

ENGINEERS

NEWS

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April 2011

A 'dauntless' mission

Crew rescues dredge, cleans up harbor after tsunami





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For The Good & Welfare

By Russ Burns, business manager

Benefits worth protecting

By now you have received or at least heard about the latest changes to the California Health and Welfare Fund for active and retired participants enrolled in the Comprehensive Medical Plan. These changes will go into effect July 1. *Please refer to pages 12 and 13 for more detailed descriptions of these changes*, which include some benefits and some increases.

While I know that any news of increases is not good news, it is our responsibility to communicate the reality of our situation. Local 3 is a self-sustaining business that requires constant financial management. Our Health and Welfare Fund truly is a fund that operates on the dollars we put in and the investment performance of those dollars. Obviously, the ongoing national recession and our own industry's recession have affected us. Less dollars going into the Fund resulting from low work hours over an extended period of several years and the national stock-market crisis have also impacted our Fund. Add to those conditions changes implemented from the Affordable Care Act (health-care reform), and you have a tough situation that needs to be dealt with.

We all have finances, and we all know red flags are raised when we make less than we spend. Unfortunately, for many of us, this is a common problem. When this happens, we have to tighten our belts. Our Health and Welfare Fund is managed no differently. The officers and I have continued to be honest and proactive in the business of running this union. Along with the Trustees, we have assessed the Fund's financial condition and moved forward with lucrative changes designed to secure it now and in the future. Our Health and Welfare Fund is and will continue to be an incredible benefit. So often I go to the doctor or fill a prescription and the staff is always amazed at the union's great coverage. This is something we can be proud of, and we will never put the quality of our Plan in jeopardy.

A few of the new changes worth noting include the Preventive Care Program, which includes a free health assessment. Members and their spouses who participate will also receive \$200 each toward their deductible. The Trustees and I support this program, because studies

have shown that participants who get regular health screenings have less medical issues, some of which are life-threatening, and spend less on doctor visits. I plan on going through the program myself and will let you know how it goes. I don't claim to be the perfect example of great health, but I realize that the healthier we are as a union, the more money we will save ourselves in health-care costs.

Another change worth mentioning is the out-of-pocket limit increase. The Plan will continue to pay 100 percent of the Plan's covered medical costs once participants reach the new limit. Again, see the pages mentioned above for more details.

There is also a new program for our Retirees. Pharmacists will give educational presentations during Retiree Meetings on relevant health topics and provide consultations regarding prescriptions and possible interactions.

Several changes to the Plan have resulted from cost increases due to national health-care reform. Several of you ask me why we supported this reform if it is now negatively impacting us. Even though much of the reform's effects are yet to be determined, in the long run, health care for all should ultimately save our Fund money. Some of the changes impacting us include the coverage for children up to 26 years of age and the elimination of a lifetime maximum for participants.

It is important to remember that we are all in this union together. Even though we are at the mercy of the stock market and federal regulations, the one thing we can manage is our personal health. The most important thing we can do to save our Fund money is to get and stay healthy. None of these cost increases will affect you if you don't need to see a doctor.

I also want to emphasize that these are *temporary* changes. Once work hours improve, which history shows they always do, we will be able to increase some of the benefits that have been reduced. Until then, we must move forward, continuing to protect what those before us have worked so hard to create – respectable wages, safe working conditions and benefits. I don't have to tell you that in this day and age, thousands of people wish they belonged to a union and could receive the benefits you do. Let's make sure we protect them.

Member finds body; gives closure to family

It was a cold and foggy Sunday morning on the Delta when fishermen hit the water Feb. 13 for the Hook, Line & Sinker bass tournament. Though there was talk that someone might come across the body of a fisherman who had gone missing in the Big Break area almost a month earlier, 12-year member and tournament competitor Jerry Whitney said no one really thought it would happen.

But it did.

It was about 7:30 a.m. when Whitney and his fishing partner spotted the body in the water about 5 feet away from their boat.

"I called 9-1-1," he said.

When Marine Patrol arrived, deputies confirmed that it was the body of the missing San Francisco boater – 51-year-old Harry Lee.

"It was quite disturbing," said Whitney, yet he found comfort in the fact that the discovery gave Lee's family, who searched the marina every day since he went missing Jan. 22, some closure.

Though Whitney and his partner didn't do as well in the tournament as they had wanted, taking just 16th place, they did make headlines, as the discovery was reported by area newspapers.

Whitney hopes it reminds others, as it did him, to be safe this summer when hitting the water.

"It was an awakening for us," said Whitney, a surveyor who currently works for Tutor-Saliba on the Caldecott Tunnel.



Twelve-year member Jerry Whitney.

Talking Points

By Fred Herschbach, president



An army of one

Just when labor seems to be breaking even and getting ahead, something pops up, and we have to regroup. For instance, look back to right after World War II. The United States spent billions to help get Japan and Europe back on their feet. We gave them billions to buy what we made. Soldiers returning from overseas got employment. Organized labor and the middle class flourished, and everything took off, including the automation of manufacturing and the population.

But those high times didn't last, and we are perhaps now at the lowest point.

If you look at our industry in the '50s, '60s and '70s, depending on the size of the spread, you needed four to five gradesetters. Now, you need one (thanks to GPS). If you needed 10 cat-cans, now you need one to two 657s. Automobile-manufacturing robots took the place of assembly workers, and farming was revolutionized. Now, it takes one corn harvester to take a 20-foot swath, clean off the kernels, chop up the cob and stalk and be done.

Let's not forget about globalization. Most of our manufacturing jobs are now overseas, which for us equals no work. If companies can't expand or don't build new plants, our members aren't employed.

Our parents wanted a better life for us, and then we assumed our kids would have it better than we did. But today, this is generally not the case. For our industry, winters used to be a tradeoff. You saved up for them and then made good money during the work season. If you didn't like the uncertainty of being off in the winters in construction, maybe you went for a government-service job (less money but more security). Therefore, the unions and governments negotiated good, solid fringes and decent wages.

Fast forward to today: For some members, there is no difference between their summer and winter work hours. State governments and their pensions are struggling – *people* are struggling. After the Wall Street crisis in September 2008, unemployment was clocked at 9 to 10 percent (actual numbers were more like 15 to 17 percent). Today, it remains at an all-time high, health-care costs and gas prices are out of control and, on top of everything else, Republicans, at least in Wisconsin, want to take bargaining rights away from workers, and this mindset is snowballing across the country. If there

was ever a time to stick together, it is now. We must be an army of one. We must also remember how it is that we are able to enjoy our fringes and wages. These came about because of the men and women who came before us and sacrificed their lives and families to bring us where we are. Now, we are at a tipping point, and everyone's "share" is fair game for everyone else. Until the economy turns around, we have to remember what unionism means. It's the association of workers in a trade or industry to improve working conditions through collective action, meaning the very rights Wisconsin's governor is taking away are the rights that ensure justice for workers.

The common slogan, *an army of one*, means just that – individual soldiers in sync can do more together than alone. But the people staying together right now are the ones driving these anti-union assaults. You must realize this isn't about wages and fringes – it's about politics. If they succeed to topple unions, the Democrats are next because of the ties to organized labor that Democrats have enjoyed all these years. The Republicans are going after us to get to the Democrats. It's an ugly system, but we can buck it if we band together. We cannot let a few union-busting politicians change the historical makeup of this great country – a country rich with unionism.

On another note: We had Trust Fund meetings in late February, and there is some good news to report. The Pension-Fund returns are about 11 percent net-of-fees, which is good, considering we need 7.5 percent net-of-fees to break even. At the time of this writing, we don't have the *exact* numbers (the Fund is still being audited), but it seems we are OK. We have stopped most of the bleeding from the California Active Health and Welfare Fund, but we still have a long way to go. We will be making some changes in July to make the Fund healthier for 2012. For more on these changes, see pages 12 and 13.

Regarding our other state's health plans, Hawaii's Active Health and Welfare Fund is still very strong, along with Utah's and Nevada's. The Pensioned Health and Welfare Fund is doing well with 17.5 months of reserves. We reported almost 25 million work hours last year and look for the hours to stay about the same this year.

It was good to see you all at the last Semi-Annual Meeting. Be safe, and thanks for being an army of one.

A ‘Cadillac’ crew

Apprentices shine at West Valley Construction

Story and photos by Jamie Johnston, associate editor

The crew at West Valley Construction’s main maintenance shop in Campbell, Calif. may be young, but don’t let that fool you. These mechanics bring generations of experience and boast a combined resume that’s top-of-the-line.

For one, most everyone onsite has gone through (or is still in) Local 3’s Apprenticeship Program. In fact, Vice President of Operations Jimm Vosburgh was Local 3’s Outstanding Apprentice of the Year in 1983 and 1984. Though he accepted a job in management after 18 years in Local 3, he still serves on an area-wide committee that promotes training and acts on behalf of the Northern California Joint Apprenticeship Committee (JAC).

“We try to support the training when we can,” he said of his company. West Valley Construction also typically hires more apprentices than required. “Look at what it’s got us. It’s a great crew.”

“[They’re] extremely talented,” added Fleet Manager Bill Edwards, who joined Local 3 in 1980. (His father, E.H. Edwards, worked there too.)

The current crew includes member Derek Legge, who started at the shop as an apprentice 10 years ago and today, is the shop foreman.

“We like each other,” he said of himself and the company. “We all learn from each other here. ... Even the new guy knows something the old guy doesn’t know.”

Legge’s father, Marty Herman, and brother, Travis Herman, also belong to Local 3.

“It’s a great place,” said Legge. His favorite part: “All of it.”

Mechanic Larry Grant joined the Apprenticeship Program at the suggestion of his father-in law, Mike Withrow, who joined Local 3 in 1991. While Grant’s children are still young (15, 12 and 10), he’s already talked to them about joining someday, possibly continuing the family tradition.

“If you enjoy doing this as a hobby,” Grant said, while diagnosing a truck with a transmission problem, “you might as well do it as a job.”

What about this field appeals to Grant?

“It’s very challenging,” he said. “You’re opening something



Shop Foreman Derek Legge.



Mechanic Austin LaGrange.

From left: Fifth-step Apprentice Chris “Hutch” Hutcheson and 14-year member Chris Darman rebuild the rear differential of a company vehicle.

up and finding out what's wrong. We're like doctors. You open them (equipment) up and fix them and make them better."

The company sponsored Apprentice Endy Machuca into Local 3's program. Working alongside him are Mechanic Austin LaGrange, who journeyed out last year, and fifth-step Apprentice Chris "Hutch" Hutcheson. Fourteen-year member Chris Darman has worked at the Campbell shop for nine years.

Signatory with Local 3 since the '70s, West Valley Construction proudly serves California's utility industry and does a lot of underground pipeline work. From the company's around-the-clock repairs after the 1989 Loma Prieta earthquake to the installation of 100 miles of fiber-optic cable in the Feather River Canyon, West Valley Construction has worked hard to earn the trust of its industry partners. The company's shop mechanics work behind the scenes to make sure the equipment gets the job done and their company's reputation stays strong.



Apprentice Endy Machuca installs newly repaired hydraulic cylinders on a box scraper.



Mechanic Larry Grant diagnoses a truck that has a transmission problem.



From left: Vice President of Operations and Local 3's 1983 and 1984 Apprentice of the Year Jimm Vosburgh and second-generation Local 3 Fleet Manager Bill Edwards.

Member does it all at Fresno facility

West Valley Construction's maintenance shop in Fresno is a one-man operation, and that one man is 13-year member Agustín Gomez.



HDR Mechanic Agustín Gomez.

Though working alone isn't for everyone, Gomez loves it, explaining that it keeps him busy and allows him to do "a little bit of everything."

"Best move I ever made," said the Heavy Duty Repair (HDR) mechanic, who joined Local 3 at the advice of his brother, Operator Thomas Gomez. "I love it."

When Agustín started in the Apprenticeship Program in 1997, he lived in Fresno, yet work eventually took him to the Bay Area. After being

out of work for about six months in 2009, he was dispatched to West Valley Construction's shop in Campbell. When a job opened at the company's Fresno facility, he jumped at the opportunity to move south again. He's been there for almost two years now.

Agustín credits Local 3 for helping him get the job, as he was dispatched on a 10-year letter, took advantage of the union's free Hazmat training and was able to get his Class A license – all requirements of the job.

The Fresno facility may be a small operation, yet there's nothing small about what Agustín does. Some days he works on company vehicles; other days he repairs heavy equipment. And he does it all on his own.

"You do whatever you can to help the other guys in the field," he said.

That's no small feat.



Report & Review
By Carl Goff, vice president

Buy American-made – your job depends on it

Did you know that for less than what you probably spend at the drive-thru you could help create thousands of jobs in America?

You may have seen this statistic on ABC news: If every American spent an extra \$3.33 a year on products made in the United States, it would create up to 10,000 American jobs. That's less than a gallon of gas these days!

The news station is taking the concept one step further and challenging its viewers to empty their homes of imported goods and replace them with goods made in America. While the cost of a complete home makeover may be a little extreme for some of us, I do try to buy American-made goods whenever possible. A lot of this was brought to my attention by my 22-year-old daughter, Jillian, who has decided to buy only products made in the United States, from clothes and shoes to the food she buys. Some items may be practically impossible to find, unless you are persistent and don't mind Internet shopping, because a lot of American-made items can be found on the web but not at the local store. My daughter's thoughts on food is in the old days, we grew produce locally and ate what was in season, and America did not go hungry. In fact, we exported food to the entire world.

If these things are on the mind of a 22-year-old, they should be on the minds of all.

AmericansWorking.com is trying to make the challenge easier, listing many American-made products online, from ammunition and apparel to toys and tools.

Even better – the AFL-CIO publishes a list of American-union-made items you may use every day:

- Folgers coffee
- Planters peanuts
- Doritos chips
- Frito Lay chips
- Quaker Oats products
- Gerber baby foods
- French's mustard
- Brawny paper towels



For more, check out the United Food and Commercial Workers' (UFCW's) website at ufcw.org and the Bakery, Confectionary, Tobacco Workers and Grain Millers' (BCTGM's) website at betgm.org, or just Google/Bing "American-made products."

Now is the time, folks, to stand up to the greedy companies that are outsourcing jobs so the rich can get richer. We need to support companies that support us. Our jobs depend on it!

In the long run, buying only American-made products can help you save money, because you'll be less likely to make impulse purchases on items made overseas. And it will give you the satisfaction of knowing you're doing something to help pull us out of the country's financial mess.

Isn't that worth a mere \$3.33?

So I encourage everyone to read labels and, if you have a choice, even if the cost is a bit more, buy American. It could keep a manufacturer or store open right here at home, and the job we save could be our own.

Unit 12

What's new on the Delta?

By Gary Rocha, business representative

In February, the Real McCoy II ferry boat started its new job moving cars, trucks, tractors and motorcycles up to 96,000 pounds to and from Ryer Island, a large farming area in the Delta. Since the turn of the century, ferry boats have transported people and equipment to the island. If you are traveling from Sacramento to Rio Vista using the Hwy. 84 corridor, it includes a ferry-boat ride, which takes about five minutes.

The Real McCoy I was taken out of service in January, after 65 years of 24/7 service. It was the oldest running piece of equipment still in use by Caltrans since 1946 – wow! That's even before me, the Saint Louis Cardinals won the World Series, George Robinson won the Indianapolis 500 and "The Cisco Kid" was a big hit at the box office.

The new Real McCoy was built in Freeland, Wash. for \$4.3 million and funded almost five years ago by highway gas-tax money. It has twin Caterpillar diesel engines that turn the hydraulic pumps that steer and drive the vessel from one side of the cache slough to the other.

The crew of the Real McCoy II works 12-hour shifts and has three captains and three mates – all Operating Engineers Local 3 Bargaining Unit 12 members who keep everything in "ship-shape" condition.

Will we remember the Real McCoy II was new around the time when the Green Bay Packers won the Super Bowl, the San Francisco Giants brought the title back to California and a 20-year-old Trevor Bayne won the Daytona 500? I don't know. Ask me in 65 years.

Remember to slow for the cone zone and find time to take a ride on the Real McCoy II.



Capt. Mark Kinney works on the Real McCoy II.

UNIT 12

Meet the Members

From left: Cecil Booker and Mike Biglay, State Parks equipment operators

We need your address

Local 3 cannot provide you with vital information if we do not have your current address. Please contact us by telephone or mail, tell your business representative or job steward that you have moved or fill out a change of address form at your district office.



Looking at Labor

By Pete Figueiredo, treasurer

Honored to serve

Having recently been appointed treasurer of Local 3, I thought it would be best to give you a brief bio – sort of an introduction to those of you I’ve not met yet.

I entered the Apprenticeship Program as a Construction Equipment Operator (CEO) in 1980 and journeyed out in 1985, after taking one 1,000-hour extension. Work was thin at that time, and I thought it best to take that extension as an opportunity to improve my skills before competing with other journey-level operators in a tough job market. I spent 21 years in the seat, primarily working in the demolition and excavation industries, and became proficient on at least seven pieces of equipment. As I had been taught in the Apprenticeship Program, I cast a wide net and was able to secure outstanding employment opportunities with several good, union employers over the years. I was hired as a business agent to cover San Mateo County in 2002 and transferred to cover San Francisco city and county as a business agent in 2004. In 2006, I assumed the role of district representative in Oakland and served in that capacity until 2010. During that period, I was also appointed and later elected to serve as an auditor. In 2010, I became a special representative. In February, I was sworn in as treasurer.

I want to thank Business Manager Russ Burns and the other officers for having the confidence in me to assume the treasurer’s position and continue to do whatever I can to help carry the load at Local 3. The load is heavy in these times. Working men and women are under attack across the country now more than any other time in at least the last 30 years.

At the time of this writing, tens of thousands of union members are in the streets of Wisconsin, protesting to protect their right to collectively bargain for decent wages, fringe benefits and working conditions. These are things most of us have grown accustomed to in our country. The conditions of employment we enjoy were fought for by those who came before us in Local 3. The benefits we have as union members should never be taken for granted and, if necessary, should be fought for to be maintained and advanced. The members and retirees who secured them for us should be honored for what they sacrificed.

I look forward to working with and for the members, joining together as the need arises, continuing to advance the standing of this great local and improving the quality of life for Local 3 members and their families, both now and in the future. It is my honor and obligation to serve this membership.



News & Notes

By Dan Reding, financial secretary

Ship-dismantling project a reality, thanks to Local 3

I have been talking about this project for more than a year now, and in February, we finally attended the Mare Island Ship Dismantling Facility’s groundbreaking ceremony. This is a project that, at many times, didn’t seem like it would happen, and now, Mare Island is a working ship-recycling facility. I have to congratulate the Fairfield staff and supporters who continued to fight for this project. It was such a long-shot that when the Fairfield crew asked the Solano County Building Trades if they wanted to pursue it, all the other crafts told our crew, “Good luck, but we don’t think it will ever happen.” Basically, they didn’t want to waste their time with it. Again, it was Local 3 doing all the legwork and Local 3’s vision to see this through, and now we have an agreement to do all of the dismantling in the facility.

At the ceremony, Local 3 was very well-recognized. There were a lot of local and state politicians there. The president of Allied Defense Recycling (ADR) and one of Gov. Jerry Brown’s aides thanked Local 3 for all the time and effort put into getting the project started.

It makes nothing but sense for this project to break ground. The Mare Island Facility has been sitting dormant since 1996, and before ADR opened, the ships were being towed to Brownsville, Texas through the Panama Canal – talk about a waste of diesel – at a cost of more than \$1 million just to get there. Then workers were imported on visas to dismantle the ships. I was told that the environmental restrictions were “to throw it in the water into a deep enough hole where it couldn’t be seen.”

At this time, we have six operators working, and we should be adding another 20 soon. At full-scale – when two ships are docked – we should have 40 to 60 operators onsite. It is a recycling agreement, so the wages are less than what our Master Agreement requires, but hopefully, this will be full-time employment for our members, and we will all be proud to know that Local 3 helped get it done.

For more information and photos, read Fairfield’s district report on page 22.

Be safe.

On the lighter side . . .

WHO’S THE REAL FOOL?

Apparently, non-union companies

It wasn’t necessarily a laughing matter when non-union company Kroonenburg’s crane tipped and fell off Hwy. 180 (near Hwy. 245) in District 50. Signatories General Crane Service (Fresno) and Titan Crane (Stockton) offered a hand and rescued the rig.

Just one more reason it’s obvious that union is the way to go. And that’s no fooling.

MEMBER FINDS GOLD

A member, who wishes to remain anonymous for legal purposes, recently discovered a sizable amount of gold, while operating a dragline at an aggregate plant.

“You do the same motion all day long, but this time, I noticed something different, something sparkling,” he said.

The aggregate company is now in need of a dragline operator.

April Fools!



Signatories General Crane Service and Titan Crane offer some aid to a crane tipped sideways along Hwy. 180.



Public Employee News

By Carl Carey, director

Public employees to be proud of

We are still hearing through the news and from elected officials that public employees, no matter where they work, are overpaid and have exorbitant benefits. San Jose Mayor Chuck Reed recently stated that the practice of allowing employees to cash out sick leave upon retirement had to be revisited, since the city paid more than \$14 million last year for this provision. The example used was the retirement of a police chief. Yet, you didn't hear Reed talk about the line personnel that OE3 or other unions represent. This police chief was an executive manager. Also, Reed conveniently neglected to state that the city proffered this policy years ago in what I can only surmise was an incentive for employees not to use sick leave.

Stories like this are everywhere in the media. Consequently, the general public believes public employees are the cause of all the economic problems.

However, there are public employees in this union who have not only realized the economic problems facing their employer but have stepped up to the plate and suffered so many concessions, furloughs and layoffs that if their compensation is reduced any further, they would make more money on unemployment. I am speaking of the OE3 members who work for the city of Antioch.

The city of Antioch started seeing budgetary problems in 2005. At that time, there was great concern over future pension and retiree-medical-benefit costs. Union and employer representatives came to the table, and in the process of negotiating a four-year successor Memorandum of Understanding (MOU), they were able to dramatically reduce the unfunded liability in both. This solution was presented to the general membership, and they overwhelmingly voted to accept the changes.

As we all know, the economic bubble burst, and the city of Antioch continually found itself in the position of decreasing revenues and escalating expenditures. In 2008, the city came to the membership asking that they defer a 3 percent raise that had been negotiated in 2005. Again, the membership stepped up and agreed to the deferral. Unfortunately, economic times did not improve.

Over the past two years, the situation has continued to deteriorate. The membership has suffered layoffs, reduction of work hours equivalent to a 10 percent pay cut, increased

costs in health benefits, increased workloads due to layoffs, no salary increases and an extension of the current MOU with the continual deferral of a previously negotiated cost-of-living increase.

In January, the negotiation team was able to negotiate a three-year extension of the current MOU that now expires in September 2014. Along with what these people have suffered, they overwhelmingly voted to increase, over the term of the contract, their pension contributions, by paying 7 percent of the employers' cost to retirement. This contract also continues the reduced work week until 2014 with no guarantee of future layoffs. The one thing that did give the members some hope was that the previously negotiated 3 percent cost-of-living increase was deferred until 2012 if the city is financially sound enough to honor it. Lastly, the city also agreed to a cost-of-living increase in 2013 that is also dependent on economic health.

If anyone, who, after reading this and seeing what these employees have had to go through, still thinks that public employees are greedy and overpaid, they need to reevaluate this idea. Since 2008, whether it was necessary or not, the public-employee units we represent have been under attack with employers seeking concessions. Virtually all members have stepped up to the plate, like the Antioch members have, and suffered concessions.

I have been fortunate to represent public employees for many years and the Antioch Unit since 2005. Without exception, I could not be more proud of this membership and thankful to the negotiating team that has been at the forefront of this assault. Despite what they have suffered, these people still come to work and do the best they can to provide the citizens of Antioch with the services they enjoy.

I especially want to commend Association President Larry Munn and negotiating team members Annette Culpepper, Harold Jirousky and Phil Hoffmeister for the fantastic job they have done on behalf of the membership. I also want to recognize Kim Stahl, who was a valuable member of the team until she went to work for another employer. Last but not least, I want to thank Association Vice President Jim Tucker, who was a victim to layoffs. Without the team's hard work and dedication to the membership, we could not have survived.

Straight talk from President Obama:

"... I think it's very important for us to understand that public employees, they're our neighbors, they're our friends. These are folks who are teachers and they're firefighters and they're social workers and they're police officers.

"They make a lot of sacrifices and make a big contribution. And I think it's important not to vilify them or to suggest that somehow all these budget problems are due to public employees."

Is Nevada the next Wisconsin?

By Dwayne Killgore, business representative

As if the economy wasn't enough, public employees in Nevada now have more to worry about.

The top 10 priorities for the 2011 legislative session were recently posted. Among them was not only a bill to implement a retirement age based on the Social Security system and eliminate subsidies for retirees, but also a bill eliminating Nevada Revised Statute (NRS) 288, which is the foundation for collective bargaining among public employees. This bill would allow local governments to re-open any contract during a declared fiscal emergency and seeks to eliminate binding arbitration and

clarify that school administrators are not covered under 288. If passed, this bill would effectively eliminate a statute that has protected the working men and women in the public sector for more than 40 years.

Is Nevada the next Wisconsin?

Many of you seek the help of the union in times of need; now, we are seeking your help. Please call your assembly member and state senators to let them know this is completely unacceptable. If you need names or contact information, call me at the Reno District Office at (775) 329-5333.

Who's performing poorly?

By Bill Pope, business representative

At the time of this writing, public employees and their wages and benefits are all over the news. Every time they turn around, public employees are being attacked. San Jose Councilmember Pierluigi Oliverio mounted another attack by suggesting that layoffs be based on performance, not seniority. In response, I wrote the following letter to San Jose Mayor Chuck Reed and the City Council:

RE: Mercury News article titled "San Jose's employee seniority rules questioned," dated Jan. 11, 2011

Dear Mayor Chuck Reed and councilmembers:

I read the above-referenced article, and I was shocked that a councilmember would make misleading public comments regarding seniority, layoffs and employee performance.

Councilmember Oliverio stated that the current system of laying-off City employees based on seniority should be eliminated by Council vote and be replaced by a system that is based on employee performance. This smacks of pandering to the Public.

Councilmember Oliverio has again shown his ignorance of the issue. I have long-known that City managers are doing a poor job of managing employee performance. I have recently talked to some City of San Jose employees represented by Operating Engineers Local 3. They tell me that they haven't had a Performance Evaluation in the last year, and some haven't had an evaluation in the last five years. The idea that a City employee should be laid-off based on performance is flawed. This proposal will lead to favoritism and subjectivity by City management. Performance management needs to be done consistently, which City management is not doing. Who is performing poorly?

Local 3 provides quality training to its members and consistently evaluates its staff. Local 3 does not want poorly performing members. Local 3 has skilled and productive members who are cost-effective, get the job done right and on time and benefit the community where they live and work.

Councilmember Oliverio's insinuation that the older, higher-salaried Local 3-represented City employees are poor performers is insulting and a slap in the face to them and to all City employees. Is he suggesting that older workers be targeted for layoffs? Of course, this would be illegal based on age discrimination.

The most senior City employees got to be the most senior by consistently performing to the City of San Jose standards with little or no documentation to the contrary.

Councilmember Oliverio's comments and ideas prove that there is still a need for Labor unions to protect the rights of all their members, both the least senior and the most senior in the "kingdom" of San Jose.

The way it should be

By Doug Gorman, business representative

I first got involved in the labor side of law enforcement after I was wrongfully terminated from my employment as a police officer. I was lucky to have a Peace Officers Research Association of California (PORAC) representative come to my assistance and get my job back. After going through that experience, I focused my attention on helping others in similar predicaments.

As I enter my 10th year with OE3 and look back on the issues I have dealt with, I notice a new trend in our union that scares the heck out of me! The problem is not with the union but within our own membership. Yes, I said it! We are just starting to come out of a recession, and there are members among us who can only think of themselves.

While this is not the case with every unit, a lot of our Public Employee members are throwing their fellow members under the bus to save themselves. This often happens when an employer takes a member aside and makes all kinds of promises to him or her that the employer won't keep.

Then this member tells others that they should give up the benefits and wages their union has worked to get them, because this will save jobs. They also blame public employees for California's struggling financial condition.

As their union fights to save their benefits, these members blame the union for every wrong thing that has happened in the work place. They join management's side by trying to get members to leave their union protection, all the while pursuing their own agendas and aiding the employer. But the employer doesn't care what happens, as long as members give up concessions (as suggested by the California League of Cities).

The next thing you know, that long-term business agent who stood by you and fought for your rights is being branded as too brazen to work with management, too stubborn to bend and is even ridiculed for not wearing a suit, yet he must get along with management or the unit will leave the union.

Unionism is about protecting your rights and the rights of your fellow members. It's not about "What's in it for me?" but "How does this best help us all?" When I first joined OE3, I witnessed true unionism in action when our construction side went on strike for six members. It was phenomenal to see the support these members received from people they didn't even know, as well as the extent OE3 was willing to work for them. I was hooked.

Recently, I have witnessed people up for promotion who were willing to sell their fellow workers and union down the road for the mighty dollar. I have seen an OE3 bargaining unit refuse to stand with their fellow OE3 workers in another bargaining unit, as the majority of that unit was laid-off! I have seen unit leaders take on their own agendas at the expense of other members and the union.

If we don't stand together and support each other, we will lose everything we have bargained for. When that happens, your employer will continue to raid your benefits until you're willing to stand up and say no.

The president of a large police association was recently asked by the media about giving up concessions. He responded: "When we see management stepping up to the plate and doing it, we will too. But until then, we will not allow the mismanagement of this city to be born on the backs of our members."

That's the way it should be.

Where would we be without the services of the public sector?



Member Jeff Bendorf prepares for the morning commute.



Member Drew Morris keeps roads safe for the traveling public in Nevada.



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

People helping people

For 47 years, Operating Engineers Federal Credit Union (OEFCU) has maintained the industry motto of “people helping people.” Our goal is simple: Provide each member with exceptional service every day. We want members to have confidence and trust in OEFCU as their primary financial institution – a trust that encourages them to bring their family members to join our Credit Union. As a member-owned organization, we take pride in our work and satisfaction in helping our brothers and sisters with their everyday financial needs.

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

“We are sending our heartfelt thanks to Kim and Toni at the Yuba City OEFCU office. They provided service to us that two other local financial institutions were unwilling to provide.

“We had a large check from an out-of-state national bank that we were trying to cash. First, we went to a local office of that very same bank and all we heard was ‘We can’t,’ ‘We don’t’ and ‘We won’t.’ Their procedures did not allow such a thing, even though they issued the check.

“Then we went to our other credit union, where we have had accounts for well over a decade. They had received the majority of all our banking business until we noticed that OEFCU offered better rates for CDs. We now have all of our

CDs at OEFCU. Well anyway, at this other credit union, we heard the same mantra: ‘We can’t,’ ‘We don’t’ and ‘We won’t.’

“So then we tried OEFCU. We have been going to that office for several years. Kim and Toni know us. When we told them about our dilemma, they said ‘We can,’ ‘We do’ and ‘We will.’ They didn’t have to call their supervisor; they didn’t have to check their regulations. They just did it. Their service involved opening a new joint account with my sister in Georgia. They handled all of the paperwork, faxing the application to her. By the next day, the check was deposited in our new account. What a relief!

“What personal service! Who wouldn’t appreciate that? Thank you, thank you, thank you, Toni and Kim! We will be transferring our money market account to OEFCU and are considering opening up a checking account and applying for a credit card.”

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


It’s your money.
You shouldn’t have to
pay to use it.



Checking at OEFCU is truly free, pays you dividends*, and comes with a complete selection of electronic services that never cost you a cent to use. And our accounts have several options so you can get one that’s just right for you!



- Free Direct Deposit
 - Free Online Banking
- Free Debit Card
 - Free Access to 28,000 ATMs
- Free Online Bill Pay
 - Earn Dividends*
- Free Mobile Banking & Alerts**
 - Member Only Benefits




Operating Engineers #3
Federal Credit Union

Union STRENGTH • Union PURPOSE • Union PRIDE

(800) 877-4444 • www.oefcu.org

*You must maintain an average daily balance of \$2,500 to earn the disclosed Annual Percentage Yield. **OEFCU does not charge fees to use OEFCU Mobile Banking or alerts; however, your wireless provider may charge additional fees for airtime and/or internet access. Contact your wireless service provider to get additional information on their applicable fees.





Fringe Benefits
By Charlie Warren, director

We're here to help

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

Getting healthier

We are all trying to take better care of ourselves for the sake of our families, our work and our Health and Welfare Fund! But on a personal note, I find it difficult to do this some days. I have to be careful not to eat just doughnuts in the morning but to have some oatmeal instead. Some days it's just a doughnut and coffee (too many coffees). On my better days (trying to make those four days out of seven – better than a 500 baseball batting average), I try for the oatmeal with some fruit, maybe a couple of poached eggs on wheat toast, juice and coffee. Good way to start the day.

On the matter of exercise – hey, no running unless you are already fit! A good, brisk walk three or four times a week will do. Make it your habit. It will improve your cardiovascular system.

Just spoke with Retiree Chapter Chair Leon Calkins from Novato. He's recovering from back surgery and heart problems. He agrees about getting out there and walking. On a formal note, the doctors have him on strict cardiac rehabilitation and physical therapy. He's recovering nicely and says Local 3's the best. He may be back on the golf course soon.

To all of you: Here's to doing our best to get healthier.

Vacation pay semi-annual payout

For members not enrolled in monthly vacation-pay transfers to the Credit Union, April is the deadline for requesting a check for the May semi-annual payout. Complete a semi-annual payout card and return it to the Trust Fund Office before April 30 to have a check mailed May 15. If no card is received, and you have more than \$60 in your account, your money will transfer to the Operating Engineers Federal Credit Union (OEFCU) May 31.

To maximize the accessibility of your vacation and holiday pay, you should set up a monthly Credit Union transfer. As funds become available, they will transfer to your Credit Union account on the 10th of each month.

You must have a Credit Union account and complete the necessary monthly transfer forms. Contact the Credit Union at (800) 877-4444 for additional information and monthly transfer forms.

Retiree Association Meetings

The Retiree Association Meetings begin next month. The Local 3 officers look forward to joining Retirees and their spouses for concise reports, good refreshments and plenty of fellowship. Check the schedule below or keep an eye out for the postcard inviting you to the meeting in your area.

RENO
Wednesday, May 4 2 p.m.
Operating Engineers' Building
1290 Corporate Blvd.

WATSONVILLE
Thursday, May 12 10 a.m.
VFW Post 1716
1960 Freedom Blvd.
Freedom, CA

SALT LAKE CITY
Thursday, May 5 2 p.m.
IBEW Hall
3400 W. 2100 S.

NOVATO
Thursday, May 12 2 p.m.
Best Western Novato Oaks Inn –
Redwood Room
215 Alameda Del Prado

OAKLAND
Tuesday, May 10 10 a.m.
Oakland Zoo –
Snow Building
9777 Golf Links Road

MORGAN HILL
Thursday, May 12 2 p.m.
Operating Engineers' Building
325 Digital Drive

MODESTO
Tuesday, May 10 10 a.m.
Tuolumne River Lodge
2429 River Road

FAIRFIELD
Tuesday, May 17 2 p.m.
Veterans' Memorial Building
427 Main St.
Suisun City, CA

CONCORD
Tuesday, May 10 2 p.m.
Centre Concord
5298 Clayton Road

ROHNERT PARK
Wednesday, May 18 10 a.m.
Operating Engineers' Building
6225 State Farm Drive,
Ste.100

STOCKTON
Tuesday, May 10 2 p.m.
Italian Athletic Club
3541 Cherryland Ave.

UKIAH
Wednesday, May 18 2 p.m.
Hampton Inn
1160 Airport Park Blvd.

AUBURN
Wednesday, May 11 10 a.m.
Auburn Recreation Center –
Lakeside Room
3770 Richardson Drive

EUREKA
Tuesday, June 7 2 p.m.
Best Western Bayshore Inn
3500 Broadway

SACRAMENTO
Wednesday, May 11 2 p.m.
Operating Engineers' Building
3920 Lennane Drive

REDDING Meeting & Potluck
Wednesday, June 8 1:30 p.m.
Frontier Senior Center
2081 Frontier Trail
Anderson, CA

FRESNO
Wednesday, May 11 2 p.m.
Cedar Lanes
3131 N. Cedar Ave.

YUBA CITY
Thursday, June 9 2 p.m.
Veterans' Memorial Center
211 17th St.
Marysville, CA

BURLINGAME
Thursday, May 12 10 a.m.
Transport Workers Union Hall
1521 Rollins Road

Retiree Picnic: Don't forget to mark your calendars for the upcoming Retiree Picnic at the Rancho Murieta Training Center (RMTTC) on Saturday, June 4.

Retiree Post

Once an operator, always an operator

Even though 46-year member/Retiree Dennis Price no longer operates heavy equipment, he's still an operator – the equipment has just changed.

He traded in his excavator for this 1930 Model A Ford.

It's hard to say which classic is better – the car or the retiree!



Changes ahead for Health and Welfare Plan

The high cost of care – and poor health

The country’s increasing health-care costs are a result of many things – new treatments, therapies and drugs, provider-rate increases, abuses of the system and now, the implementation of the Affordable Care Act (health-care reform). Operating Engineers’ health-care Fund is also affected by the sharp 10 million-hour drop in work hours during the current recession. (See the charts below.)

While we cannot control the market economy or provider rates, we can control whether or not we lead healthy lives.

Today, about 70 percent of our Fund’s health-care costs are a direct result of unhealthy lifestyles that lead to obesity, stress, high blood pressure, diabetes and other serious, chronic illnesses. It’s also significant that about 30 percent of our participants account for up to 80 percent of our health-care costs. If we all get healthier, costs will decrease.

Costs will also decrease if we become smarter health-care consumers. We can do this by understanding the costs of certain health procedures, prescriptions, etc. We all spend time “shopping around” before we purchase a car. The same care and research can be taken when using physicians or filling prescriptions. For more information on how to choose a provider, etc., visit Local 3’s website at www.oe3.org.

The Trustees are committed to doing whatever is necessary to provide quality benefits and a secure future for you and your family. As they assess cost-effective options for the Fund, they look to motivate and engage participants in getting the most out of their Plan in the least expensive way possible.

With this in mind, Plan changes will occur July 1 for California active and retired participants enrolled in the Comprehensive Medical Plan. (These changes do not affect Kaiser or Health Net members, public employees or members from Utah, Nevada or Hawaii.)

The changes below increase some costs but also offer some free benefits to you and your family. Some changes apply only to active members, some only to retired members and some to both.

Enroll in Preventive Care Program, get \$200

Health Dynamics, a nationally recognized leader in promoting better health through preventive care, now offers active members and their spouses a free program designed to assess their overall health.

The Preventive Care Program provides a thorough health screening that evaluates an individual’s health status and health risks. Its primary objectives are the early detection of potential health concerns and the reduction of preventable illnesses. *Some 80 percent of funds that use the program have had participants show significant and measurable reductions in health risks. These changes also save money.*

The new program will be covered at 100 percent and is offered in addition to your Preventive Care Benefit under the Comprehensive Medical Plan.

As an incentive to participate, your 2011 annual Plan deductible will be reduced by \$200 each for members and their spouses.

Once screened, participants will receive a confidential report containing their health-risk scores, explanations, recommendations for improvement and educational material based on their specific needs to address with their doctor. A Health Dynamics representative will also review the report and answer any questions.

Here’s what’s included in the one-stop screening:

- Health history questionnaire
- Complete blood chemistry analysis
- Urinalysis
- Body-fat composition
- Resting blood pressure
- Height and weight measurements
- Pulmonary function test (lungs)
- Strength evaluation
- Flexibility testing
- EKG
- Nutrition/dietary assessment
- Cardiovascular fitness test (bike or treadmill)
- Physician-directed exam
- Pap smear (upon request)
- Colorectal cancer screening
- Breast screening mammography (upon request)
- PSA test for prostate cancer
- Chest X-ray (OSHA protocol only)
- One-hour wellness coaching/consultation session

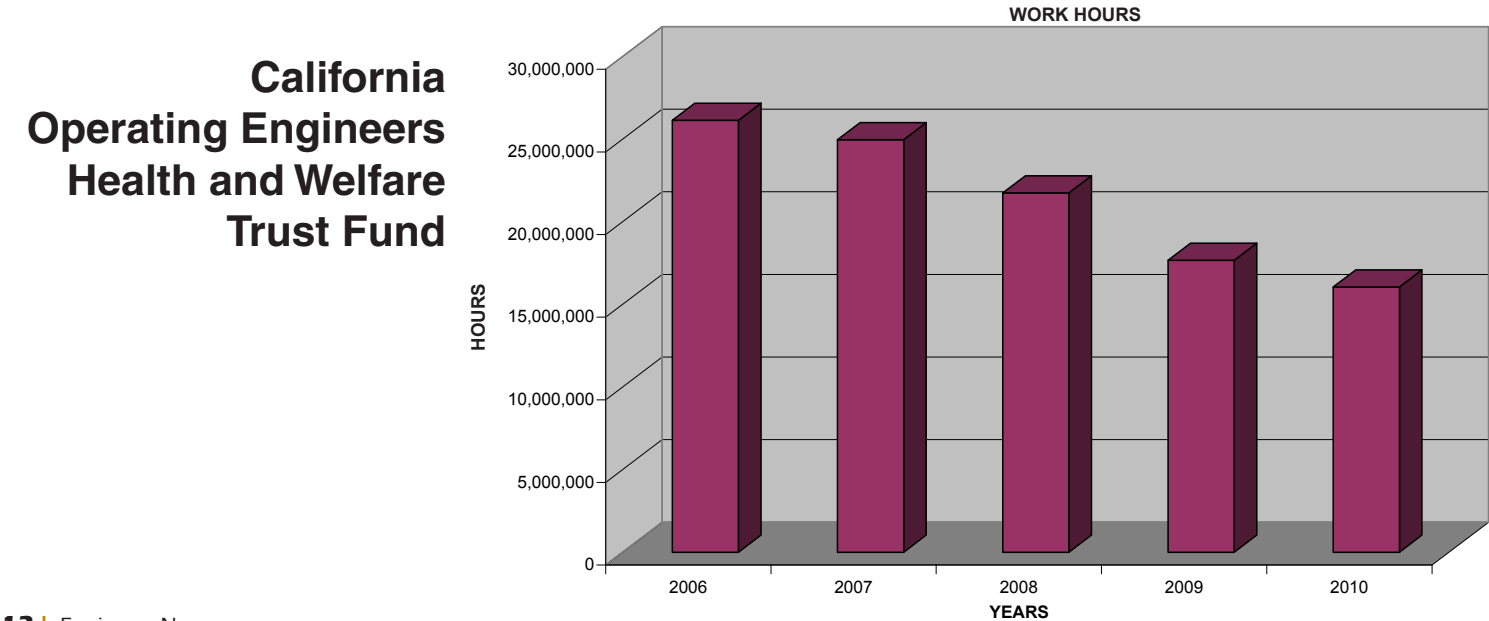
How and where you may schedule your assessment will soon be mailed to all participants’ homes.

Screening saves lives

Have you ever been screened for an illness? Did you know that screenings save lives and money? Many cancers can be successfully treated when detected early. Our review of current practices, trends and serious illnesses reveal some sobering information:

Screening for	Recommended	OE3 Actual
Cervical cancer	90 percent	65 percent
Colorectal cancer	50 percent	37 percent
Breast cancer	70 percent	59 percent

Cervical cancer is one of the most successfully treated cancers when detected early. Screening has been shown to reduce cervical-cancer mortality by up to 80 percent. The average cost per year for participants with cancer is \$31,692. All other members average \$3,922.



New CVS Caremark senior care pharmacist program

Starting July 1, CVS Caremark will provide our Retiree participants with a new prescription-drug program – “Pack Your Bag®.”

CVS pharmacists will deliver presentations at Retiree Meetings on relevant health topics such as diabetes, controlling high cholesterol and understanding high blood pressure. They will also provide one-on-one medication consultations and review prescription and non-prescription medications and possible drug interactions.

Many of our retired members take several medications. The more educated they become about these, the healthier they will be.

The Trustees will provide details about subjects, times, dates and locations as soon as they are finalized.

Out-of-pocket limit increases

When you visit the doctor, you are responsible for a small percentage of the total bill. The Plan pays the rest. Many members understand this concept as the “90-10” plan, meaning the Plan pays about 90 percent, and you pay the other 10 percent. However, you don’t pay 10 percent forever. The Plan limits the amount you pay each year, which is called the annual out-of-pocket limit.

After you’ve satisfied the annual deductible (\$500 for single participants; \$1,500 for families), the 90-10 plan goes into effect. Once the amount you pay for yourself or one of your dependents reaches the out-of-pocket limit, the Plan pays 100 percent of that person’s covered medical expenses for the remainder of the calendar year.

This out-of-pocket limit will increase for active California members enrolled in the Comprehensive Medical Plan; however, you will still continue to pay about 10 percent (you will just pay that 10 percent longer). *If you are not sick and do not need treatment, none of these increases will affect you.*

- The individual annual out-of-pocket limit will be \$5,000 when Contract Providers are used and \$10,000 for Non-Contract Providers. What this means is that if your out-of-pocket medical expenses reach \$5,000 in one calendar year, the Plan will begin covering 100 percent of the Plan’s covered medical costs. Think of the \$5,000 as a cap.
- The family out-of-pocket limit will be \$15,000 when Contract Providers are used and \$30,000 for Non-Contract Providers.

The example below provides a simple scenario (and assumes you have already paid the annual deductible, which has not changed):

You go to the doctor (a Contract Provider) and receive services that cost \$100. In line with the new Plan changes, you will be responsible for about \$10 of that bill. For every visit in the future that costs \$100, you will continue to pay \$10 until you reach the new out-of-pocket limit (\$5,000 for individuals; \$15,000 for families). Once you reach the limit, you will no longer have to pay for covered services, as the Plan will cover 100 percent of the Plan’s covered medical costs.

Most covered medical expenses that you had beginning Jan. 1, 2011 that the Plan reimbursed at less than 100 percent will count toward your out-of-pocket limit.

If you meet the previous out-of-pocket limit of \$500 (Contract Providers) or \$1,000 (Non-Contract Providers) before July 1, 2011, you will not receive 100 percent reimbursement for future services until you have an additional \$4,500 (Contract Providers) or \$9,000 (Non-Contract Providers) in qualified expenses during the 2011 year.

Do you use medication for acid reflux?

Some participants take drugs used to treat reflux, ulcers and other acid-related stomach disorders. Some examples of these drugs include Zantac, Aciphex, Nexium, Protonix, Prilosec, Omeprazole and Prevacid. These drugs are referred to in the medical world as Proton Pump Inhibitors (PPI). A recent study found that PPIs are one of the most costly drug classes for the Trust Fund. The California active and pensioned health plans currently spend \$4.5 million to \$5 million per year on PPIs. This cost represents 8 to 9 percent of our total drug costs and has recently shown a 25 percent increase for the active California population.

Clinical tests have confirmed that all drugs in this class work equally well, even the Over-The-Counter (OTC) products, which are

much cheaper. For example: The average cost for a 30-day supply of a brand-name drug is more than \$168, while the average generic cost is about \$60 and the average OTC cost is about \$24.

Starting July 1:

- The per-prescription co-pays will not apply to PPI drugs. Instead, the Plan will pay a first dollar-fixed benefit of up to \$30 (or \$90 for mail order), regardless of whether the drug is brand-name, generic or OTC.
 - › For retail-pharmacy purchases, the amount the Plan pays for PPI drugs will be **limited to \$30 for each 34-day supply**. You will be responsible for the difference between the cost of the drug and the \$30 Plan payment.
 - › For the mail-order program, the amount the Plan pays for PPI drugs will be **limited to \$90 for each 90-day supply**. You will be responsible for the difference between the cost of the drug and the \$90 Plan payment.
- OTC PPI medications will be covered with a doctor’s prescription. Your out-of-pocket costs will be reduced if you get a prescription for a generic or OTC PPI drug.

If you want to know whether the medication you are taking is a PPI drug, please call CVS Caremark at (888) 790-4258.

Emergency Room costs are a true emergency

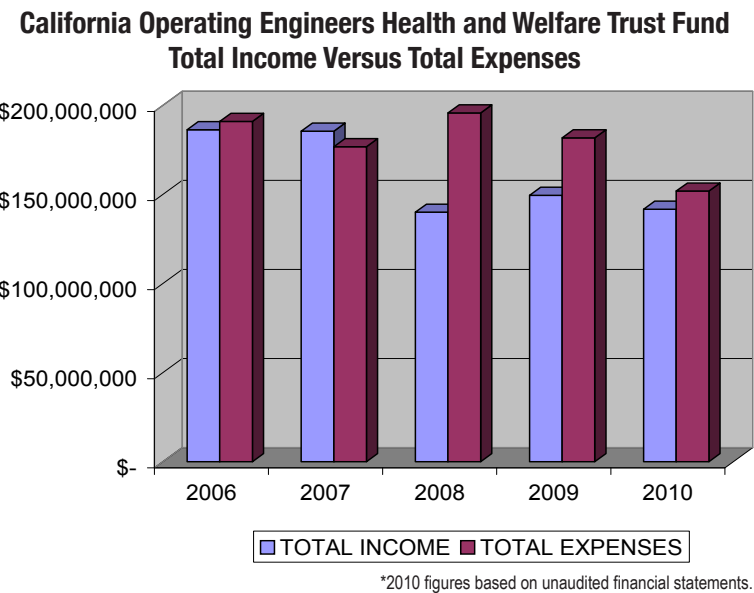
A recent review of our Emergency Room (ER) use revealed that 75 percent of our participants’ visits were for non-emergency events. As a result of this, the co-pay for an ER visit will increase for active members from \$50 to \$100. The co-pay will be waived if you are admitted to the hospital from the ER. Remember: Use the ER only for true medical emergencies, such as life- or limb-threatening circumstances.

Whenever possible, see your primary-care physician or use an Urgent Care facility. Your primary-care physician knows you, your medical history and other related information that can make a diagnosis more accurate and treatment more effective. Urgent Care facilities are ideally suited for non-emergency conditions, such as cuts, sprains or the flu, at considerably less cost to you and the Fund. It’s important you get the right treatment at the right price.

These changes will result in substantial savings for the Fund and enable us to handle the impact of rising health-care costs in the face of reduced work hours resulting from the economy.

Even with these changes, your benefits remain some of the best in the country. Your Trustees are taking a proactive approach that will prevent greater losses to the Plan in the future. They are also empowering you through the value of preventive care and the knowledge of prescription-drug choices.

Please contact the Trust Fund Office at (800) 251-5014 for more information and keep reading your Engineers News for more detailed explanations of Plan changes and benefits and members’ feedback on programs.





Rancho Murieta Training Center
for apprentice to journey-level operators

By Kris Morgan, executive director

Congratulations, class of 2010

On Feb. 12 at the Lion Hotel in Concord, Calif., Local 3 and participating employers gathered to pay homage to 112 new journey-level operators – the ladies and gentlemen who have dedicated the past four to six years of their lives toward completing the Apprenticeship Program. They faced long working hours and long drives to and from work. They worked night shifts and on holidays and weekends. Sometimes they worked in inclement weather and in heavy traffic.

This event has customarily been held in conjunction with the June Retiree Picnic at the Rancho Murieta Training Center (RMTC), however, in 2007, the program made it a separate event for the apprentices.

Guest speakers included Local 3 Business Manager Russ Burns, Vice President Carl Goff, Associated General Contractors (AGC) CEO Tom Holsman, Engineering and Utility Contractors Association (EUCA) Labor Relations Director Randy Ruby and Division of Apprenticeship Standards Acting Chief Glen Foreman. Some 300 individuals attended.

The Apprenticeship Program is overseen by the California Joint Apprenticeship Council (CAL-JAC) and the Trustees. The formal name is the Operating Engineers and Participating Employers, Pre-Apprentice, Apprentice and Journeyman Affirmative Action Training Trust for the Northern 46 Counties of California.

The Journeyman and Apprenticeship Trust for Northern California has a full-time staff of 41 with a part-time staff of four. Yet, there are a total of 150 individuals who administer this training program when you factor in volunteers from labor and management, consultants, Trust Fund participants, legal counsel, Sub-JAC and alternate members, Associated Third Party Administrators (ATPA) representatives and 11 districts.

We congratulate these fine men and women for their success and wish them the best in the future.



Graduate Aaron Scholl visits with Business Manager Russ Burns before the ceremony.



Vice President Carl Goff shakes hands with graduate Gheorghe Enache.



From left: Graduates Mike Baron and John Huffman.



Financial Secretary Dan Reding congratulates his son, Beau Reding.

Graduate Trevor Nelson celebrates the occasion with his wife, Sara, and parents, Kari and Raymond.



Apprentices of the Year



Construction Equipment Operator (CEO) Jacob Lopez.



Crane Operator (KRA) Julie Bagley.



Gradechecker/Gradesetter Daniel Christie.



Heavy Duty Repair (HDR) Mechanic Jose Sanchez.



From left: Graduates Andre Dias and Victor Flores are congratulated by Local 3 officers.



Director of Apprenticeship Tammy Castillo hands Brandon Merola his certificate of completion.



Jessica Barbosa shakes hands with Business Manager Russ Burns.



Graduate Gabriel Arreguin and his wife, Nichole.



RMTC Executive Director Kris Morgan addresses the 2010 graduates during the completion ceremony held in Concord.



From left: Supervisor of the Year awards were given to Ray Trafton from Teichert Construction and Glenn Madrid from DeSilva Gates.

FIELD PERSPECTIVE: What the members are saying

What is the most important thing you got from the Apprenticeship Program?



"The skills and tools to make a good living."

– Steve Johnson, apprentice graduate



"The opportunity."

– Nick Jessen, apprentice graduate



"The training."

– Charles Pettigrew, apprentice graduate



"The education and hands-on training. It was an opportunity I never thought I'd get."

– Demetrius Adams, apprentice graduate



"The low wage. It makes you want it [to graduate] that much more."

– Jesse Rigby, apprentice graduate



"Finishing the program and joining Local 3."

– Gistand Williams Jr., apprentice graduate

A 'dauntless' mission

Crew rescues dredge, cleans up harbor after tsunami

Story by Mandy McMillen, managing editor; photos by Dominique Beilke, art director

Deckhand Scott Wilson remembers receiving a call on March 11 – the day Japan’s 9.0 earthquake triggered a tsunami. “We knew the wave was going to hit [California’s coast] with big force,” he said.

The “wave” was part of a massive storm surge that dramatically impacted the coastal communities of Crescent City and Santa Cruz. At the time of this writing, the Crescent City Harbor in the Eureka District was still too dangerous after the impact for a full damage-assessment (early estimates totaled \$50 million), including the possible cleanup role of Operating Engineers.

But in the Santa Cruz Harbor, located in the Morgan Hill District, members from the Santa Cruz Port District, including Wilson, and signatory contractor Andreini Bros., Inc. began cleaning up the harbor, including debris from damaged docks and more than 13 sunken boats. Damages were estimated at \$30 million.

While the Santa Cruz dredge crew (comprised of five Operating Engineers) was happy to help in the aftermath (most consider the harbor their home), their first call of command came the day the storm hit. Their mission: To save the dredge, “Seabright,” docked in the Santa Cruz Harbor at the mouth of the channel. The crew’s other dredge, “Squirt,” had luckily been pulled out a week earlier for maintenance.

“We got on the boat [the “Dauntless”] and went with the surge for two hours,” until midnight, said Wilson. Crews had to wait out swells coming in two- to three-minute intervals at heights as much as 3 to 4 feet, while 20-foot waves crashed outside the harbor.

Capt. Jim Riley remembers the event felt like a kind of life-threatening dance.

“It was probably the most powerful nature event I’ve ever been a part of,” Riley said. “We were on it [the wave], dancing on it ... cables going all over the place.”

Eventually, it grew dark and the crew had to go by feel.

“We couldn’t see the switch of energy,” said Riley. “It became a feel game, like we literally had a tiger by the tail, and we couldn’t let go.”

Riley didn’t realize the connection he had with the “Seabright” until it was heading out to sea with a grim survival rate during the storm. He actually teared up when the ship was recovered during the second surge. Like most of the crew, “she [the “Seabright”] considered the harbor her home and wanted to stay there, I guess,” said Riley. He has worked with the vessel since 1986.

Had the crew not safely retrieved the “Seabright,” its destruction would not have been the only consequence.



Capt. Jim Riley at the controls of the “Dauntless.”



The “Seabright” is anchored at the mouth of the harbor awaiting repairs.



Mike Davis secures a piece of broken dock to the “Dauntless” so the crew can drag it to the boat ramp for removal.



The crew of the “Dauntless” pulls a sunken boat from a slip, dragging it through the harbor to the boat landing for removal.



Wilson warned, “You wouldn’t want that dredge loose inside the harbor ... you could put all the boats together, crunch them up and it wouldn’t be as much weight as that dredge,” which, in a storm of this magnitude, would have created far more damage to the harbor and the boats docked there, not to mention that the “Seabright” carries 8,000 gallons of fuel.

Riley credits the successful rescue to the “Dauntless” and his crew.

“I am so proud of the guys, the way they worked together as a team, a brotherhood. What they did was a miracle, to come out unscathed ... alive.”

Riley is not exaggerating when he says “brotherhood,” since he has known Wilson “since I was born,” refers to Deckmate Mike Davis as his “brother,” has known Chief Engineer Mark Wallin “since fourth grade” and worked with Jeff Center “on my first job in Operating Engineers on the Noyo River.”

Only the dredge wiring system (cables, anchors, buoys) and the sub-line was in need of repair on the “Seabright.” She will definitely sail again.

But the dredge’s rescue was just the beginning of the crew’s responsibilities. The day after rescuing the “Seabright,” the crew was called back to begin harbor cleanup. And even though the

storm ended, excessive amounts of debris coupled with the low tide created a dangerous environment during the cleanup.

Again, the “Dauntless” and crew prevailed. “We have the best tools for this, the right tool for the job,” said Riley. “We want to get the harbor back into operation.”

The crew made round trips every half hour.

Their findings: A long list of debris, including everything from boat fenders, seat cushions and dock wood to ladders and whole boats.

“You never know what’s on the end,” said Riley, pointing to the deck winch, “and you have no idea where things are other than just by feel.”

Once the dredge lifted debris from the sea and dragged it to shore, Excavator Operator Billy Maxwell Jr. with Andreini Bros., Inc. used the bucket of his excavator to dispose of it. Maxwell, a recent graduate of the Apprenticeship Program, was also responsible for pulling the boats out of the water. Hundreds of onlookers and even camera crews were not given the close access to the harbor that Maxwell was.

“It is pretty devastating, but it is good that our industry is able to help out and clean the water up,” he said.

Both companies and crewmembers combated daunting tasks, *dauntlessly*.



This boat ended up on top of the dock after violent waves hit the Santa Cruz Harbor.



From left: Members Mark Wallin and Jeff Center move a boat to make room for other boats damaged by the wave.



Scott Wilson pulls a hydro-float from the water.



Billy Maxwell Jr. with Andreini Bros., Inc. sorts debris pulled from the harbor.



For more photos visit www.oe3.org.



Political Perspective
By Mark Kyle, director of government affairs and public relations

Taking back the power

A lot has happened politically since last November and much is ahead. There are a few elections coming up that may affect you. For members living in Burlingame District 01 and Morgan Hill District 90, there are special elections in early May. These are mail-in only – you may have already received the ballot. Look for endorsements in your District Report in this edition and on our website at www.oe3.org. Most importantly, don't forget to fill out your ballot and mail it by *May 3*.

The possibility of a California special election still exists, but at the time of this writing, nothing is certain except that the state is hurting. If there isn't a special election, or voters don't pass the proposal for cuts and tax extensions put forward by Gov. Brown, the effects will be even worse. Stay tuned for future developments.

The saying "everything is politics" truly applies today, as Republican governors across middle America try to gut the middle class' ability to collectively bargain, such as in Wisconsin and Ohio. While these governors claim it's all about passing their budgets, it's really about waging ideological warfare. In Washington, these "deficit concerns" are mainly coming from a large group of fringe, right-wing House members, many in the freshman class.

One such stalled item in the political tug-of-war is the federal Surface Transportation Bill, which came up for re-authorization this winter. It's worth billions and a huge amount of jobs directly benefitting Operating Engineers. Congress passed an extension for the bill until September, however, the long-term challenge is to get the bill reauthorized and funded for another five to six years. For 2011 alone, there are highway expenditures to the tune of \$42 billion and \$11 billion for transit, but with political agendas tying everything up, all funding is being

challenged under the guise of budget balancing.

This bill is especially important to our members in California, because some of the monies included in it are for High-Speed Rail (HSR). Unfortunately, some extremist Republicans want to gut those monies. Some of these folks are non-believers (very much like the Flat Earth Society of yesteryear – a group of folks so afraid of change and the future that they were willing to ignore modern science and cling to outdated and ridiculous beliefs), but most are motivated by politics and aren't really interested in HSR or the jobs it would create. Their real interest is in attempting to discredit President Obama so he won't be re-elected in 2012. In other words, it's a political game to them (while jobs are being compromised).

Unfortunately, most of these politicians were never among the working class, and yet they make decisions that affect this largest group of people in the country. This seems to be a growing trend. Some interesting facts on wealth distribution in America: A huge share of the nation's economic growth over the past 30 years has gone to the top *0.01 percent* who now make an average of \$27 million per household. The average income for the bottom 90 percent of us is \$31,244. Go to our website (www.oe3.org) to learn more and see this and other economic information in graph form.

What these numbers mean coupled with the current assaults on the middle class is that we need to come together now more than ever – that means getting involved in political action in every way possible. Get registered to vote, attend your union meetings, volunteer in the Voice of the Engineer (VOTE) program and keep reading your *Engineers News* to see how you can help take back the power for the middle class.



Organizing
By Bruce Noel, director

Efforts produce new agreements

In spite of the downturn in the economy, Local 3 has been able to sustain positive organizing results. Business Manager Russ Burns made a commitment last June to increase organizing efforts by assigning three full-time organizers. With a majority of construction work in the public-works arena, we now have a golden opportunity to approach non-union contractors that are competing for work on the same level as most signatory employers. For us, the timing couldn't be better. This is a chance for agents and organizers to educate non-union employers about the benefits of being union.

We've had several members step up and offer organizing tips that have helped us create work opportunities for other members, so my hat is off to those of you who have been the eyes and ears for Local 3.

Thank you!

2010 Organizing Results	
New Organizing Agreements	74
Dispatches from New Organizing Agreements	177
*Total New Agreements for 2010	198
*Dispatches for New Agreements	602

*All New Agreements include Project Labor Agreements (PLAs) and Project Agreements, however, they do not include National Pipeline Agreements or National Maintenance Agreements.

Organizing Agreements accounted for nearly 40 percent of all New Agreements signed. These are long-term agreements that will provide long-time work opportunities for Local 3 members. I would also like to commend each district for the high level of commitment. Combined efforts from the agents and organizers helped log more than 3,600 non-union contractor contacts in 2010 – what an outstanding effort.

This is our first full year of tracking our organizing results. We feel good about the organizing achievements, but the goal is to continue to improve. Remember: When you see the non-union working in your area, please help us help you by notifying a district office, business agent or organizer.

CIFAC: Finding job opportunities for our members

By Steve Harris, CIFAC vice president

When Business Manager Russ Burns asked me to represent Local 3 on the Construction Industry Force Account Council's (CIFAC's) Executive Committee, I saw it as an opportunity to be a part of an organization whose mission is to create jobs for us. That's exactly what our brothers and sisters need, especially right now. As an officer of CIFAC and a Local 3 Trustee and district rep., I feel a responsibility to report back to you what we're doing together to find work.

CIFAC was created in 1977 by Associated General Contractors (AGC) and former business manager Dale Marr to monitor local governments and state agencies to ensure new public-works-construction projects went out to competitive bid when their dollar value hit their force-account limit. Force account is a term in California law that refers to the public agencies' use of their own workforce. Therefore, CIFAC protects the public's pocketbook by getting the best value for its hard-earned tax dollars and prevents cronyism – giving all the jobs to “Uncle Louie.” The limits are defined in the Public Contract Code. Since its inception, the emphasis of CIFAC has been on highway and heavy construction. Over the years, CIFAC has turned around a lot of work.

CIFAC Executive Director Cathryn Hilliard and Northern California field representatives Sally Riley and Michelle Tucker cover the entire Local 3 territory in California. In 2010, the value of the projects they investigated was about \$807 million, and in more than eight years, the total is \$5.7 billion. They turn around between one-quarter and one-third of projects every year. With such a small staff, they need partners in the field, and Local 3 is a full partner and a big reason for their success. The following are some examples:

The city of Oakdale reversed a contract-abort decision in favor of a signatory low bidder after CIFAC talked to the City Council and city officials. The “A” Street/Cloverland Street reconstruction project in Oakdale was bid in August 2009. The city intended to award the project to a local contractor that was not the low bidder, because the city previously amended its policy to include a local bidder's preference for

supplies, materials, equipment and tangible personal property. However, the local-preference policy did not expressly include public-works-construction projects. The bid documents omitted the local bidder's preference. Stockton District 30 called CIFAC. Tucker contacted the Public Works Department and the city clerk. CIFAC believed that because the preference was not listed in the bid documents and the policy did not include construction, the project should be awarded to the lowest bidder. Tucker later spoke at the City Council meeting to explain her concerns. The City Council awarded the project to the non-local low bidder, George Reed Construction, at \$760,000 and waived the local bidder's deduction preference.

The Sonora Union High School District issued a Request for Proposal (RFP) for the installation of a new modular cosmetology building on Shaws Flat Road. The Engineers' estimate was \$450,000. Included in the RFP was excavation, concrete, plumbing and building installation work. RFPs are used for certain types of professional services and cannot be used for construction work. An OE3 member contacted CIFAC's field representative who received and reviewed copies of the contract documents and found that the finishing work was not included in the RFP. The district intended to self-perform this work. Tucker spoke with district officials and informed them that the construction work that was included in the RFP and the intended force-account work must be competitively bid. To ensure compliance with the law, the district agreed to formally bid out this work.

There are many more examples of how our members continue to make contact with CIFAC and create job opportunities. This is a very important time for all of us to keep our eyes open and report possible violations to CIFAC. If you see *new* public-works-construction projects that are not being done by Local 3 members and signatory contractors, call CIFAC at (800) 755-3354 or call me at (408) 465-8260 and we'll take it from there. I look forward to giving you updates as we continue to work together to improve job opportunities.

ATPA Angle

Life from a different perspective

By Bob Miller, Associated Third Party Administrators (ATPA) senior account executive

Many years ago, a fellow Operating Engineer said to me: “How old would you be if you didn't know how old you were?” I never forgot that. The point is you would be the age you and your peers *thought* you were. This assessment would no doubt be governed by your physical appearance and mental capabilities – in short, your health.

As a retiree, health becomes extra important, as the goal is to live as long as possible and reap the benefits of Local 3's wonderful Pension. Finally you have reached retirement; now the focus is on living long enough to enjoy it.

Probably the biggest factor in longevity is combating obesity. Other common factors include smoking, diabetes, Chronic Obstructive Pulmonary Disease (COPD) and Coronary Artery Disease (CAD).

Keeping the weight off is a constant struggle, with exercise and diet being the twin keys to long life. I think of it as a pound off is a year longer.

The following simple tips can really make a difference:

Never drink calories. Think of how many oranges or apples it takes to fill a glass of juice. It's easy to slam down a big glass and still be hungry, but if you ate the fruit, you'd be full – less sugar and more fiber too.

The 20-minute rule. If you exercise and increase your heart rate for a minimum of 20 minutes, you increase your basal metabolism. This, in turn, increases the calories your body burns for 12 hours. Twenty minutes for 12 hours is the deal of a lifetime.

Protein power. Protein keeps you feeling full much longer than other foods. If you simply increase your protein intake at all meals, you will hold the hunger pangs off and keep the calories down. Each gram of protein has less than half the calories of carbohydrates and fats. I try to eat 1 gram of protein for every 2 pounds of body weight, each day.

Business Manager Russ Burns and the other officers are constantly looking at new ways to improve members' health and longevity. The Best Practices Committee is the perfect example. This committee wants Plan participants to pass the “How old would you be if you didn't know how old you were?” test and reap both Plan savings and long, healthy lives.

As we get older, time seems to go by so much faster. My dad applied simple mathematics: When you are 20, a year is one-twentieth of your life; when you are 60, it is one-sixtieth, with the subsequent perception of time. During retirement, it is even more important to maximize your time.

Despite storm, Semi-Annual a success



Member Joe Mendes poses for a photo with his wife, Vicky, and their children, Matthew and Katelynn.



Members and their families brave the rain and cold weather to attend the Semi-Annual Meeting.



Getting his granddaughter, Ruby, interested in construction, Johnny Johnson picked her up a hardhat and toy truck.



From left: Seven-year member John Brown discusses the state of the union with Treasurer Pete Figueiredo.



Juan Alvarado Flores tests his skills on the mini excavator simulator.



Third-step Apprentice Tricia Miles sings the national anthem at the March 20 Semi-Annual.



Five-year member David Chavez has his cholesterol checked for free at the Semi-Annual health fair.



Fifty-six-year member George Dias and his wife, Rose.



Brothers Gilbert Camacho and Antonio Vazquez take advantage of the free health-fair tests.



From left: Todd Mason and John Feddema.



From left: Steve Searles visits with Vice President Carl Goff.



Diesel Mechanic Jose Cerrado eats lunch with his family: Wife Ana, daughter Heesy, and sons Eder and Adoni.



Business Manager Russ Burns and Financial Secretary Dan Reding visit with Dan Hudson outside the meeting hall.



From left: Casey Bargas, Max Gonzalez, Andy Lopez and Bob Torrez enjoy the free popcorn and the company before the March 20 Semi-Annual Meeting.



Twenty-four-year member Don Blevins has his caricature drawn by artist Wolfgang Niesielski.



Tony Ortiz visits with President Fred Herschbach as they walk through the equipment fair.



Twelve-year member Craig Williams has his bone density tested at the health fair.



Rec. Corres. Secretary Jim Sullivan and 16-year member Alec Giddings.



Five-year member Scott Morgan discusses the results of his tests with a Kaiser representative. Being proactive about his health, Morgan took several of the free tests offered at the health fair.

It was cold, it was wet, it was extremely windy. But that didn't stop about 700 Local 3 members, friends and family from attending the Semi-Annual Meeting on March 20, because, as Business Manager Russ Burns said, "not even the elements can stop Local 3."

Neither will a depressed economy or ongoing political battles.

Burns told the crowd in his state-of-the-union address that the work picture looked promising, with about \$11.5 billion worth of work this year in California alone. However, it will take a group effort to make sure it all comes to fruition.

Hours are already up from last year, with 5 percent more reported in the first two months of 2011 than in 2010.

"It's a great sign," he said.

Burns mentioned hospitals being built in Burlingame District 01 and Oakland District 20, bridge and highway work in Morgan Hill District 90 and the importance of high-speed rail, which could start later this year. He mentioned about \$50 million worth of work in Nevada, more pipeline work

Local 3 would like to thank the following for providing equipment for the Semi-Annual: Keith J. Gale General Engineering, Peterson, Precision Crane, Sheedy, Bigge, Caltrans and Syar.

in Utah and Hawaii's light-rail project, which should break ground this year.

Burns talked about the Pension, which saw 11.2 percent net returns, and health care. He explained that work hours are the key to keeping our funds strong. He also explained that politicians across the country are attacking the working class and unions and that we need to stand together now more than ever.

"Politics never rest," he said. "Be aware, pay attention, be involved."

The audience responded with applause, showing that, as they weathered the storm at the Semi-Annual, Local 3 will weather challenges ahead. We always do.

Along with the meeting, the day also offered some fun and games. Guests tested their skills on the Rancho Murieta Training Center's (RMTC's) mini excavator simulators, accrued lots of free goodies from the vendor fair and enjoyed an impressive feast – something else Local 3 is known for.

For more photos from the Semi-Annual, visit us online at www.oe3.org.

Our ship has arrived

On Feb. 3, **Allied Defense Recycling** brought in the first ship to be dismantled at Mare Island Dry Dock in Vallejo. Another ship was due the first week of March. An official ribbon-cutting ceremony was held on Feb. 18. This is a sign of some good work ahead, as it should employ a number of hands for a lot of hours. The project is still in the early stages with fish removal, cleanup and cabin-air tests throughout the ship. This will definitely help get Vallejo moving again – a huge success for all.

In downtown Napa, **Proven Management** began drilling and setting soldier pile for the Napa Creek restoration project. **Keith J. Gale General Engineering** continues with the Queen of the Valley Hospital



Joe Ayala, the director of the California Governor's Office of Economic Development, talks with Business Manager Russ Burns and Financial Secretary Dan Reding.

and Meritage Resort in Napa. **Ghilotti Construction** is preparing for a recycled waterline at the Napa State Hospital and Napa Community College. **O.C. Jones & Sons** is getting ready for work on the I-80 on- and off-ramps from Red Top Road to Waterman Boulevard in Fairfield. In Vallejo, **Bay Cities** continues work on the Vallejo parking structure, and **Lucas Studios** moves forward negotiating with the city of Vallejo for property on Mare Island for yet another project that will put Vallejo back on the map and create many jobs for all the trades. Let's keep our fingers crossed for this one.

Don't forget to mark your calendar: Our annual District Picnic will be held on

Saturday, June 25. We are joining forces again this year with Sacramento District 80 for a fun-filled day at Country Club Park in Winters.



The first ship to be dismantled at the Mare Island Dry Dock arrives.

YUBA CITY | 468 Century Park Drive, Yuba City, CA 95991 ▪ (530) 743-7321

Wage increases successfully negotiated with Recology Norcal

The 2011 work season kicks off with some dirt work in District 60. The **Teichert Hallwood Plant** has about 300,000 tons of Hot Mix Asphalt (HMA) to make this year, and **George Reed** is reporting close to the same amount. **Knife River Construction** has also been winning projects, so it looks like these three companies will be keeping crews working this season.

DeSilva Gates and **Granite** have projects carrying over from last year that will finish soon, and **MCM Construction** continues work on the Spanish Creek Bridge. Dodge Reports and Valley Contractors Exchange show \$200 million worth of projects within District 60 as of February 2011. This includes projects ongoing or scheduled to start this season.

Our organizing efforts in District 60 are paying off. Bid-protest-certified-payroll requests are keeping non-union contractors honest or getting their bids rejected because of past wage-violations or poor job performance. Trades working together through Mid Valley Building Trades Council recently negotiated a maintenance agreement for the new Maxwell PG&E power station that will assure ongoing work at the site will be performed by union trades. We are hoping the Walker Ridge windmill project makes it through the public-comment stage soon, because it will be a good project. **Mortensen Construction** out of Minnesota has built other windmill projects with union-labor agreements. The company told us at a public-comment

meeting that the same would be true here.

We are lucky in District 60 to have retirees who get involved with local politics. Retiree **Dennis Moreland** is one of them. In case you didn't know, Moreland was re-elected to the South Feather Water and Power Agency Board. With plans in hand, he is bending anyone's ear who will listen: "We need water storage in the north state, and now is the time to build it!" Thanks for your hard work, Dennis.

We recently finished two successor agreements for **Recology Norcal**, with both picking up an additional 12 percent over the term of their three-year contracts in benefits and, believe it or not, some wage increases. These improvements weren't easily won; they took a lot of hard work and a strong show of solidarity by union members. At rallies and at work, members focused on the common goal of a fair contract, dug in against company proposals that left them with no scheduled increase for two years and a real possibility of major cuts in wages and benefits and stuck together! **UNION YES.**

Each year, at our first-quarter District Meeting, we elect our Grievance and Market and Geographic Area committee members. In February, **Joe Wurm**, **Kevin Schmidt** and **Randy Stage** were elected to the Grievance Committee, and **Bob Dietz**, **Jerry Seiff** and **Chuck Adamson** were elected to the Market and Geographic Area Committee.



Jack Hunter works for MCM Construction on the Spanish Creek Bridge.



Doug Brown works for MCM Construction.

Members help Reno get rehabbed

From Reno

It's spring, but in Northern Nevada, the weather can be erratic. Thankfully, the Ruby Pipeline kept many members busy this winter, but the project is coming to an end, so please remember to call the Hall to register on the out-of-work list and update your information.

Granite Construction was the low bidder on a city of Reno sewer-rehab project and the Hwy. 50 at Cave Rock project. The company continues working on I-580 in Reno. **Sierra Nevada Construction** picked up a city of Reno street-rehab project and cold-mill recycle projects in Eureka County and the Fallon/Fernley area. **Q&D Construction** was the low bidder on the I-80 Painted Rock to Fernley project and on state Route 28 in Crystal Bay. There are more projects on the books, but with the legislative process holding up some of the funding, we will have to wait and see what happens.

For more information on upcoming work, call Dispatcher **Dylan Gallagher** at the Reno Hall.

A dinner and viewing of the Semi-Annual Meeting will be held at the Reno Hall at 6 p.m. Wednesday, April 6. Members in good standing who attend this meeting will have a chance to win a \$100 gift card from Cabela's.

From Elko

N.A. Degerstrom, Inc. is staying busy at the Rossi Mine north of Winnemucca, the Queenstake Mine north of Elko and the Robinson Mine outside Ely. **Ames Construction** is working at Newmont on a tailings dam and finishing a job at Cortez Gold Mine. **Ramco** is doing some crushing at Twin Creeks Mine and at the Getchel Gold Mine north of Golconda. **Reno-Tahoe Construction** is working west of Battle Mountain.

MKD Construction was the low bidder on the waterline job in Lamoille. **RHB** picked up the I-80 job east of Wendover at Pilot Peak. **Frehner Construction** picked up the I-80 job west of Elko at the Halleck/Ruby Valley interchange. **Canyon Construction** was the low bidder on the

road relocation at Cortez Gold Mine but is still waiting on permits to get started. **Peek Construction** is finishing the wildlife crossing on Hwy. 93. **W.W. Clyde Construction** picked up a job in Wendover and the power-line job in Ely. **Granite Construction** picked up the sub-station, and **Rees Enterprises** is doing all its crushing in Ely. **Sterling Crane** is staying busy in the mines around Elko.

With gold prices remaining high, the brothers and sisters at Newmont Mine are very busy.

The **Newmont** meeting is the first Wednesday of the month at 6 p.m., and the construction meeting is the second Wednesday of the month at 6 p.m. See page 29 for details.

A viewing of the Semi-Annual Meeting will be held at the Elko Hall at 6 p.m. Wednesday, April 13, and dinner will be provided. One lucky member will win a \$100 gift card from Cabela's. For more information, call the Elko office at (775) 753-8761.

FRESNO | 4856 North Cedar, Fresno, CA 93726 ■ (559) 229-4083

The ins and outs of job placement

As the rains quiet and the weather warms, we hope to see dispatches pick up. Some reminders for getting dispatched: Please make sure your contact information is current, so Dispatcher **Dave Mercer** is able to reach you. If a member doesn't answer the phone, Mercer leaves a message when possible and immediately calls the next member on the list. He'll continue down the list until he reaches someone who accepts the dispatch. It's important that you have your phone available whenever possible to receive a call for a job. If you're going out on a five- or 10-year letter, it's your responsibility to come by the Hall and get a dispatch. Whether you're getting dispatched off the list or a letter, you must get your dispatch before reporting to work. Please call the Hall if you have any questions.

If you're not eligible for a 10-year letter, you may qualify for a five-year letter. A member who has "A" hiring status and has been dispatched and worked for an employer within the last five years may be eligible for a five-year letter. Call the Hall, and we can let you know if you're eligible and what employers you have worked for in the last five years.

Another job-placement rule is Short Duration, which many members are unclear about or unaware of. The following information is from the *Job Placement Regulations (JPR)*:

Short Duration shall mean employment which is terminated by the individual Employer other than for just cause without such Employee having received from such employment the equivalent of forty-eight (48) hours of employment. Those Employees terminated for just cause shall not be eligible for "Short Duration" and will subsequently be placed on the bottom of the out of work list.

An Employee whose last employment was of "Short-Duration" shall be restored to his/her original place on the list, or lists, on which he/she was registered at the time of his/her last dispatch, provided he/she notifies the respective Job Placement

Center of his/her availability for work not later than noon of the day following the termination of such employment.

A current job in the area includes **Viking Construction's** Hwy. 99 widening. Members **Donald Capps** and **Ken Bush** are currently working there.



From left: Twenty-three-year member **Donald Capps**, a working foreman for **Viking Construction**, and nine-year member **Ken Bush** widen a bridge on Hwy. 99 in Fresno.



Lots of work in the city

The work picture continues to look up. New projects include improvements to the St. Francis Traffic Circle at Sloat Boulevard and Junipera Serra by **NTK Construction**. On Valencia Street north of 24th Street and around the Seventh and Irving streets hub, **Ghilotti Bros. Inc.** is performing street improvements and Americans with Disabilities Act (ADA) ramp work. At Pier 94, **Aman Environmental Construction** started crushing concrete and supplying the nearby batch plants. At Doyle Drive, **R&L Brosamer** was awarded the fourth contract of the Golden Gate Bridge feeder-replacement project, which



Capt. Bill Hearon is the job steward for West Diving Services at the Bay Bridge project.

includes the Battery Tunnel and some permanent roadway. On the Bay Bridge transition section, general contractor **C.C. Myers** constructs the footings and piers, while subcontractors **Silverado Contractors** and **Sheedy Crane** finish dismantling the falsework and demoing the old bridge. Projects on the radar include the \$1 billion Cathedral Hill Hospital and the Central Subway (Chinatown Tunnel). **MCM** is scheduled to mobilize in the summer or fall for the contract to build the road decks. Attention San Mateo residents: Local 3 endorses **Gina Papan** for San Mateo County Board of Supervisors. The special election is May 3, and this is a *mail-in only ballot*. Ballots will be mailed April 4. Don't forget to vote!

REDDING | 20308 Engineers Lane, Redding, CA 96002 ▪ (530) 222-6093

About \$65 million in new work for District 70

The Antlers Bridge project is going well. The north-side abutment is nearly complete, and work on the south side is in full swing. This job has had its challenges, but the Operating Engineers on the job have prevailed. **Kiewit** finished the Cypress Street Bridge job, and the finished product is one to be proud of. The project added beauty to the already-beautiful city of Redding. **Mike Schuette, Chris Dickson, Glen Duralia, Jim France, Mike Aruchuleta** and **Les Houghby** were mainstay operators on the project, and District 70 thanks them for their hard work. We have very well-trained operators in Local 3, and these men are proof.

Steve Manning Construction finished emergency work on Hwy. 299 west. By the time your read this, the Buckhorn job we have talked so much about should have bid. It was not as much as we hoped for, but this section was about \$20 million, and we hope to see more to follow on Hwy. 299 west.



Our members should be proud of the completed Cypress Street Bridge.

There is about \$65 million in new work on the books for 2011 and another \$165 million going to bid (most in early spring). District 70 would like to thank our Unit 12 members. They are shorthanded due to state budget cuts, yet they continue to keep our roads safe. Good job. At the time of this writing, our brothers at **Holt Machinery** are fighting to maintain their benefits. We have all been there at one time or another, so please show your support. Public Employee Business Rep. **Art Frolli** has also done a good job, keeping contracts going in the right direction, despite these tough times. Please remember to keep your eyes open for other crafts on our equipment. Every hour they are on a machine is one less hour contributed to our Trust Fund, and we cannot afford that. We need to take this seriously – it is our future at risk.

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

Honolulu Mass Transit breaks ground

Hawaii has a long road to economic recovery. The construction industry will be an accelerating factor to this, as the visitor industry sets the base. The long-awaited groundbreaking for the Honolulu Mass Transit occurred in February. This will help build confidence with developers and investors as they push forward with projects surrounding the transit system. Economic reports for the construction industry show the 3.7 percent growth in 2011 accelerating to 7.7 percent in 2013. We have recently joined the Hawaii Construction Trades Alliance, which now consists of the four basic crafts: Carpenters, Masons, Laborers and Operating Engineers. We have worked collectively to facilitate union work. The common thread that brings us together is the general contractors that are signatory to our crafts. With legislation in full swing, there are several projects we are working to push through to bring union work. We continue to support fast-tracking University of Hawaii

projects that put our members to work. We are looking at supporting the movie industry, as it builds studio facilities throughout the state. The road to recovery may be long but not impossible. As we work collectively within our industry and support growth in other industries, the overall economy in our state will be stronger. **UNION STRONG.** As for current work, **Hawaiian Dredging** works on the Lahaina Bypass to alleviate congested traffic going to and from Lahaina, Maui. The crew includes Excavator Operator **Keoki Lindsey**, Gradechecker **Thomas Baelig**, Komatsu Operator **Edward “Baker” Miguel**, Hoe-ram Operator **Shaun Takahashi**, Articulated Truck Operator **Mark Kalawaia** and General Foreman **George Reinhart**. See page 29 for a schedule of upcoming Town Hall Meetings.



Hawaiian Dredging works on the Lahaina Bypass.

Pipeline projects continue to produce work

Spring is here, and with the snow thawing, we prepare for another great work year. With our work hours in 2010 up 2 percent from 2009, Utah has fared better than most in this tough recession. Thanks to the Ruby and APEX pipeline projects, we have been able to keep a lot of our members who were laid-off from other jobs employed this past winter. If rumors of other pipeline work in Morgan and Vernal come to fruition, we should continue to have more work.

Ames Construction continues work on the I-15 Core project in Utah County, and Copper Hills Constructors (Granite, Kiewit and W.W. Clyde) continues work on the Mountain View Corridor. These two projects will take much of the Utah Department of

Transportation's (UDOT's) budget for the next couple of years. Although there will be other jobs coming out this year, they'll be on a smaller scale because of the investments in the two, large highway projects going on.

The Utah Master Agreement expires June 30. We have already had pre-negotiations and will be having others to get your input. When you see your business representatives on jobsites, do not hesitate to give them your suggestions. It is only through the strength of our membership that we are able to maintain and achieve better wages, fringes and working conditions.

See page 29 for a schedule of upcoming Town Hall Meetings.

OAKLAND | 1620 South Loop Road, Alameda, CA 94502 ▪ (510) 748-7446

District 20 welcomes new contractor

Spring is here, and work in District 20 is ready to begin. Remember to call Dispatcher Phillip Deeff when you are recalled or go to work for a new employer. He can enter your dispatch information into the system for the job-placement history. This will help you in the future, as it will allow you to be dispatched on a recall or a five-year letter. Do not rely on

build the lay-down areas at both portals and prepare them for excavation.

Tri-Valley Excavating, based out of Sunol, has been in business for 18 years. Owner Michael Garcia Sr. has a lifetime construction career as a superintendent overseeing paving and grading. In 1993, he started Tri-Valley Excavating to bring a sense of excellence and professionalism to the construction industry. The company is a premier grading and paving powerhouse and has built partnerships with some of the best companies and agencies in the industry. In 2007, Tri-Valley Excavating became signatory with the International Union of Operating Engineers (IUOE) Local 3, which the company considers one of the best decisions made to date. Since then, and with the help of the union, Tri-Valley Excavating is considered on par with some of the best companies in the state. Tri-Valley Excavating is now heavily involved with the San Francisco Public Utilities Commission's (SFPUC's) Hetch Hetchy project, with sites like the Bay Tunnel Division Pipeline in Newark, going under the Bay, and the Irvington Tunnel project.

Tutor-Saliba is the general contractor on the other big tunnel project in District 20 – the Caldecott Tunnel. This \$391 million project was revised from earlier estimates of \$420 million – \$179.6 million comes from federal Stimulus Funds, \$122.5 million comes from Contra Costa

Measure J sales tax, \$50 million comes from Bay Area bridge tolls and \$37.3 million comes from state funds.

The purpose of this bore is to add a two-lane tunnel to the existing six lanes at the Caldecott Tunnel. It's scheduled for completion in late 2013.

At the time of this writing, the contractor reports that the crew has dug out more than 900 feet, or 27 percent of the 3,389-foot-long Caldecott Tunnel fourth bore.



Members with Tri-Valley Excavating work on the Alameda Portal site of the Irvington Tunnel.

your employer to do this for you. If you do not let Deeff know, and the history of your job placement is not recorded, we cannot send you out on a five-year letter or a recall. Help us help you.

Also, if you are not working, please remember to call in once a month to re-register on the out-of-work list.

We would like to congratulate Southland Constructors for becoming a new signatory contractor with Operating Engineers Local 3. Southland Constructors is working on a Joint Venture (JV) with Tutor Perini on the new Irvington Tunnel in Sunol. This \$300 million project is starting to dispatch operators. When finished, the 3.5-mile tunnel, 12 feet in diameter, will run from Calaveras Road in Sunol to Washington Boulevard in Fremont. Twenty-five to 35 Operating Engineers are needed. It's scheduled for completion in 2014.

Subcontractor Tri-Valley Excavating was awarded the bid on the tunnel job to



Dozer Operator Jamie Porterfield works for Tri-Valley Excavating.



Blade Operator Pete Mondot works for Tri-Valley Excavating.

Apprenticeship Spotlight

District 20 congratulates Heavy Duty Repairer (HDR) Apprentice Frank Anckaer on his fourth-step advancement, as he continues working for Drill Tech Drilling & Shoring at various projects, and Construction Equipment Operator (CEO)



Fourth-step HDR Apprentice Frank Anckaer.

Kasey Abreu-Peixoto, who reached journey-level status. Abreu-Peixoto continues to work for St. Francis Electric, which sponsored him into the apprenticeship program.



CEO Kasey Abreu-Peixoto.

Vote for Mancini in special election

It looks like this is the year things will turn around! Clearing and grubbing began on the \$72 million Prunedale improvement project. Details can be found on the Caltrans website (www.dot.ca.gov). Work will be completed in late 2014. **Granite Construction** (Watsonville) and **MCM Construction** will work on this project as a Joint Venture (JV). Not only will this cure some major traffic nightmares, but it will also put Operating Engineers back to work.

Echo Valley Road will be re-routed to connect to Crazy Horse Canyon Road with an overpass and ramps. San Miguel Canyon Road will also get interchange improvements. Blackie Road and Reese Circle will receive an overcrossing and a new interchange between Martines Road and Espinosa Road, and an undercrossing will be built at Russell/Espinosa roads. We'll keep you posted on these projects, as work gets underway.

Another Caltrans project in the works is the Hwy. 17 Summit Road separation. The project is estimated at \$16 million. The Calaveras Dam is also coming up to the tune of \$300 million. It's time for the economy to go in our favor.

Our February District Meeting had a strong turnout, as we elected members to the Market and Geographic Area Committee and the Grievance/Political Action Committee (PAC). Brothers **Peter Humphries**, **Kevin Brown** and **Ruben Sanchez** stepped up as ballot counters for the elections. Our new Market and Geographic Area Committee consists of **Steve Bolliger**, **Joseph Hatchie Jr.** and **Jacob Lopez**, who recently journeyed out and is showing promise as an active participating member in Local 3. This committee will make wage determinations to help signatory

contractors better compete against non-union contractors in our district. **Jack Beale**, **Edward Estrada III** and **Larry Watson** were elected to serve on the Grievance/PAC. These members meet weekly to interview politicians during election years, listen to members' concerns, address valid problems and interview those seeking union support. Let's thank these members for their participation, dedication and involvement.

On the political front, Local 3 endorses **Thomas Mancini** as the director of Monterey Peninsula Water Management District (Seaside). We need your support in electing him during the upcoming special election. There is a \$330 million water-desalination plant to be built, and he may be the help we need to ensure it's an all-union project. We will be looking for your help pre-election for precinct walking, voter registration and phone banking. Check with the District 90 Hall for information on how you can help. Most importantly, if you live in the Marina Water District and have moved recently, please update your voter registration and vote.

Baseball season is here

This year's District 90 Picnic will be held at Municipal Stadium in San Jose on Sunday, June 26 from 11 a.m. to 5 p.m. There will be a baseball game between the San Jose Giants and the Stockton Ports. We will have our own section of the stadium with food, drinks and a raffle. Look in next month's issue of *Engineers News* for more details, and don't forget to challenge members in Stockton District 30 to show up in support of the Stockton Ports. Go San Jose Giants!

Members stabilize Mormon Island Dam

The city of Galt has been waiting for overpass improvements for a long time. Now, the wait is over.

Teichert Construction was awarded a \$21 million contract to start reconstructing the existing "C" Street Bridge over Hwy. 99, realign the existing on- and off-ramps and construct the new "A" Street overpass. The project started in January, and between **Teichert Construction**, **MCM Construction** and **Foulk & Associates, Inc.**, the job will keep our members busy well into 2013.

The Bureau of Reclamation and **Shimmick Construction** recently teamed up to work on the \$35 million second phase of the Mormon Island Auxiliary

Dam key block project. Work consists of building a key block that is 55 feet wide, 900 feet long and 70 feet deep. More than 1,000 holes will be drilled and steel secant piles installed and backfilled with concrete by **Malcolm Drilling** to create the structural walls. Five levels of shoring will be installed, as an excavator and dozer work down to bedrock on the first two levels. On the third and fourth levels, a crane and large muck buckets will finish pulling out 120,000 yards of native material. **Cemex Inc.** will have two onsite dry-mix plants generating 60,000 yards of lean concrete and pumping it on top of the bedrock to make the first structural lift. Coming up in lifts, 60,000

yards of onsite native material will be used for select backfill and compacted at 95 percent. The secant piles will stay in the ground, leaving behind 4 million pounds of steel for structural support. This project will stabilize the toe of the earth dam in case of an earthquake. The project started last October and will run through the end of 2012, keeping 16 to 20 Operating Engineers working for a while.

Remember: Keeping your registration active allows you to work your way to positions closer to the No. 1 spot on the out-of-work list. Don't forget to renew your registration every 84 days before it expires.



Members work on the Mormon Island Dam in Folsom.



Something for everyone at this year’s Crab Feed

District 40’s annual Crab Feed is always a success, and this year was no different. On Feb. 19, members joined President **Fred Herschbach**, District Rep. **Richard Marshall** and the Eureka District staff for all-you-can-eat crab, dancing and music by **Merv George**. Door prizes were raffled off and the children enjoyed the kids’ corner toys and games.

Thank you for attending this event and keeping our Crab Feed a fun tradition!



Retiree **Abe Sousa** visits with friends at the Crab Feed on Feb. 19.



From left: Members **Victor Knight**, **Adam Burns**, **Aaron Burns** and **Mike Johnson** visit with former Eureka district rep. **Bill Burns** at the Feb. 19 Crab Feed.

STOCKTON | 1916 North Broadway, Stockton, CA 95205 ▪ (209) 943-2332

Don’t miss this year’s picnic on May 1

The Proposition 1B funds allocated in January will provide \$1 billion for 107 transportation projects statewide. Of this funding, Stockton District 30 will receive about \$100 million. This includes \$38 million for High Occupancy Vehicle (HOV) lanes on Hwy. 99 from Charter Way to Hammer Lane; \$30 million for another phase of the bypass in Sonora on state Route 108 from Peaceful Oak Road to Via Esta Road; \$30 million for a four-lane arterial linking the Stockton Airport to I-5 and Hwy. 99; \$18 million for interchange reconstruction at Arch Road and Hwy. 4 in Manteca; \$7 million for widening Hwy. 99 from Hwy. 120 west to Arch Road; and \$4.5 million for failed pavement repair and overlay from Tuolumne Boulevard to Kansas Avenue in Modesto.

As for ongoing work in District 30:
Ford Construction has a \$1.7 million slope repair on Hwy. 88 in Amador County and a \$1.2 million project to re-line two sewer-treatment ponds at the Sierra Conservation Prison.

Teichert Construction has a \$2.7 million paving overlay in Tamarack on Hwy. 4 and a \$650,000 sewer-wastewater-line project in Jenny Lind.

Mozingo Construction has a \$2.7 million Comanche mobile-home-park sewer-line replacement project.

Twain Harte Construction has a \$1 million project for Valley Spring water lines, storage tank, access roads and paving.

George Reed Construction has a \$2.1 million realignment and widening on Hwy. 4 in Calaveras County and a \$1.2 million paving and widening on Hwy. 108 at Via Esta Road.

Proven Management has the \$10.1 million Tulloch Lake Tri-Dam project.

American Crane Rental Operator Pat Kearns and **Oiler Shane Riemersma** recently finished installing a new sewer-pump station in San Andreas.

The 29th annual Stockton District Picnic will be May 1 at Micke Grove Park in Lodi from 11 a.m. to 4 p.m. Lunch, which will include tri-tip, salad, beans, asparagus and ice cream, will be served from noon to 2 p.m. If purchased in advance, tickets are \$10 (Local 3 Retirees are \$5 and kids under the age of 10 are free). Tickets can be purchased from a business representative or at the Hall. We believe this is one of the best picnics in Local 3 and a great outing for members and their families. We look forward to seeing you there.

Stockton’s next District Meeting is at 7 p.m. on Tuesday, May 10 at the Italian Athletic Club (3541 Cherryland Ave.).

Apprenticeship Spotlight

District 30’s fourth-step Crane Operator (KRA) Apprentice **Mathew Junqueiro** was sponsored by **Bigge Crane** and proves that he has what it takes to thrive in this industry. Junqueiro gets the job done, from beginning to end. That includes doing his Supplemental Related Training (SRT) to the best of his ability. He earned the highest grade point average in the Oct. 4, 2010 KRA class.

Bigge Crane Supervisor Orlando Arce said Junqueiro is one of the company’s premiere apprentices, adding, “We anticipate that he will be a **Bigge Crane** hand for life,” once he journeys out.

It is always a pleasure for Apprenticeship Coordinator **Debra Carrell** to find Junqueiro on the many different jobs Bigge sends him to. “It is gratifying to see your apprentice be given the tools and opportunity needed for a successful career in Local 3,” she said.

Correction

Member **Joe Rodgers** was incorrectly identified in the February edition of *Engineers News*. Congratulations to him for his 25 years of service.



*American Crane Rental Operator **Pat Kearns** (above) and Oiler **Shane Riemersma** (below) install a new sewer-pump station in San Andreas.*



Mathew Junqueiro



Joe Rodgers, 25 years

Longtime business rep. retires

In February, projects were mostly winterized, but we're looking forward to a busy work season.

In Mendocino County, **Granite Construction** continues work on Hwy. 101 in Ukiah. This job involves concrete-panel replacement, with **Penhall Corporation** profiling the highway. Work on Hwy. 101 through Sonoma County has slowed, with **Ghilotti Brothers** and **R.M. Harris** at Wilfred Avenue and **Ghilotti Construction** and **Gordon N. Ball** working on Hwy. 101 from the expressway to Pepper Road.

The Sutter Hospital project is currently on hold, with **Ghilotti Construction** scheduled to do the site work.

Argonaut Constructors has a small crew working on Hwy. 116 between Petaluma and Sonoma, backfilling retaining walls.

Caltrans set aside money for the Hwy. 101 Pepper Road to Petaluma Boulevard north interchange, with bidding hopefully happening by mid year. The westbound Washington Street on-ramp to Hwy. 101 northbound has been designed, and the Sonoma County Transit Authority will move utilities before this project can start. Caltrans has



Caltrans Unit 12 member Dave Rinker removes snow on Cobb Mountain.

completed design work on the Hwy. 101 widening from Petaluma Boulevard north to Washington Street. Hopefully the money will soon be allocated by the state. In Lake County, the Hwy. 53 widening project between Hwy. 20 and Clearlake was awarded to **Sierra Equipment Rental** for \$11.3 million.

The District 10 staff would like to congratulate former business agent **Pat O'Halloran** on his recent retirement. O'Halloran is well known in the district, having worked for **Argonaut Constructors**, **Ghilotti Brothers**, **Siri Grading and Paving** and several others during a long career with Local 3. O'Halloran initiated into Local 3 in 1975, served on District 10's Political Action Committee (PAC)/Grievance Committee and was District 10's Executive Board member until he became an agent. He is well deserving of a long and happy retirement. The District 10 staff will miss him and his dogged determination to do right by and

for the members of Local 3. His retirement was celebrated at Cattlemens Restaurant in Santa Rosa and attended by about 40 co-workers, members, family and friends. Congratulations, Pat!

2011 District Picnic Information

Listed below is the picnic schedule for 2011. Get ready for all the good food, raffle prizes and music these events offer. Mark your calendars!

Please note: The Retiree Picnic will be held on Saturday, June 4 at the Rancho Murieta Training Center (RUTC). Districts 04 and 80 will have a joint picnic this year.

- Eureka District 40: Already occurred**
- Stockton District 30: Sunday, May 1**
- Yuba City District 60: Saturday, May 14**
- Fresno District 50: Sunday, May 15**
- Oakland District 20: Saturday, May 21**
- Retiree Picnic: Saturday, June 4**
- Utah District 12: Saturday, June 11**
- Burlingame District 01: Sunday, June 12**
- Nevada District 11: Saturday, June 18**
- Hawaii District 17 (Hilo): Saturday, June 18**
- Redding District 70: Saturday, June 18**
- Fairfield District 04: Saturday, June 25**
- Sacramento District 80: Saturday, June 25**
- Morgan Hill District 90: Sunday, June 26**
- Rohnert Park District 10: Sunday, July 24**
- Hawaii District 17 (Oahu): Saturday, Sept. 3**
- Hawaii District 17 (Kauai): Saturday, Sept. 24**
- Hawaii District 17(Maui): Saturday, Dec. 3**

District 20: Oakland Picnic Details

Saturday, May 21, 11 a.m. to 2 p.m.
Kennedy Grove, 6531 San Pablo Dam Road, El Sobrante
Menu: Tri-tip, hot links, hot dogs, beans, salad, bread, desserts, soda, beer and wine
Cost: Adults – \$10 pre-sale, \$15 at the door; Retirees – \$5; children 10 and under – free
Other information: Bounce house, popcorn, pinata

District 30: Stockton Picnic Details

Sunday, May 1, 11 a.m. to 4 p.m. (lunch served from noon to 2 p.m.)
Micke Grove Park – Delta Shelter (off Hwy. 99 and Eight Mile Road, just south of Lodi)
Menu: Tri-tip, asparagus, beans, salad, French bread, hot dogs, ice cream, soft drinks, water and beer
Cost: Adults – \$10 pre-sale, \$12 at the door; Retirees – \$5; children 10 and under – free
Other: Parking fee per car – \$5; raffle prizes, bounce house, horseshoe contest

District 50: Fresno Picnic Details

Sunday, May 15, noon
Fresno County Sportsmen Club, 10645 Lanes Road, Fresno
Menu: Tri-tip, chicken, hot dogs, beans, salad, rolls and ice cream
Cost: Adults –\$10; Retirees – \$5; children 10 and under – free

District 60: Yuba City Picnic Details

Saturday, May 14, 8 a.m. to noon
Butte County Fairgrounds – Butte Hall, 199 E. Hazel St., Gridley
Menu: Pancakes, sausage, scrambled eggs, ham, potatoes, juice and coffee
Cost: Adults –\$7; children 10 and older – \$2; Retirees and children under 10 – free



Women Building California and the Nation conference coming soon

The State Building and Construction Trades Council of California and the National Building and Construction Trades Department, AFL-CIO, in collaboration with Tradeswomen, Inc. is sponsoring Women Building California and the Nation, a conference for women in building trades unions. The conference, held April 30 to May 1 at the Marriott Oakland City Center in Oakland, Calif., will focus on bringing more women into the trades and offering them skills, resources and support in their careers.

For more information, call (916) 443-3302 or visit www.sbctc.org.

Pacific Coast Dream Machines is back
May 1, Half Moon Bay Airport

The 21st Annual Pacific Coast Dream Machines show will offer 2,000 driving, flying and working machines from the 20th and 21st centuries. Machines from every era will include cars, model-T fire engines, buses, custom motorcycles, trucks, streamliners, antique engines, tractors and historic military aircraft.

The event is a favorite among Local 3 retirees. Come out May 1 from 10 a.m. to 4 p.m. at Half Moon Bay Airport, located about 20 miles south of San Francisco. The show benefits the Coastside Adult Day Health Center.

TOWN HALL MEETINGS

Please see the schedule below regarding Town Hall Meetings in Nevada, Utah and Hawaii, which includes construction and mine meetings for our Nevada members. Topics discussed include calendar items, upcoming work and safety issues.

April 2011

- 6th District 11: Newmont
Mine Meeting: 6 p.m.
Operating Engineers’ Building (Elko)
1094 Lamoille Highway
- 6th District 12: Layton
Dinner: 6 p.m.; Meeting: 7 p.m.
Davis Conference Center
1651 N. 700 W.
- 7th District 12: Price
Lunch: 1 p.m.; Meeting: 2 p.m.
Holiday Inn
838 Westwood Blvd.
- 9th District 12: St. George
Lunch: 12:30 p.m.; Meeting: 1 p.m.
Tonaquint Park
1851 S. Dixie Drive
- 13th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers’ Building (Elko)
1094 Lamoille Highway

May 2011

- 4th District 11: Newmont
Mine Meeting: 6 p.m.
Operating Engineers’ Building (Elko)
1094 Lamoille Highway
- 11th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers’ Building (Elko)
1094 Lamoille Highway

June 2011

- 1st District 11: Newmont
Mine Meeting: 6 p.m.
Operating Engineers’ Building (Elko)
1094 Lamoille Highway
- 8th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers’ Building (Elko)
1094 Lamoille Highway
- 13th District 17: Kauai
Meeting: 7 p.m.
Kauai Beach Resort
4331 Kauai Beach Drive, Lihue
- 15th District 17: Hilo
Meeting: 7 p.m.
Hilo ILWU Hall
100 W. Lanikaula St.
- 16th District 17: Kona
Meeting: 7 p.m.
King Kamehameha Kona Beach Hotel
75-5660 Palani Road
- 17th District 17: Maui
Meeting: 7 p.m.
Maui Art and Cultural Center
One Cameron Way, Kahului

New members

District 01: Burlingame
Monica Almerendez
Aaron Cordisco
DeMarco Mackey
Erick Racks

District 10: Rohnert Park
Dale Kazarian

District 11: Nevada
Charles Bates
Logan Montes De Oca

District 12: Utah
Charles Coby Jr.
Charles M. Coby Sr.
Jose Martin Estrada
Keith Longhurst
Andrew Reese

District 20: Oakland
Antoine Farrish
Jason Kenyan
Andrew Modar
Javier Padilla
Jaime Ybarra

District 30: Stockton
Jacob Ham

District 50: Fresno
Autie Rhodes

District 90: Morgan Hill
Tim Vizcay



New member and first-step Apprentice Jacob Ham was sworn in at the Feb. 8 Stockton District Meeting. He works for MCM Construction.

Honorary Membership

The following retirees have 35 or more years of membership in Local 3 as of February 2011 and have been determined eligible for Honorary Membership effective April 1.

- Richard Bruglia
1547440
District 90: Morgan Hill
- Larry Diamond
1586258
District 12: Utah
- Roy A. Mason
0863789
District 99: Out Of Area
- Patrick O’Halloran
1637914
District 10: Rohnert Park
- Frank M. Shiroma
1980721
District 17: Hawaii
- Larry Summerfield
1589191
District 10: Rohnert Park

Correction

Honorary member Neil Gonzales was incorrectly identified in last month’s edition.

DISTRICT MEETINGS

All meetings convene at 7 p.m.

APRIL 2011

No meetings scheduled

MAY 2011

- 4th District 11: Reno
Operating Engineers’ Building
1290 Corporate Blvd.
- 5th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.
- 10th District 20: Martinez
Plumbers 159
1304 Roman Way
- 10th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.
- 11th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.
- 11th District 80: Sacramento
Operating Engineers’ Building
3920 Lennane Drive
- 12th District 01: Burlingame
Transport Workers Union
1521 Rollins Road
- 12th District 90: Morgan Hill
Operating Engineers’ Building
325 Digital Drive
- 17th District 04: Suisun City
Veterans’ Memorial Building
427 Main St.
- 18th District 10: Ukiah
Hampton Inn
1160 Airport Park Blvd.
- 7th District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 8th District 70: Redding
Operating Engineers’ Building
20308 Engineers Lane
- 9th District 60: Marysville
Veterans’ Memorial Center
211 17th St.
- 14th District 17: Honolulu
Operating Engineers’ Building
1075 Opakapaka St., Kapolei

Operating Engineers Local 3 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 Foundation 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 donors have chosen more creative methods. Because of tax considerations, some 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 in any amount to the general scholarship fund.
- 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 will 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 Operating Engineers Local 3 Scholarship Foundation. 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 Foundation, or if you have questions, please contact Rec. Corres. Secretary Jim Sullivan at (510) 748-7400.

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.

DEPARTED MEMBERS

Azevedo, George Rancho Cordova, CA District 80 12-21-10	Baugh, Jack Sonora, CA District 30 01-01-11	Bauser, Thomas Douglas City, CA District 70 01-15-11	Caberto, Jimmy Ewa Beach, HI District 17 01-01-11	Casas, Macario Jr. Modesto, CA District 30 01-21-11	Correia, Joe Sacramento, CA District 80 01-31-11	Crossland, Wendell Wichita, KS District 99 01-11-11	Cummings, Ray Syracuse, UT District 12 12-30-10	Gilstrap, Arthur Turlock, CA District 30 01-04-11	Green, Otis Reno, NV District 11 12-26-10	Haro, Gustin Chico, CA District 60 12-16-10	Judd, Kenneth Concord, CA District 20 01-12-11	Kuailani, Earl Hana, HI District 17 12-12-10	Laier, Gale Salina, UT District 12 01-12-11	Lundgren, Charles Midvale, UT District 12 12-17-10	Martinez, John Cupertino, CA District 90 01-22-11	Mathews, L Yerington, NV District 11 01-04-11	McKindley, Cecil Stockton, CA District 30 12-31-10
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McMoore, James Waianae, HI District 17 12-22-10	Meier, Ernest Lodi, CA District 30 12-02-10	Mendoza, Ignacio Jr. Sanger, CA District 50 01-02-11	Merritt, James Hawthorne, NV District 11 01-07-11	Mioi, Paul Hauula, HI District 17 01-03-11	Molina, Jesus Sacramento, CA District 80 12-24-10	Morgan, Bill Hayward, CA District 20 01-07-11	Palazuelos, Ralph Stockton, CA District 30 01-03-11	Ranney, Robert McKinleyville, CA District 40 12-18-10	Sakamoto, Takeo Kapaa, HI District 17 12-01-10	Smets, William Sutherlin, OR District 99 01-07-11	Tanaka, Thomas Honolulu, HI District 17 12-17-10	Vouri, I John Concord, CA District 20 01-12-11	Webb, Edwin Crescent City, CA District 40 12-30-10	Weir, Billy Vacaville, CA District 04 12-14-10	Alford, Rose Lee Wife of Alford, Will (dec) 01-07-11	Alloway, Katherine Wife of Alloway, William (dec) 01-13-11
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Anderson, Carolyn Wife of Anderson, Fred W. 01-07-11	Belding, Bennadee Wife of Belding, Hugh (dec) 12-22-10	Buckley, Maxine Wife of Buckley, William (dec) 12-22-10	Christensen, Ida Wife of Christensen, Odell 01-27-11	Cox, Patricia Wife of Cox, Darryl 10-24-09	Cravea, Sherry Wife of Cravea, Kevin 03-18-10	Crawford, Emmalani Wife of Crawford, Simeon 04-21-10	Cross, Lily Wife of Cross, Alex (dec) 01-09-11	Dodge, Joanne Wife of Dodge, Neil 01-07-11	Gini, Elizabeth Wife of Gini, Robert 01-27-11	Gonzalez, Willard Ex-wife of Gonzalez, Generao 12-17-10	Horn, Waunema Wife of Horn, Hollis (dec) 01-25-11	Hultsman, Beverly Wife of Hultsman, Robert 12-28-10	Jenkins, Edythe Wife of Jenkins, Curtiss (dec) 01-18-11	Johnson, Glenna Wife of Johnson, Delbert (dec) 01-31-11	Kemp, Mary Wife of Kemp, Urho (dec) 01-08-11	King, Arline Wife of King, L.D. (dec) 01-03-11	Kleinman, Laura Wife of Kleinman, Scott D. 01-17-11	Lake, Mabel Wife of Lake, Dick 01-27-11
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Madeiros, Naomi Wife of Madeiros, Anthony (dec) 01-06-11	Menezes, Geraldine Wife of Menezes, Richard (dec) 01-20-11	Miller, Karen Wife of Miller, Warren (dec) 12-01-10	Miller, Marion Wife of Miller, Everett (dec) 08-19-10	Mobley, Betty Wife of Mobley, Mitchell 10-28-10	Montanye, Majorie Wife of Montanye, Frank (dec) 01-09-11	Morris, Viola Grace Wife of Morris, Willard (dec) 01-19-11	Perez, Kuulei Wife of Perez, John (dec) 01-18-11	Purdom, Jean Wife of Purdom, Raymond E. (dec) 01-03-11	Schardine, Melodee Wife of Schardine, Rex 12-25-10	Taff, Norma Wife of Taff, Emzy R. (dec) 01-25-11	Turman, Lora Wife of Turman, Burns (dec) 12-23-10	Voss, Joyce Wife of Voss, Dave (dec) 01-04-11	Wahler, Karen Wife of Wahler, Thomas 01-20-11	Werho, Rodina Wife of Werho, Scott 12-24-10	Whitaker, Joshua Son of Whitaker, James 01-13-11	Wilde, Cecilia Wife of Wilde, Herman (dec) 01-05-11	Woodruff, Dorothy Ex-wife of Woodruff, Samuel 01-28-11
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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. Will run the following 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.

FOR RENT: 2 bd/2 ba ocean-front condos in Maui. Both units are right on the ocean at Sugar Beach in Maalaea Bay. Full kitchens, laundry. Sleeps six. Visit www.MarysMauiCondo.com or call (707) 480-4121. Reg# 0782777.

FOR SALE: Condo in Maui, 2 bd/2 ba. Ready to move in or use as a vacation rental. Comes furnished. Ocean-front unit. (707) 747-6727 or vpd412@aol.com. Reg# 0782777.

FOR SALE: 15 treed acres on a knoll, easy access, utilities close by, five minutes to Priest River, Idaho. \$115,000. (208) 255-6933. Reg# 2004942.

WANTED: Horse-drawn farm equipment. Also looking for Winchester mod. 92s, 53s and Model 65. (775) 754-6232. Reg# 2559905.

FOR SALE: OTC 55-ton press, model# 1847: \$3,200 – half the cost of new. Also: OTC engine-hoist, 4,400-pound capacity, model# 1820 (foldable): \$2,700 – half the cost of new. Also: Sioux valve and seat grinder, model# 645, straight driver/stones/guides/dressing tool: \$1,200 OBO. (707) 391-7495. Reg# 1967861.

FOR SALE: Excellent condition yellow 1978 Honda Trail 90. 369 original miles, dual gas tanks, chrome rack. \$2,500. Also: Antique model 6, 1930-1940 Gilbert & Barker visible self-measuring

gas pump. Needs work. \$1,200 OBO. (916) 687-6626. Reg# 2434282.

FOR SALE: 1949 Studebaker flathead six with less than 1,000 miles on in-frame o/h. Includes everything, from radiator to bellhousing. 12-volt conversion, new starter. Also includes 4-wheeled 750-pound cap. For free: Dana 60 rear axle housing with 29 spline axles. 3.54 5,300-pound rating (code C) from a 1976 F-250. Fits many years. Everything for \$300. Contact Bobby at b2c2swayze6@netzero.net or call (510) 724-2348. Reg# 1697289.

FOR SALE: LV 80 2005 New Holland skip loader Tractor Full, loaded, closed, cab, air conditioner, 4-in-1 bucket, two hydraulic tilt scraper and rippers, new tires, ready to work. \$22,000 OBO. (209) 601-8053. Reg# 2428085.

FOR SALE: On beautiful Oregon coast, six miles from California border, in quiet neighborhood: Two-story, 12-room home. 5 bed/2 bath, two living rooms, two family rooms, two kitchens, jetted Jacuzzi tub, two woodstoves plus electric heat. Tile, laminate, carpet flooring. Electric chairlift for stairs. Two-car garage. Greenhouse. About ¾ acre blueberries, fig trees. New 40-year roof. \$559,000. (541) 469-3352. Reg# 1158894.

FOR SALE: A classic beauty just in time for summer; fun in water: 1958 Chris Craft wooden boat 18 feet long. Ford 292 V8 engine. 125 HP. \$9,800 OBO. (916) 687-6198. Reg# 2396395.

WANTED: Antique bottles. Paying up to \$500 for embossed whiskey and bitters bottles. Also want other antique bottles and buying old matchbook collections and casino chips. Will give operators free appraisals on antique bottles. (707) 542-6438. Reg# 1025301.

FOR SALE: Practically new 35-foot Gooseneck flatbed trailer. Includes 7,000 watt generator. Dovetail, winch, dually on each side, hauled up to 37,000 pounds, 2 heavy-duty Dexter axles. \$13,000. Contact Vic at (530) 923-4878. Reg# 1276105.

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

FOR SALE: New backhoe tires. Two Goodyear front tires 10 ply, size 12.5/80-18:

\$550 pair. Two Firestone rear tires 10 ply, size 19.51-24, \$500 each. (209) 786-2736. Reg# 1144803.

FOR SALE: Local 3 logos, cut in any material. 24 inches to 5 feet. For samples, visit Local 3's website at www.oe3.org or call (530) 743-9672 or (530) 682-3554. Reg# 1883840.

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: \$10,000 OBO. (209) 688-0647. Reg# 2143563.

FOR SALE: 2,430-square-foot home on five acres. Open floor plan. Large master suite with private deck. Amazing kitchen. Pond with waterfall. Shop/garage 30x36. Fantastic views. Whitmore, Calif. \$459,900. (530) 472-1934. Reg# 1142983.

FOR SALE: 302A John Deere Tractor. Bucket in front, hydraulic tilt on scraper and rippers, safety cab; set up for backhoe; has reconditioned heads, heavy-duty pump for backhoe, new valves, injectors, diesel fuel pump, booster pump and starter, good tires. \$14,500. Will take small loader tractor in trade. Also: 1928 five-window coupe Model A Ford. Restored. 76,000 actual miles. \$17,500 OBO. (916) 991-1530. Reg# 0486196.

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# 0702375.

FOR SALE: Ponsness/Warren shot shell re-loader. Model 800C. Good condition with extras. \$300. (408) 255-6397. Reg# 0865547.

FOR SALE: 2005 John Deere 310SG Backhoe. Enclosed cab, 4WD, four-in-one loader bucket, etc. Every possible extra at that time. Worth \$55,000-\$65,000. 2,000 hours. One owner. Not from a rental fleet. Maintenance records from John Deere available. \$38,500. (707) 998-3161. Reg# 1098506.

FOR SALE: 44-acre lot on quiet dead-end street in Lebanon, Ore. Trees, berries, shop/shed with power. Well/septic are in. Lots of room

for parking. Great place for new manufactured home or build your own. Existing manufactured home sold as is. \$69,900. (831) 476-1698. Reg# 1750417.

FOR SALE: 1982 35-foot Fleetwood Prowler 5th wheel trailer. New fridge, furnace, 10-gallon hot water heater, toilet and bathtub. Built-in catalytic heater in living room. Washer/dryer and AC. All marker and taillights converted to LED. New tires. Custom vinyl skirting and removable storm windows. Hitch included. Owned since new. \$5,000 firm. (775) 738-2886. Reg# 1968167.

FOR SALE: 2005 30-foot Weekend Warrior toy hauler. Separate bedroom with queen bed. Tub and shower. AM/FM/CD player. AC. Microwave. Queen bunk with two couches. Very clean. Awning and RV cover. Fuel station. \$17,500. (707) 528-9782. Reg# 1661097.

FOR SALE: Pistol, Mark II Long R. 22 CA. Made by Ruger. Excellent. \$300. (510) 895-6543. Reg# 0915793.

FOR SALE: 1988 Mercedes 420 SEL. Needs a little work. Has fuel problem, but does run. Nice looking car. \$1,500. Also: 1954 Oldsmobile 88. Fixer-upper. \$3,000. (209) 339-8049. Reg# 2292849.

FOR SALE: Collection of old burlap gunny sacks. All have ornate colored pictures and advertizing on them. All in excellent condition. 22 sacks. \$175 takes all. Can send colored pictures. (530) 223-4388. Reg# 0827031.

WANTED: 1985 or 1986 F250 4X2 XLT Lariat Diesel or 1990-1991 F250 Diesel 4X2. (775) 754-6232. Reg# 2559905.

FOR SALE: 1989 Yamaha BigBear 4X4 ATV 350cc. Includes tilt bed utility trailer. WARN winch. Great for hauling firewood or decoys. Like new. Very low usage hours. Runs good. Need carb rebuilt. \$2,500 OBO. (408) 857-3145 or bjalex510@comcast.net. Reg# 2571285.

FOR SALE: Collegiate, Olympic all-purpose, wide, 17-½-inch English saddle. 50-inch chafeless leather girth, rolled grabstrap, stirrup leathers, safety stirrups with Deangles, fleece English saddle pad and cover included. \$1,100. Also: Raised English bridle with laced reins and copper egg butt bit, broke in schooling chaps. All for \$50. (925) 349-9776. Reg# 1861041.

FOR SALE: Aztec-style, green cloth bridle with full cheek, slow twist snaffle, braided leather clip-on reins, Wither relief cutback Western multi-colored Aztec square saddle pad. All for \$50. (925) 349-9776. Reg# 1861041.

FOR SALE: 1967 Chevy El Camino. Dropped front. Spindles, disc brakes. 305 V-8. \$9,500 OBO. (530) 200-0230. Reg# 2123343.

FOR SALE: Fisherman's paradise in Baja. Small house, large lot. Includes new 23-foot boat, 90 hp, Yamaha. Dual-axle trailer, 97 Toyota, 08 Honda ATV. Turnkey set-up. \$30,000. Contact Bob at connierodrigues@yahoo.com. Reg# 1006711.

FOR SALE: 2006 VW Beetle convertible, 2.5L, 5 cylinder, 36,000 miles. Auto transmission. Leather seats. Ac, Ps, Pw, Tilt, cruise control. CD/DVD player. Heated front seats. Electric conv. top. \$11,900 OBO. davisinnovations@comcast.net. Reg# 2434503.

FOR SALE: 2003 Centurion Air Warrior Elite V boat. 22 feet, 350 mag V8, 109 original hours, V-Drive, Bimini top, boat cover, CD player, swim platform – teak, wakeboard racks, collapsible tower, center ballast system, trailer brakes, spare. \$22,500 OBO. Contact Dale at DavisInnovations@comcast.net. Reg# 2434503.

FOR SALE: 2007 Yamaha 650 v star. Pearl white. Like new. 1,000 miles. \$4,200. (209) 620-6792. Reg# 2151120.

FOR SALE: Four tires and wheels. 800/R16.5 LT tires. Fit Dodge, Ford and International. Eight hole lug bolts. \$150. (707) 695-4860. Reg# 1018604.

FOR SALE: 2008 Fleetwood TTPendleton Gear Box 5th Wheel. Vic at (530) 923-4878. Reg# 1276105.

FOR SALE: Thomas' Retreat in Newman, Calif. Older three-horse stock combination trailer. Two 7,000-pound axles, 2-5/16 ball hitch. Four-horse combination stock gooseneck, brash tenders, escape door, shute gate divider gate, upper and lower interior lights, adjustable 2-5/16 ball hitch. Make offer. (209) 862-2498, (209) 535-0127, (707) 887-2033 or (408) 243-1181. Reg# 0661943.

FOR SALE: 1995 U.S.A. Chrysler 24-foot motor home, 87,115 miles. \$4,000 OBO. (209) 862-2498, (209) 535-0127, (707) 887-2033 or (408) 243-1181. Reg# 0661943.

Right on the mark

Member's technology takes over

The current economy isn't necessarily ideal for inventors, but that didn't stop 40-year contractor Martin Macey from developing a revolutionary technology that is taking the world (literally) by storm. His invention will not only save contractors time and money, but it will also save lives.

Macey worked in the field primarily as an excavator operator and later a utilities contractor in Utah District 12 before retiring from construction to build his new technology. He did "pretty much everything in construction" and claims steadfast loyalty to the union. "There is no stronger supporter; it is our view that OE3 is outstanding," he said.

While in the field, Macey became increasingly aware of the challenges facing underground utility construction. He recalls performing his tasks often in fear, "white-knuckled," such as the time he maneuvered the bucket of a backhoe while excavating a fiber-optic cable near a congested portion of a major expressway for the Utah Department of Transportation. The cable's general vicinity had been marked, but he didn't know its depth. He held his breath with each scoop.

If he broke the line, it would have cut data transmission to traffic-control systems across the city, causing gridlock and many accidents. Fortunately, Macey didn't hit the cable and completed the job successfully, but that isn't always the case in utility-excavation jobs. According to the Common Ground Alliance, a non-profit association dedicated to the damage prevention of underground infrastructure, even experienced excavator operators hit underground utility lines 30 to 40 percent of the time. These incidents can be life-threatening.

Macey says the establishment of one-call centers across the United States, such as Bluestakes and Call Before You Dig, have helped prevent some underground utility-line breaks, but more must be done.

Born out of an obsession to fix the problem, Macey spent six years researching the current technology of utility-locating systems and then designing his own. In 2004, he formed Suremark Worldwide to develop and market his product. The company has since emerged as the leading technology in utility-line-protection systems.

The outcome of his research and development resulted in an underground utility system with three major functions:

First, the system provides pre-dig discovery. Using reflective, magnetic discs that are placed in the top of each riser, a utility

line can easily be seen. The discs create a dot matrix on the surface instead of a general proximity line.

"Soon, we will also have snap-on RFID tag technology to further enhance the precision in locating a utility," Macey explained. "Where there once was approximation, we now have absolute certainty."

Second, the system offers absolute precision in its advanced warning system. As an excavator operator begins to dig, he or she now has the benefit of a Visual Discovery System (VDS), which identifies the utility line one foot in advance of finding it. A color-coded marking line indicates the type of utility line immediately below.

Third, the system uses GPS and GIS technology. Using extension risers attached to the first and last risers on the utility line, the line can be mapped via a new global addressing system that provides precise longitudinal and latitudinal coordinates as to where the line begins and ends. Further, the system can map any point along the line where there may be a valve, etc.

Macey is happy to claim: "The technology is complete."

This new technology locates utilities of all types (gas, power, fiber optic, water, storm drain, etc.), materials (PVC, ductile iron, reinforced concrete, cable, etc.), diameters (1/4 inch to 6 feet or larger) and depths (1 inch to 35 feet or deeper).

Macey tested the invention in the field and found that it worked brilliantly. In every neighborhood he installed it, incidences of utility disruption disappeared.

Today, Macey and his wife, Kerri, cannot keep up with the phone calls or trade shows wanting to know more about this product and when contractors can get it. Last winter, Suremark's system was televised in action at Local 3's own training center in Salt Lake City. Training Director Jeff Anderson commented: "It's a great technology."

Marketed originally as a Utah product, Suremark's system is now in demand globally. The challenge for the Maceys rests only in where and how they choose to sell it.

Yet, the Maceys don't consider themselves entrepreneurs. They are problem-solvers.

"We're not driven by economics," Macey said. "We want to make the industry easier for the workers, the municipalities and the utility companies."

It won't be long before Macey's product is as prevalent as the very excavator operators it will help, and underground utility accidents will be a thing of the past.

"The reason our new technology works is because it was developed by an excavator operator for other excavator operators. We completely understand the problems with digging in the earth. That's why we created a solution that is safe, secure, and simple."



Suremark's protection system attaches to a variety of underground utilities, so when they are backfilled, they all have equal protection and won't be hit in the future.



Member/inventor Martin Macey.



Operator Mike Ferguson demonstrates Suremark's technology.