eat, he has gotten used to it and enjoys it. When asked if he finishes it all, he replied: “Oh my, yes.”

We also found some healthy and easy lunch substitutions. If you try a few, you’ll find you’re less sluggish throughout the day, and you may just fit in that cab a bit easier!

*Instead of deli-style potato salad:*

***Try vegetable pasta salad***

There are seasoned salad kits at the grocery store that make it easy; add vegetables, such as cucumbers, peppers and onions, for more flavor. You can also substitute pasta with corn or quinoa.

*Instead of “Roach Coach” tacos:*

***Roll up a whole-grain fajita***

Use grilled chicken or lean, ground turkey cooked the night before; add lettuce, tomatoes, cheese and your favorite taco seasoning.

*Instead of French fries as a side item:*

***Bring soup in a thermos***

Many canned soups are now healthier with less sodium and fat. Heat these up in the morning and bring them in a thermos, or make your own using low-sodium chicken broth, low-fat chicken and vegetables or any low-fat chili recipe.

*Instead of potato chips:*

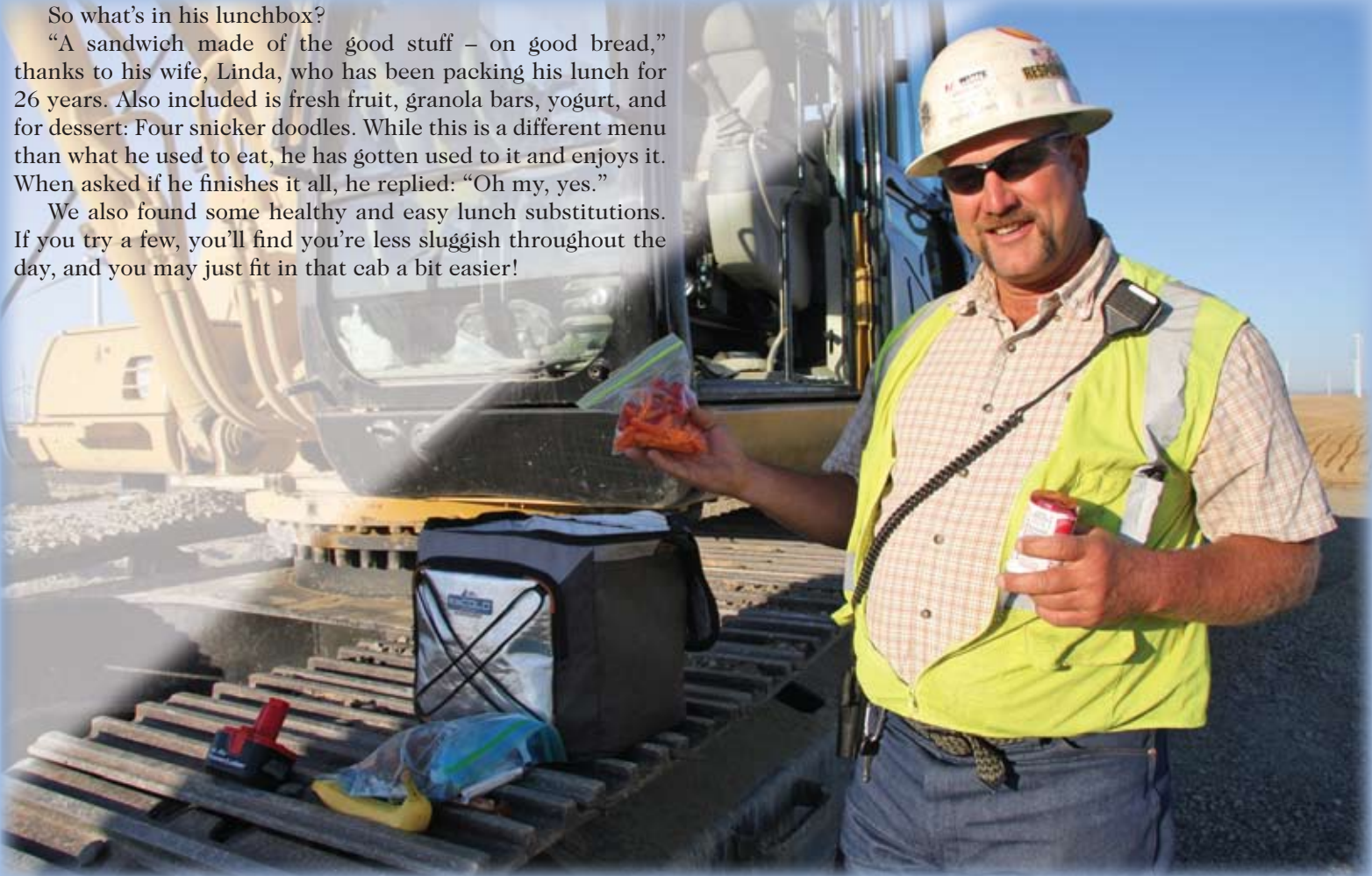
***Pack some baby carrots, celery sticks or sliced cucumbers***

Use hummus or light cream cheese as a vegetable dip.

*Instead of a candy bar:*

***Make your own trail mix***

Mix your favorite kinds of nuts with raisins, dried bananas, cranberries and granola.





Swap Shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. Please notify the office immediately if your item has been sold. Business-related offerings are not eligible for inclusion in Swap Shop. *Engineers News* reserves the right to edit ads. Deadline 1st of the month. Limit two ads per issue.

To place an ad, type or print legibly and mail to:

Operating Engineers  
Local Union No. 3  
3920 Lennane Dr.  
Sacramento, CA 95834  
ATTN: Swap Shop\*

Or call:  
(916) 993-2047, ext. 2506

Or fax ads to: Swap Shop  
(916) 419-3487

Or e-mail to:  
jjohnston@oe3.org

\*All ads must include Member Registration Number or ad will not appear.

WANTED: Shotguns, rifles, pistols, ammo and reloading equipment from one to a whole collection. (559) 351-6615. Reg# 2123273.

FOR SALE: 2000 Ford F250 crew cab. Triton V10. White with tan interior. Tow package. 11,875 miles. \$18,000 OBO. Also: 1996 Sierra 5th wheel made by Cobra. 30 feet with a pop-out. \$7,500 OBO. (530) 288-1102. Reg# 2707216.

FOR SALE: 1992 Safari Ivory edition, 36.5-foot-wide body motorhome. Cummins diesel pusher. Two air conditioners, two TVs. Gas or electric fridge. Ice maker. Four-burner stove. Microwave-convection oven. Dishwasher. Gas or electric water heater. Dual-control airbed. Satellite TV with auto locate dish. Solar panels. Dash air converted to R134A all new parts. \$25,000. E-mail johnnatelovis@gmail.com. Reg# 1466918.

FOR SALE: 2006 Niagra tent trailer by Fleetwood. Two king beds, sleeps six, dinette/bed slide-out, bathroom with toilet and shower. Oven, three burners, microwave, three-way refrigerator, heater and air conditioner, CD/AM/FM player, awning, exterior stove and shower. Very clean. One-owner, lightly used. Will throw in Thousand Trail membership (an \$800 value) \$12,500 OBO. (831) 902-0209 or rabaje@yahoo.com. Reg# 2360770.

FOR SALE: Snap-on tool box with tools (fully loaded) and a man-made sidebox

toolbox, also with tools. Tools include torque wrenches, pneumatic tools, most everything you need and up-to-date. Would be perfect for a second- or third-step mechanic apprentice hoping to save money by not having to buy brand-new tools. For all: \$15,000 OBO. (209) 688-0647. Reg# 2143563.

FOR SALE: 1953 Ford convertible 50th anniversary issue 239 V8 flathead three on the tree. Overhauled engine. New pistons, rings, valves, etc. New brakes, wheel cylinders and clutch. New steel-belted radials, including spare. New rubber for door and trunk trim. Many re-chromed parts, including new door handle. Project car. Placed in storage. \$8,500 OBO. (808) 351-8697. Reg# 2291142.

FOR SALE: Concord roping saddle. \$1,200. Also: Walk-behind compactor with water tank for blacktop or slurry: \$800 OBO. (916) 991-1530. Reg# 0486196.

FOR SALE: 1969 Delta '88 Oldsmobile, Classic Big Block 455 CID motor. Great road car, licensed, insured, no-smogs, AM/FM/cassette radio, 4 d/ht white/gold interior, straight body. Has rust, front windshield crack, needs to be fixed up. Cloth seats, some bond-do and paint job. \$2,000 OBO. (650) 726-7810 or cell (650) 483-0990. Reg# 2023990.

FOR SALE: GMC 4-71 GMC diesel engine unit 4.11184 continuous HP 83@1,600 RPM. Power takeoff model PTA 1111 Serial 4975 Detroit 5170849. Come listen to it run. \$2,000/OBO. (415) 488-9515. Reg# 0702735.

FOR SALE: 1-inch drive torque wrench. 4-to-1 multiplier. \$100/OBO. Also: Magnetic compass. Dash-mounted aviation type. \$100/OBO. (415) 488-9515. Reg# 0702735.

FOR SALE: Berger instruments Laser One Laser leveling unit. Model 125P. About eight hours of use. Paid \$1,000; asking \$400. (209) 745-2574 or cell (209) 747-3733. Reg# 1826078.

FOR SALE: RV car tow bar and front shield by Roadmaster. Sterling top-of-the-line unit with front car shield. For towed Dingi car. (209) 745-2574 or cell (209) 747-3733. Reg# 1826078.

FOR SALE: Rifle: Ruger Mark II long rifle 22 caliber. Like new. \$375. Also: Pistol: 32 caliber squirrel gun black powder. Newer. \$250. (510) 895-6543. Reg# 0915793.

FOR SALE: Manufactured home in Lemon Valley, about seven minutes north of Reno,

Nev. 1,400 square feet, 2 bed/2 bath on 0.25-acre lot in quiet neighborhood. Completely remodeled in 2005, new siding, roof, windows, drywall, cabinets, countertops, plumbing, plumbing fixtures, electrical, electrical fixtures, appliances, floor coverings (tile and carpet), landscaping, automatic sprinklers, city water/sewer. \$115,000. (916) 687-7891 or (916) 502-0638. Reg# 2434282.

FOR SALE: 2005 Honda CRF 150 four-stroke dirt bike. Runs good. Great size for kids. \$1,650 OBO. (916) 202-4054. Reg# 2233712.

FOR SALE: 25-foot Bayliner Saratoga Chevy V8 with Volvo-Penta outdrive. Trim tabs, ship-to-shore power, ship-to-shore radio, depth finder, lighted compass, built-in battery chargers and twin batteries, anchor winch. Has cabin with stove, ice box; table makes into bed. Enclosed bathroom. About 680 hours. Always in covered berth in Clearlake, Calif. \$7,500 OBO. (707) 838-2612. Reg# 1225979.

FOR SALE: 2001 TTR Yamaha 125. Has between 60 and 80 hours on motor. \$1,000 OBO. Also: Five-gallon air compressor. Has an electric motor. \$75. (408) 427-7569. Reg# 2335141.

FOR SALE: 1981 Kawasaki motorcycle 550LTD. Has 11,500 miles. \$1,300 OBO. Can be seen on Craigslist. (530) 632-5180. Reg# 1967866.

FOR SALE: 2005 John Deere 310sg backhoe. 2,000 hours. Like new. Privately owned. Not from a rental fleet. Enclosed cab, 4wd, 4 in 1 bucket, extend a hoe, ac/heater. Radio, bucket quick change, pattern control switch, ride control, auxiliary hydraulics, etc. \$51,000. (707) 998-3161. Reg# 1098506.

FOR SALE: 1985 Case Slash Drott 50 excavator. Has thumb, tilt cab with 30-inch bucket. Under 200 hours on new engine. Low total time hours. Ready to work. \$12,000 OBO. (209) 983-9578 or (209) 623-9419. Reg# 1967873.

FOR SALE: 1978 Jeep CJ7: 304 V8; four-speed; limited slip differential; full fiberglass top; bikini top with half doors; factory built for jamboree; one owner; \$6,000 OBO. (916) 723-2661. Reg# 2696102.

FOR RENT: Vacation rental. Del Webb community in Sahuariga, Ariz. Clubhouse, swimming pool, exercise room, craft room, lots of activities. Eight golf courses nearby. 2 bd/2 ba, 2-car garage within 1,415 square feet. Patio furniture,

barbecue. High-season rental: November through April. \$1,650/month; three-month minimum. Or one-year lease: \$850 unfurnished or \$1,000 furnished. (520) 390-0018. Reg# 1006694.

FOR SALE: 302A John Deere Tractor. Bucket in front, hydraulic tilt on scraper and rippers, safety cab; set up for backhoe; has reconditioned heads, new valves and injectors, heavy-duty pump for backhoe, new diesel fuel pump and booster pump, new starter, good tires. \$15,500 OBO. Also: 1928 five-window coupe Model A Ford. Restored. Actual miles: 76,000. \$17,500 OBO. (916) 991-1530. Reg# 0486196.

FOR SALE: Pavement-striping-business materials. Includes 1973 service truck, heat, AC, new tires, ramp, built-in shelves, tool bench, 5,000-watt generator, electric hoist, ride-on pavement-striping machine with electric starter motors, hoses, guns, tips, stencils for 6-, 9-, 12- and 18-inch letters/numbers, "no parking," "fire lane" and other stencils, hand-held blower, much more. \$23,000 takes it all. (541) 942-2498. Reg# 1494208.

FOR SALE: 2005 Harley Softail Deuce. 1,700 miles. \$1,300 or trade for toy hauler. (530) 889-1081. Can deliver bike. Reg# 2487022.

FOR SALE: Rare boat. 30-foot pontoon with cabin 8-1/2-by-12. Pressure water system. Hot water system. Shower, toilet, full kitchen, new stove. Sleeps eight. Full canvas. Very nice trailer. 90 hp Murphy motor with 263 hours. Everything in very good condition. Red Bluff, Calif. \$16,700. (530) 833-5527. Reg# 1414597.

FOR SALE: 0.44-acre lot located on quiet dead-end street in Lebanon, Ore. with trees, grapes, berries, shop/shed with power. Good setting for new manufactured home or build your own. Well/septic are in. Plenty of room for parking RVs or trucks. Existing 2 bd/1 ba manufactured sold as is. \$84,900. (831) 476-1698. Reg# 1750417.

FOR SALE: Custom-built, 2-year-old, brick home. 1,795 square feet. Two-car garage, 3 bd/2 ba. Open floor plan. High-end amenities, architectural shingles. Metal, 20-by-40 shop building with attached horse stall on 2.3 acres. Property joins state park. Blocks from Lake Dardanelle. John Daly Golf Course, country club 1 mile away. Large enough for second home. \$269,900. (479) 229-0026. Dardanelle, Ark. Reg# 1820564.

FOR SALE: A 2002 Kawasaki 650 KLR dual sport. New motor. Never been motor crossed. Extras. \$3,000. (916) 955-7878. Reg# 2106364.

FOR SALE: Get ready for hunting and fishing with a 2007 Jayco BHS 3-foot travel trailer. Like new – only used twice and bought new. Full slide out, sleeps 10 comfortably, includes winter cover, tire covers and equalizer hitch. \$18,499. (801) 280-2484 or CMcky49@msn.com. Reg# 2613791.

FOR SALE: 5th wheel, 2009 Everest by Keystone, mod.320t, bought new five months ago. All options available, three slides, living room fireplace, big flat-screen TV, two recliners, sofa sleeper, elect. jacks front and back, elect. awning, new condition. Low book is \$57,000; asking \$45,000. (530) 877-3378. Reg# 1130324.

FOR SALE: 2003 30-foot Alfa Sun double-slide, full 8-foot ceiling, central heating and air. New tires and batteries. Just had wheel bearings packed. Brakes are at 80 percent. Has a Generack generator. Non-smokers and no pets. Used very little and stored inside. \$25,000. (530) 241-0134. Reg# 1231332.

FOR SALE: 5.36-acre estate lot in Colfax, Calif., 1-1/2 hours to Lake Tahoe. Ready to build on. All public utilities onsite, including water and hydrant. Flat, easy to build. Pere and mantle completed for up to 5-bd home. Zoned for horses. Private. Cleared around building sites. \$195,000. No CCRs/association dues. Seller financing available. (916) 300-9178 or johndandkel50@surewest.net. Reg# 2495977.

FOR SALE: 1997 Sea Ray 215 Express Cruiser, 21 feet, 6 inches. 5.7 Mercruiser motor, Cuddy, depth sounder, hummingbird fish finder, fiberglass liner. \$14,500. (925) 768-3748 or (925) 768-1044. Reg# 1866541.

FOR SALE: 1989 Prowler by Fleetwood 5th wheel, 32.5-foot, two-door model with rear bedroom. \$5,000 OBO. (510) 352-0951. Reg# 1750433.

FOR SALE: New home, ready to move into. LaVerkin, Utah. 3,600 sq. feet: \$270,000. (801) 310-9393. Reg# 1079914.

FOR SALE: 2005 30-foot, 3-axle Weekend Warrior toyhauler. Good condition. \$17,500. (707) 528-9782. Reg# 1661097.

FOR SALE: 14-by-44 park model 2 bd/1 ba, storage shed and shop. In adult park. Brookings, Ore. \$32,000. (541) 661-1423. Reg# 1142922.

# King Crane

## sets some mean, green classrooms in District 90

Is that a double-wide or a classroom? Salinas residents may have wondered this in mid August, before watching live news coverage from ABC Channel 7 and KSBW Channel 8 (a story also ran in *The Californian*) featuring two Local 3 operators with King Crane hoisting and setting 40,000-pound, pre-fab modular units at the new Bolsa Knolls Middle School.

Some of the 330 sixth- and seventh-grade students at the Santa Rita Union District middle school are being taught in new Gen7 modular units that arrived onsite 90 percent complete. But these aren't your average "trailers" – they are specialized "green" units comprised of 40 percent recyclable materials, including the sheetrock and insulation. They have sun tunnels in the ceilings for natural light, energy-efficient solar panels, carpet made from recycled materials, efficient air circulation and specially designed acoustics similar to the kind in theatres.

These units are the first in the country. They are half the cost of a regular middle-school building and immediately create an 80 percent energy savings.

According to Crane Rep. Jimmy Jacobs: "The day I was there, the lifts were planned out to be done on live television. The news crews were out reporting on the new, green school, and the contractor had to plan the lifts while they were interviewing the manufacturer of the modular buildings. This was a first for me; I cannot say I have ever seen this before."

The first six units were placed in time for the start of the school season. The second phase of the project includes eight more buildings and a restroom facility, all scheduled for "crane delivery" in late fall, so students may use the facilities when they return from winter break.

Green technology is not a new concept to California or the construction economy. *Engineers News* has featured several "green jobs" and is always on the lookout for more. Let us know about yours by calling us at (916) 993-2047, ext. 2506 or e-mailing us at [jjohnston@oe3.org](mailto:jjohnston@oe3.org).

Want to watch video clips of King Crane setting these pre-fab buildings? Visit us online at [www.oe3.org](http://www.oe3.org).



From left: Oiler Scott Swart and Crane Operator Brian Weaver delivered pre-fab, green school buildings in August to a Salinas middle school.

