

ENGINEERS

NEWS

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For The Good & Welfare

By Russ Burns, business manager

The importance of what you do

This month, our District Meetings continue, and our District Picnics ramp up. For those of you who have already attended your meeting or picnic, it was good to see you. I'm always amazed that despite the economy and the price of gas, this membership finds a way to come together for union events. This month, we will also be honoring our Retirees at their picnic June 4. By the time you receive this, the Retiree Picnic may have already happened, and I'm sure that in true union form, we will have had another great turnout for that event.

Speaking of numbers, I'm always a bit skeptical about statistics, but the recent report from the US. Bureau of Labor Statistics claiming that the construction industry added 5,000 jobs in April puts a 2.2 percent dent in our unemployment rate. And in our work picture, I can see this improvement. For the first time in many years, there are some big dirt jobs going on. Soon you will see the full feature on a subdivision job in District 20. This month, we are highlighting a new rock quarry in District 50 and lots of cleanup and highway work throughout our jurisdiction.

Our own financial numbers are also ticking up, as you will see on pages 4 and 5. The union had a 5 percent increase in revenue over the same period last year, our Pension returns improved and overall markets posted positive returns during the first quarter of 2011.

We also recently won a tough battle in the House of Representatives, as right-wing Republicans attempted to strip Davis-Bacon coverage from all federally assisted airport construction jobs. Fortunately, we were able to talk sense into most of the Republicans. Davis-Bacon requires prevailing wages on public-works projects – it's our main protection – and these individuals are always going after it. We must stand our ground politically, as a huge highway and transit bill may be considered

during the next couple months, and our opponents will try to curb the bill and reintroduce another attack on our prevailing wages. I will keep you posted.

Another political victory happened in late April with the passage of Senate Bill 341, which mandates working backup alarms on trucks, including those serving construction sites. Until this point, backup alarms were only required on garbage trucks. Local 3 members put their lives on the line every day, whether it's maintaining the nation's highways (see page 23), picking up litter (see pages 16 and 17) or working in sites where they may be exposed to hazardous materials (see page 14). We continue to work closely with politicians on your behalf, securing your safety in every way we can. Our Caltrans brothers and sisters were recently honored during a statewide memorial for those who lost their lives in the line of duty. Stay tuned for an article from our Unit 12 division on that sobering event.

Not only are we working on your behalf politically, but we are also fighting for the best wage and benefit package possible for you at the negotiating table. Some contractors don't see the membership as people with families at home and bills to pay. Some, however, such as Peterson, see the members as the hard-working, middle-class Americans they are. I commend these contractors. Stay tuned for an article featuring some of them.

I do believe times are turning around, as bigger jobs are starting or are on the books to begin. Soon, I won't just be seeing all of you at meetings and picnics. I will be seeing you in the field. For those of you who are working right now, don't forget the importance of your profession. Operating Engineers build and maintain this nation's infrastructure and are responsible in many ways for the safety of the public. Don't take what you do lightly.

Full steam ahead

Granite Construction breaks ground on long-awaited railyard project

Granite Construction made headlines recently, when crews, politicians and media attended the groundbreaking ceremony for the company's \$41 million railyard project in Sacramento that's been in the works for years.

The job will require underground, gas-line and electrical work, as well as railroad-track relocation and construction on the 240-acre site originally built in the 1800s. Crews will construct a series of new railroad tracks, two new pedestrian tunnels and passenger platforms.

"We are going to be putting tracks back where they were 100 years ago. I find that fascinating," said Project Manager George Delano.

The project should employ between 70 and 80 workers at its peak, when crews do site work in July, August and September, he said. Most of the platform, rail and structural work should happen in late winter/early spring and will require about 40 workers.

In its entirety, the project should be completed by December 2012.

Because of the railyard's long history, Delano is excited about the artifacts crews may unearth. In 1868, the Sacramento

Railyard served as the western terminus of the Transcontinental Railroad, making Sacramento the largest industrial center west of the Mississippi. At its height in the 1940s, 7,000 people worked in its central shops, and the yard remained one of Sacramento's largest employers until the 1980s. It's been idle since 1999.

Members James Ensor and Ron Haley were highlighted at the April 28 groundbreaking, as they symbolically "relocated" the first piece of railroad track, which sported U.S., state, city and railyard flags to signify the federal, state and local partnerships formed to get the project started.

News of the groundbreaking appeared in the *Sacramento Bee*, the *Modesto Bee* and even the *Santa Cruz Sentinel*, to name a few.



From left: James Ensor and Ron Haley symbolically relocated the first piece of railroad track at the April 28 groundbreaking ceremony.

Talking Points

By Fred Herschbach, president



Stand shoulder to shoulder

Another month has gone by, and we have been busy dealing with Trust Fund issues and contract negotiations.

For the most part, the contractors are being extremely difficult. We understand it is their job to get the best deal for their particular company, however, it's our job to get the best deal for our membership. Many contractors are trying hard to take advantage of us in these tough economic times.

Therefore, brothers and sisters, we must show solidarity. The employer likes nothing more than to divide and conquer. We have to look past that and stand shoulder to shoulder.

On the flip side, we do have some contractors who are willing to do what is fair – meet us halfway and move on down the road. In most cases, these are the ones who remember where they came from. These are my kind of people. The ones who forget, the ones who are only about themselves and the bottom dollar, are the ones causing all the trouble. However, I am a firm believer that what goes around eventually comes around, and I don't forget. So for those who feel they need to take advantage of my members – I'll see you on the return trip.

Speaking of trips, Business Manager Russ Burns, Financial Secretary Dan Reding and I recently went to a three-day convention on Trust Fund issues. Unions across the country are dealing with the same issues we are. Health and welfare costs were the main topic discussed. While everyone knows that rising costs need to be addressed, the solutions are not so easy to come by. Everyone is affected. Hospitals, actuaries and medical clinics are trying to come up with ideas to control costs. Solutions include getting wellness programs started and urging plan participants to quit smoking, lose weight and use generic drugs when possible. Local 3 started the Best Practices Committee, which I have mentioned in the past, to come up with several of its own solutions. Some of these are mentioned on page 30.

On the investment side of our funds, the market is so volatile that folks don't know when, where or what to invest in. Fortunately for us, our Pension is stable. We broke the \$3

billion mark, and as of this writing, our return is 4.3 percent net-of-fees, and our hours are up about 5 percent. We'll keep pounding away, and things must eventually improve.

In the meantime, the Rancho Murieta Training Center (RMTC) is open for training. I urge you, the membership, to use any down time to get to the training center in your area and brush up on your skills. RMTC Executive Director Kris Morgan and his crew want to help, as do all of the training centers in our four-state jurisdiction. All journey-level operators should take advantage of every opportunity for upgrade training. Make yourselves more marketable to the contractor.

I would like to thank you for your support and patience. These are very tough times, and you deserve to be commended for your solidarity. No one can predict the future with any certainty on the work picture. It seems like it's getting better, and we have to remain positive, but how much is too much? For me, there is a simple solution: Job creation.

I've yet to figure out politicians, and maybe I'm looking at it too simply, but working people spend money, generate taxes and buy houses, cars and the like. Therefore, we need more projects to generate those monies to fuel the economy. This isn't rocket science, and there are projects available – they just need the full blessing. Take high-speed rail, for example. It is a positive for everyone, yet the media has not been representing it that way, and foolish politicians and residents keep putting the brakes on it. Just in our industry alone, high-speed rail would create thousands of jobs for a long time, and after it's built, it would be another alternative for our transportation needs, thus saving money on fuel (something we're all paying attention to lately). Let's be sure to remember the politicians who didn't help us in the fight to get high-speed rail going.

On a sad note, Local 3's Hearing Aid Program lost a very valuable friend, Ron Cannedy, on April 7. He made the lives of a lot of Operating Engineers better, including my own. Ron always put the membership first and always had a smile. He will be sorely missed and forever remembered. Our best to his family.

OE3 FINANCIAL REPORTS

First Quarter 2011 Financial Results

Our nation’s Gross Domestic Product (GDP) grew 1.8 percent in the first quarter of 2011, an 11th consecutive quarterly gain. While this increase shows continued momentum in our economy, the gain was less than originally forecast due to global tensions in the Middle East, spiking food and energy prices and supply disruptions caused by the earthquake and tsunami in Japan. Conflicting signals continued to be the norm. For nearly three years, our economy has consistently grown at a moderate pace; yet, significant job creation has yet to take hold. While corporate profits and the stock market are nearly back to pre-recession highs, the housing market remains at depressed levels, and home prices continue to fall. While the annual core-inflation rate continues to be low at 1.2 percent, overall inflation is up 2.7 percent, and gasoline prices are up 27.5 percent. At best, this economic recovery can be summed up as uneven.

During 2011’s first quarter, 478,000 jobs were created nationwide, continuing the moderate trend in employment growth that began in October 2010. Though most of the first quarter job gains came in non-construction employment, the construction industry did add 16,000 jobs nationwide. Local government employment, however, continued to fall, eliminating 416,000 jobs since its peak in September 2008. The first quarter of 2011 ended with a national unemployment rate of 8.8 percent, down from December 2010’s 9.4 percent rate and March 2010’s 9.7 percent rate. Nevada saw its unemployment rate fall the most, 1.3 points, to 13.2 percent, while California’s rate fell 0.5 points to 12.0 percent. Hawaii saw a modest 0.1 point drop to 6.3 percent, while Utah experienced a slight 0.1 point increase to 7.6 percent.

As of March 2011, the local had 35,535 members, a decrease of 95 members, or 0.27 percent, from the December 2010 total. During the first quarter of 2010, the local saw a loss of 408 members.

Financially, Local 3 had a relatively good first quarter in 2011. While still posting a loss of \$1,350,805 during the seasonally

weak first quarter, it was less than the 2010 first-quarter loss of \$1,820,813. Revenue came in at \$8.8 million – a 5.0 percent increase over the same period in 2010. Expenses were \$10.1 million – down 0.5 percent from the first three months of 2010. Revenue was aided by a 7.7 percent increase in supplemental-dues receipts (though window dues were down 2.0 percent) and a 187.2 percent increase in service-fee income, mostly from pipeline work in Nevada and Utah. First quarter 2011 expenses fell primarily due to lower wages, benefits and payroll-tax expenses resulting from work-force reductions implemented in December 2010. Overall, first quarter 2011 financial results were in-line with budgeted expectations.

After several less-than-stellar years in the construction industry, 2011 finally appears to be the year in which increased economic activity translates into a better work picture for Local 3’s construction hands. Surveyor hours, a gauge of future construction activity, are up more than 10 percent year-to-date, and many projects, large and small, have taken off throughout Local 3’s jurisdiction. As a result, first quarter 2011 construction hours are up double digits as compared to 2010. With the exception of Hawaii, whose hours have yet to turn the corner, and public employees, whose battles will continue as states and local governments struggle with budgetary shortfalls, 2011 is setting up to be the promising year Local 3 has been waiting for.

Fund Balances (\$ in millions)		
	03/31/11	03/31/10
General	\$36.3	\$39.5
Hardship, Strike, Lockout	\$4.2	\$3.9
Emergency	\$12.6	\$11.8
Defense	\$5.6	\$5.0
Capital Maintenance	\$.03	\$.06

First Quarter 2011 Financial Report

(Unaudited, in thousands)

Profit & Loss Statement

(March 31, 2011, year-to-date)

Membership Revenue	\$7,741
Other Revenue	\$1,029
Total Receipts	\$8,770
Salaries, Benefits & Taxes	\$6,021
Per Capita Taxes	\$1,481
Office & Operations	\$899
Depreciation	\$393
Professional Services	\$213
PACs & Fund Allocations	\$252
Admin & Public Relations	\$863
Total Expenses	\$10,121
Net Income/(Loss)	(\$1,351)

Balance Sheet

(As of March 31, 2011)

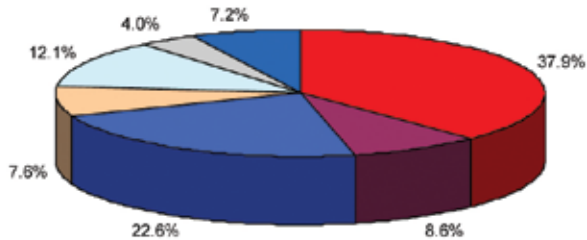
Cash, Investments & Deposits	\$29,562
Employee Funded 457 Plan	\$1,523
Automobiles	\$3,068
Office Furniture & Equipment	\$1,670
Computers & Software	\$9,141
Communications Equipment	\$877
Print Shop Equipment	\$1,006
Less Accum. Depreciation	(\$9,041)
Total Assets	\$37,806
Liabilities	(\$3)
Employee Funded 457 Plan	\$1,523
General Fund Balance	\$36,285
Total Liabilities & Fund Balance	\$37,806

Pension Trust Fund for Operating Engineers

3/31/11

Plan Assets

(1) Total Investments	\$ 3,030,377,893
Domestic Stocks	1,148,416,200
International Stocks	259,442,809
Fixed Income	684,885,175
Hedge Fund of Funds	231,051,110
Real Estate	368,028,897
GTAA	120,952,549
Other Investments	217,601,153



Domestic Stocks	International Stocks	Fixed Income	HFOF
Real Estate	GTAA	Other Investments	

Notes:

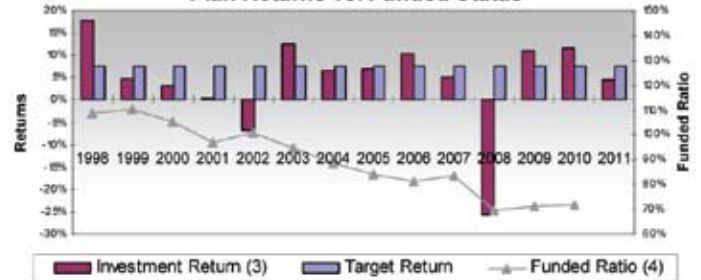
- 1) Asset figures and returns are preliminary and unaudited. 2011 return is 3 months ending 03/31/11.
- 2) Other investments include insurance contracts with New York Life and operational cash.
- 3) Returns through 12/31/2007 were not calculated by IPS.
- 4) The Funded Ratio is the value of assets used for the annual pension plan valuation divided by the present value of accumulated plan benefits as provided by the actuary.

Plan Returns / Funded Status

	Investment Return (3)	Target Return	Funded Ratio (4)
1998	17.8%	7.5%	108.9%
1999	4.8%	7.5%	110.4%
2000	3.2%	7.5%	105.4%
2001	0.4%	7.5%	96.9%
2002	-6.6%	7.5%	100.6%
2003	12.5%	7.5%	94.5%
2004	6.7%	7.5%	88.7%
2005	6.9%	7.5%	84.0%
2006	10.5%	7.5%	81.3%
2007	5.2%	7.5%	83.5%
2008	-25.6%	7.5%	69.7%
2009	11.1%	7.5%	71.2%
2010	11.7%	7.5%	71.7%
(1) YTD 2011	4.4%	7.5%	N/A

(1) YTD

Plan Returns vs. Funded Status



Commentary (1st Quarter 2011):

The first quarter of 2011 saw markets continue to post positive returns. The S&P 500 Index returned 5.9% for the first quarter and 15.6% for the trailing one year. During the 1st quarter, the number of unemployed persons decreased by 943,000 and the unemployment rate declined to 8.8%. From the past year, these measures were down from 14.9 million and 9.7%, respectively. Total job growth for the month of March was 216,000 jobs. At the start of the recession in December 2007, the number of unemployed persons was 7.5 million, and the jobless rate was 4.9%. The Barclays Aggregate Index, which measures the broad fixed income market, returned 0.4% during the first quarter and 5.1% for the trailing one year. Non-investment grade corporate debt posted strong gains in the first quarter as continued spread compression aided returns as investors sought higher yields as a shelter from expected rising interest rates.

2010 HEALTH AND WELFARE PLAN BENEFITS

Jan. 1, 2010 – Dec. 31, 2010

PLAN	MEDICAL ¹	PRESCRIPTION DRUG ²	DENTAL	OTHER DISBURSEMENTS ³	TOTAL DISBURSEMENTS	TOTAL RECEIPTS	NET CHANGE
NO. CALIFORNIA	\$ 113,718,201	\$ 12,461,991	\$ 14,335,007	\$ 11,233,685	\$ 151,748,886	\$ 141,075,089	\$ 10,673,797
PENSIONED	\$ 35,086,373	\$ 30,836,345	\$ 3,956,291	\$ 7,693,358	\$ 77,572,367	\$ 84,682,860	\$ 7,110,493
NO. NEVADA ⁴	\$ 8,556,359	\$ 1,996,813	\$ 721,632	\$ 894,753	\$ 12,169,557	\$ 10,787,313	\$ 1,382,244
HAWAII	\$ 15,130,535	\$ 2,797,373	\$ 2,431,980	\$ 1,808,724	\$ 22,168,612	\$ 22,455,638	\$ 287,026
UTAH	\$ 8,436,349	\$ 1,630,283	\$ 810,461	\$ 624,669 ⁵	\$ 10,252,425	\$ 13,902,381	\$ 3,649,956
PUBLIC EMPLOYEES	\$ 14,036,232	\$ 2,311,200	\$ 1,458,794	\$ 1,128,703	\$ 18,934,929	\$ 18,655,664	\$ 279,265
TOTAL	\$ 194,964,049	\$ 52,034,005	\$ 23,714,165	\$ 22,134,555	\$ 292,846,774	\$ 291,558,945	\$ 1,287,829

Notes:

1. Medical includes regular and Kaiser medical (including Kaiser Drug), stop-loss and Medicare reimbursement.
2. Pensioned Health and Welfare prescription drug cost is the claims paid less Medicare drug subsidy of approximately \$6 million.
3. Other Disbursements include vision care, life insurance, burial benefits, hearing aids, physical exams, disability, chemical dependency and operating expense.
4. Northern Nevada is on a fiscal year of Sept. 1 – Aug. 31, so the numbers above are for Sept. 1, 2009 – Aug. 31, 2010.
5. Utah Other Disbursements totaled \$1,246,596, and received a \$1,871,265 credit for Claims Obligation, thus resulting in a positive \$624,669.

* Figures based on unaudited financial statements.

On the lighter side . . .

Happy Flag Day!

What did one American flag say to the other?

Nothing. It just waved.

Flags should be “waving” across the country on June 14, as Americans celebrate Flag Day, a day to commemorate Old Glory’s official adoption on June 14, 1777 and what it’s come to represent.

Did you know that there’s a right way and a wrong way to display the American flag? Here are a few basic rules to follow:

- The flag is normally flown from sunrise to sunset.
- The flag should not be flown in inclement weather or at night without being well-lit.
- After a tragedy or death, the flag is flown at half-staff for 30 days.
- If displaying several flags, the American flag should always be at the top of the flagpole.
- Never let your flag touch the ground.
- Never display a tattered or ripped American flag. Old flags should be burned or buried. *Do not throw them in the trash.* There is a special ceremony for retiring the American flag. There are many civil groups that will perform the ceremony, like the Boy Scouts of America or American Legion. Call a local organization, and try to attend the ceremony – it’s an honor to see.



From left: Business Manager Russ Burns, Treasurer Pete Figueiredo and District 80 Retiree Association Chairman Gary Morthole salute a properly displayed flag during a Retiree Meeting at the Sacramento Hall.

Unit 12

It’s not worth it – you can’t afford it: Part 2 Alcohol and substance abuse

By Gladys Perry, business representative

Unit12members:Yourclassification is a safety sensitive position. Your job requires you to operate equipment and/or drive a state vehicle.

When you took the job, you signed on with the understanding that there would be random drug testing, and if there is reasonable suspicion by your supervisory chain based on observation of distorted behavior, you can be sent for drug testing.

If you are working and know you have a problem with drugs and/or alcohol, there are ways to get help. If you think, “I have gotten away with it, and nobody knows,” you do not want the “I no longer have a job” wake-up call!

You can go to your supervisor, admit you have a problem and enter a program to get assistance. However, once you are told you are being tested and you know you will test “dirty,” it’s too late for amnesty. Remember: Marijuana stays in your system for several weeks after the last use. Not even the recreational use of substances is worth it.

For those who work for the Department of Transportation, you can take advantage of the Substance Abuse Information Network (SAIN). There are peer diffusers, who have been through the same problems you are experiencing. You are not alone; there is no shame, judgment or guilt.



It is not my intent to criticize you. I write this article with the same heartfelt concern of my last article on driving under the influence.

Employees who have been on the job for years and are trained and skilled lose their livelihoods. If you contact me and say, “I messed up. What can the union do?” by that time, it’s too late, and there is nothing I can do but empathize with you. Your life is disrupted.

You can choose a path to recovery. It isn’t easy, and it takes courage! Take just a moment, while you still have a job, and ask yourself what would happen if you lost it? How would it affect your family, relationships, finances, lifestyle, health benefits and retirement benefits? The loss is staggering and will impact you for years to come. It isn’t worth it, and you can’t afford it.

Alcohol or drugs can seem to make you feel better or help you cope or deal with stress. But don’t let it lose your job. *That* is stress.

Contact your Employee Assistance Program (EAP) or Human Resources Department. Look for the local Alcoholics Anonymous, Cocaine Anonymous, Marijuana Anonymous or Narcotics Anonymous office.

Operating Engineers Local 3 has an Assistance and Recovery Program (ARP) too. Please feel free to call our toll-free number for approved treatment centers at (800) 562-3277.

Share your success

Overcoming addiction can be an incredibly difficult thing to do, especially during today’s economy. We applaud our members who have accomplished this and are in active recovery.

If you have overcome an addiction and are willing to tell your story, call Managing Editor Mandy McMillen at (916) 993-2047, ext. 2505 or send an e-mail to mmcmillen@oe3.org. We would love to share your success!

Anonymous responses are also welcome.

UNIT 12

Meet the Members



Lee Moss, Caltrans heavy equipment mechanic

Surveyors compete in annual event

Story and photos by Jamie Johnston, associate editor

When second-generation Surveyor Enrique Aguilar Jr. was just a kid, he often went to work with his father, carrying the staking bag and following the chainman around the jobsite.

Now a chainman himself, Aguilar was one of about 50 apprentices who participated in the 21st Annual Northern California Surveyors Joint Apprenticeship Committee (NCSJAC) Hands-On Competition held at Local 3's Alameda headquarters on May 14. His team took third place.

Held every May, the competition is a fun way to end the year and test the apprentices' skills in the many aspects of surveying. This year, grouped into teams of three, participants completed challenges in angle construction, chaining, pacing and level loop.

At the end of the day, Party Chief Ben Klevmoen, Chainman Brian Field and Apprentice Billy McNelis came out on top, taking first place and \$150, \$100 and \$75 respectively. Second place went to Party Chief Michael Bonnici, Chainman Andy Sheehan and Apprentice Sonny Patterson, who was also named Most Accurate Pacer. Third place went to Aguilar, Party Chief Eric Queen and Apprentice Kyle Jones. Fourth place went to Party Chief Eric Wilson, Chainman Bob Anders and Apprentice Joe Lopez.

The prestigious Apprentice of the Year award was also announced at the event and went to second-generation Surveyor Julian Ruiz. His father, Robert Ruiz, attended Saturday's event and actually participated in some of the earlier competitions when he was an apprentice.

President Fred Herschbach was on hand to distribute the awards and offer congratulations, as were NCSJAC Administrator Joanie Thornton, California and Nevada Civil Engineers and Land Surveyor's Association (CELSA) Employer Group Executive-Secretary Eric Angstadt and the NCSJAC instructors.

Besides the cash winnings, a free lunch and raffle prizes, the competition also offered apprentices the chance to talk with fellow surveyors. Apprentice Matt Vielbaum has worked in the field for five years now and said, "It's time to teach the other guys what you know. It [the competition] is a good opportunity to do it."

All in all, a fun time was had by everyone.

"I love surveying," said third-step Apprentice Christina Bury. "I think we should have bumper stickers that say 'I'd rather be surveying.'"

For more photos from this event, visit us online at www.oe3.org and click on the Engineers News tab.



From left: Apprentice Kyle Jones and Party Chief Eric Queen work on the chaining portion of the competition.



From left: Ken Tetzl and Adam Gibson walk to the finish line of a pacing exercise.



From left: Party Chief Michael Bonnici, Apprentice Sonny Patterson and Chainman Andy Sheehan took second place in the competition. Patterson was also named Most Accurate Pacer.



From left: Apprentice Billy McNelis, Party Chief Ben Klevmoen and Chainman Brian Field took first place in the NCSJAC Hands-On Competition on May 14.



From left: Joe Solomon, Jacob Bardakjian and Emiliano Gaytan do the math in an angle-construction scenario.



From left: Teammates Sanjeev Raj, Christina Bury and Chad Durant work on the chaining problem.



Party Chief Eric Wilson.



From left: Daniel Considine, Nicole Zbyczik and Jesse Owyang work on the angle-construction problem.



From left: Apprentice Joe Lopez and Chainman Bob Anders work on the level and rod, loop and profile problem.



Public Employee News

By Carl Carey, director

The ever-alluding budget

With the fiscal year quickly coming to an end and discussions already surrounding next year's budget, one has to wonder where we are going to wind up. The federal government came to an 11th-hour agreement to keep from shutting down. The state is still arguing about whether we are going to have a fully cut budget or a 50 percent cut/50 percent tax-extension budget. Counties are attempting to finalize their budgets but are uncertain as to what the state is doing, and the cities are trying to balance their budgets but as of yet don't know what the counties and state are going to do.

I recently saw two budget presentations during the Alameda County Budget Workshop, one for the city of Fremont, which is trying to figure out how to close its budget gap, and the other for Alameda County, which is looking at a \$137.9 million gap. While at the workshop, we not only went over the budget issues, but we heard Treasurer Bill Lockyer's thoughts as to what is happening at the state level.

By the time you read this, hopefully we will have clarity on the fiscal positions. In the meantime, we are attempting to negotiate contracts, as all entities state they need to have "give backs." As you can imagine, negotiating a contract in an "up" economy is hard enough, but try and do it in a down economy.

With the political parties so diametrically opposed to each other, we may never get a resolution. In discussing the options that were available to the state, Lockyer said: "We, in the long-term, can get to the ballot box for a 50/50 budget or, absent that, we are looking at an all-cut budget." When asked what alternatives we might have other than that, he replied, "Chaos." Not a very good outcome.

None of us know where this is going to end up, but in listening to our elected officials and the department heads of the different agencies we deal with, whatever happens isn't going to be pretty.

In talking with the membership we represent, everyone keeps asking, "Why us?" We, as public employees, seem to be blamed for the ills of the world. The public thinks we are overpaid and have too rich of benefits. We all know this is not true, but it is the perception out there. It was refreshing to hear Lockyer state in his presentation that it isn't the middle class that caused this but the executive-management types from the public and private sector. Hopefully, there are more politicians out there who believe that public employees are not the enemy. Hopefully, these same politicians will have the constitution to stand up and share the facts with those who believe otherwise.

In spite of the challenges we face, we must stand together as one to protect our ability to adequately, not lavishly, provide for our families and retire in dignity.



Treasurer Bill Lockyer knows that public and private-sector employees are not to blame for the current economy.

Union representation: It's your right

By Bill Pope, business representative

Public employees have been under attack for their "rich" pensions and benefits in the media and in the public. Now, they are under attack by their own employers.

I represent members who have been disciplined because they were accused of dishonesty, among other charges. The other charges can usually be reduced, but it is extremely difficult to reduce a charge of dishonesty, because it is generally tied to an administrative policy.

A recommendation of termination is included on each and every discipline. While there are some acts or behaviors that merit a termination, these disciplines do not.

For example, a 22-year city employee who filled out an incorrect form to withdraw money from his own deferred compensation account was notified by the employer that he had to pay it back, which he did. But because the employee answered questions differently during the investigation, he was "dishonest" and, according to his employer, should be terminated.

This employee did not have any union representation at any of the meetings where questions were asked. These meetings are intimidating and confusing to most employees. Employers ask questions with the intent of getting information to prove an employee did something wrong. Employers may ask the same questions differently. They may ask an employee: "What would you say if other employees stated that you did do it?" The employers do not care if there are mitigating factors.

Having union representation in meetings is important, because a business representative can have the employer rephrase questions or help get all the accurate information regarding the incident. Business representatives have experience in meetings and are not intimidated.

If you are asked to a meeting, and the employer asks questions about an incident, remember to exercise your Weingarten Rights. These guarantee your right to union representation.

Don't pay for indiscretions

By Doug Gorman, business representative

Having two teenagers at home, I can relate to most American families as to what you do and don't do when you face the loss of a job. My wife has worked for a local school district for close to six years now and is a proud union member. Her school district has continued to struggle in these tough times, and when that happens, it's usually the employees who suffer the loss of a job or a reduction in pay and benefits.

In times like these, what's the first thing you avoid doing? In our case, we avoided unnecessary spending. Items like vacations, eating out and big-ticket purchases were put on hold in an attempt to save money, should the loss of income happen.

As I prepare to negotiate new contracts for our members, I continue to see the failure of cities to monitor discretionary spending and then balance their deficits on the backs of their employees. But that's not the biggest problem. The majority of these public employers have huge General Fund reserves.

In one city of 10,000 people, the city manager had the nerve to ask for concessions from his employees, while he maintained a 71 percent

General Fund reserve. That's incredible when you realize that the average city maintained a 7 to 16 percent General Fund reserve.

In Oakdale, the city continued to "cry poor," and then laid-off four police officers when it had \$2 million in a future park fund and investments. (And the city manager took a pay raise!)

In Hughson, the new "savior" of a city manager laid-off five union workers to save \$100,000 but kept all of his managers.

Last year, the city of Gustine held more than \$788,000 in a utility-tax fund but forced all of its employees to pay their California Public Employees' Retirement System (Cal-PERS) contributions, when the city only had a \$100,000 deficit. Even so, the city increased its non-union city staff by three positions and decreased the police department from nine to six.

I continue to see these cities increase their reserves on the backs of their employees. When you come to the table to negotiate, ask questions and hold these people accountable. If not, you will continue to pay for their indiscretions!

The hounds are upon us

By Fred Klingel, business representative

I can hear the drum beat: California public employees are the next meal for those who want to destroy what we have worked so hard for during the last 50 years or more.

Wisconsin is just the beginning in the destruction of public-employee unionism. Ohio, Michigan, Indiana, Florida and New Jersey have already signed up, and I am sure many others aren't far behind. What infuriates those who are on this path, and what do they dislike about unions? Have the public-sector employees advanced so far that it causes such disdain? I think not. Public employee civil servants have reached the level of pay and benefits that is fair for the work they do. Did they cry and berate other industries when they moved ahead for so many years? No one raised hell when other industries received 401(k)s and stock options to purchase low-cost shares of the company they worked for. I find it interesting that those who are complaining don't want to move up. Why is that? Why don't they want to attain the benefits that are due to the American workforce?

The non-union private sector needs to wake up and try to attain what union members in the public sector have. Most people believe they are receiving a decent salary, fair benefits and adequate retirement funds, for now. Everybody complains about Social Security and Medicare – how inadequate they are and that they will eventually be bankrupt. Well, hello? Why doesn't the government have the funds to sustain those programs? Is it because legislators have robbed those funds for people who didn't contribute? Is it because legislators have not put safeguards in place to keep that from happening?

What can we do? We can educate the non-union. Tell these people to complain enough to force legislators to place safeguards on these programs. Tell these people to set goals to attain benefits that public-union and private-union employees have reached. Why haven't they joined the union?

These people need to learn why unions were formed. Wasn't it the long days of work for pennies per hour with no vacation to regenerate, no sick days to recuperate and no benefits to see a doctor or dentist? Wasn't it the undeserved discipline or the undeserved termination? These people must stop complaining and move forward to demand the benefits and safeguards that unions have.

Legislators complain that continued benefits are unsustainable. Horse manure. It is sustainable if the funds are protected. Pension funds have been making money and will continue to make money. As a matter of fact, they made so much on investments that for years, districts, cities, counties and states did not have to contribute, which is called super-funding. But what did those entities do? They took the money they should have contributed and spent it on pet projects or social programs that gave nothing in return. Would anyone in their right mind invest in something that has no return? This is called mismanagement. Yet, no one holds these legislators and government executives accountable for mismanagement of public funds. They blame the employees and the unions instead.

Collective bargaining is not a means to get rich; it is, however, a means to place safeguards on your future. It is a means to prevent discriminatory practices, and it is a means to have a decent return on your investment of hard work and intellect. Employers, whether private or public, are nothing without you and your sweat equity. Divinity has placed everyone here, and it is our job to do as well as we possibly can. There are some parables that speak to that, but I will leave it there. Unions are the best bet, and collective bargaining is the vehicle to get there.

Out and about with CEMA



Local 3 members with County Employees' Management Association (CEMA) recently attended a legislative conference at the state Capitol. Participants included, from left: Dolores Morales, Janet Atkins, Teresa Castellanos, Mary Jane Solis and Alberto Carrillo.

True tyranny at home

By Dave Gossman, business representative

Unfortunately, the California state budget mess Gov. Jerry Brown is trying to clean up did not happen overnight, and any "fixes" are going to be painful, at best. Brown has a five-year recovery process that includes a \$12 billion tax extension for the June 2011 budget. For this to happen, Brown must obtain Republican support for his proposal. However, Republicans want public-pension reform, permanent caps on spending and other long-term fixes before giving their support. It's a very tall order for Brown – perhaps an impossible one. The state legislature is used to "kicking the can down the road" on past budgets. In the end, it's likely you will all get a chance to vote in a special election this month on the solution you think is best. However, this is uncertain at the time of this writing.

On a local level, cities and counties continue to use phony fixes, unrealistic assumptions and other fiscal maneuvers to dig themselves out of their budget deficits. City managers, who are the highest paid city employees, enjoy riding the merry-go-round of jumping from one city to another. They offer great plans on how they will save city budgets, yet they usually leave the cities in worse financial deficits than when they were hired. Their ploy is to attack the lowest-paid employees with layoffs, furloughs and changes to retirement pension plans. They

usually bring their own staff from the cities they left. Why aren't management positions and their perks cut first in cost-saving measures? Why not fire all department heads and managers and hire temporaries on a part-time basis to fill their positions? That would save cities and counties thousands of dollars. Instead, city managers want to balance their budgets on the backs of hard-working, long-term employees. City managers want city employees to use their hard-earned money to pay the city for the past mistakes of department heads and managers. City workers are working harder, getting paid less and losing their jobs to temporary employees. When a city vacancy occurs, cities are now hiring temporaries instead of laid-off employees. I find these tactics unconscionable and unscrupulous.

There is currently unrest throughout the world, especially in the Middle East. People are fighting for democracy and freedom from tyranny. I also call it tyranny when city employees are paid less for their hard work and dedication, are forced to lose their retirement benefits and are replaced by hourly temporary employees. There needs to be a change in the decision-making process of city and county management. Otherwise, there will be unrest on the steps of every city and county hall.



Credit Union

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

Protect yourself from skimming

Technologically savvy thieves have found ways to steal money without your wallet ever leaving your possession. One popular method is to attach a skimmer to a legitimate ATM or gas-station terminal. When you insert your card, the skimmer reads your information, and the Personal Identification Number (PIN) is captured with a hidden camera or keyboard-overlay device. Then, your information can be put on a blank magnetic card or used to shop online until your account is drained.

This doesn't mean you can't ever use your cards in order to keep your accounts safe. Just keep in mind the following tips:

- Before inserting your card, see if the card slot wiggles. If it does, there may be a skimmer on it. Use another machine, and let your financial institution know.
- Try using the same ATM for all of your transactions. You are more likely to notice if the machine has been tampered with, if you are using a familiar one.
- Cover the keypad when you enter your PIN. If a hidden camera is being used, this prevents the camera from capturing your information.

- Always check your account statements for fraudulent activity. If you see any suspicious charges, notify your financial institution immediately.
- Sign up for Operating Engineers Federal Credit Union's (OEFCU's) online banking service. It's free, and you are able to check your account status daily.

Looking for more financial advice? As a member of OEFCU, you have access to Balance, a free, confidential financial-education and counseling service. Certified counselors can answer your questions, review your credit report and help you create a budget. Call (888) 456-2227 or visit www.balancepro.net for more information.

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.

Save the Date:
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Fringe Benefits
By Charlie Warren, director

We're here to help

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

Credited Service explained

Credited Service is based on hours worked and contributions from your employer, as required by the Collective Bargaining Agreement (CBA). You need at least 1,000 hours reported by your employer, per calendar year, for a full year of Credited Service. Fractional credit may be earned if you work at least 350 hours but less than 1,000 hours. Credit is currently granted as follows:

Hours	Credited Service in years
1,000 or more	1
750 to 999	¾
500 to 749	½
350 to 499	¼
Less than 350	No credit

One credit in a calendar year is the most you can earn. However, if you have more than 1,000 hours, the value of your credit increases.

The formula used to determine the value of Pension credit is:
HOURS X CONTRIBUTION RATE X BENEFIT FACTOR PERCENT = BENEFIT

See the example below (based on the current California Master Agreement contribution rate):

HOURS	1,600 hours worked
CONTRIBUTION	X \$7 contribution rate
	\$11,200
BENEFIT FACTOR	X 1.25 percent
BENEFIT	\$140 per month at full retirement

Retiree Association Meetings

The Retiree Association Meetings continue this 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 and keep an eye out for the postcard inviting you to the meeting in your area.

EUREKA Tuesday, June 7 2 p.m. Best Western Bayshore Inn 3500 Broadway	YUBA CITY Thursday, June 9 2 p.m. Veterans' Memorial Center 211 17 th St. Marysville, CA
REDDING Meeting & Potluck Wednesday, June 8 1:30 p.m. Frontier Senior Center 2081 Frontier Trail Anderson, CA	HAWAII Contact the District 17 office at (808) 845-7871 for details.

Pension discrepancies

If you examined your Pension statement and found any discrepancies between the Trust Fund's records and your personal work records, be sure to bring them to the attention of the Pension Department at the Trust Fund Office. It is best to do this in writing. Call the Fringe Benefits Service Center at (800) 532-2105 or the Trust Fund Office at (800) 251-5014, if you have any questions.

Retiree Post
Retiree Association
ANNUAL PICNIC
Saturday, June 4, 2011

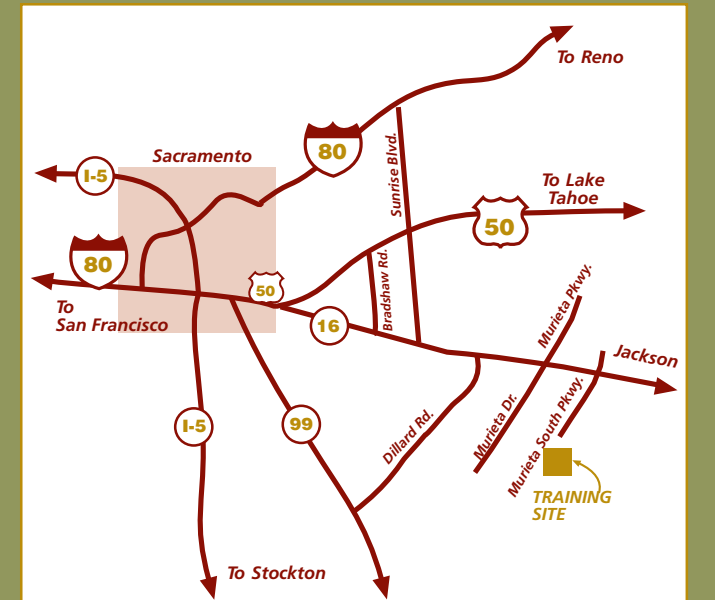
New location: Don't miss it!

The Local 3 officers cordially invite you and your spouse to join us at the Retiree Picnic, *held this year at a new location*: The Rancho Murieta Training Center's (RMTC's) training site. Look for the tower crane and crane booms. Even though the location has changed, there will still be plenty of shade, good food and cool drinks available for your comfort!

The picnic area opens at 10 a.m., and the barbecue lunch will be served starting at 11:30 a.m. Follow the signs to the site.

For those of you driving long distances who may need to stay overnight, RMTC has made parking arrangements

for your self-contained motor home or camper, available Friday and Saturday night at the training site (also a new location). Again, follow the signs.



DIRECTIONS: From Hwy. 16/Jackson Hwy, turn right on Murieta South Parkway (at light); follow Local 3 signs to parking.



Rancho Murieta Training Center
for apprentice to journey-level operators
By Tammy Castillo, director of apprenticeship

There is little or no waiting for training at the Rancho Murieta Training Center (RRTC). Call your district office and get your name placed on the training list.

Generations of history

For centuries, people have been transferring skills from one generation to another in some form of apprenticeship. The Babylonian Code of Hammurabi provided that artisans teach their crafts to youth 4,000 years ago. The records of Egypt, Greece and Rome from earliest times reveal that skills were still being passed on in this fashion. When youth in olden days achieved the status of craftworkers, they became important members of society.

Today's apprenticeships are keeping alive a knowledge of many crafts and skills that in other times were passed on largely by family tradition.

Family members taught their children crafts for generation after generation.

Today, it is not uncommon for the Rancho Murieta Training Center's (RRTC's) apprentices to be second- and third-generation Operating Engineers. The program even has some fifth-generation apprentices! After all, unions are a kind of family. A few multiple-generation apprentices from several of the local's districts are listed below, proving that Local 3 truly is a family tradition.



Steve Avila, second generation



Andrew Balcazar, second generation



Mike Banuelos Jr., second generation



Eric Dennis, second generation



Kenneth Edgecombe Jr., fifth generation



Lawrence Edgecombe III, fifth generation



Daniel Foster, second generation



Ted Hernandez, second generation



Marc Jensen, second generation



Daniel Juarez, second generation



David Kaska, second generation



Justin Pilkington, second generation



Autie Rhodes, second generation



Sabrina Roumbanis, second generation



Travis Ulrich, second generation



Sativa Vasquez, second generation



News & Notes

By Dan Reding, financial secretary

We will fight

As June and July unfold, we have a lot of major contracts up for renegotiation. Unfortunately, the climate has not changed much. Employers are coming to the table wanting takeaways, and the union continues to fight to keep what we have and not go backward. But as always, it's up to the members in these units as to how strong they are and what they are willing to accept.

When you look at what's going on in Wisconsin and Ohio, with the Republicans wanting to take away workers' right to bargain, I personally wonder how it is any different than the start of a complete dictatorship. With the swipe of a pen, they are doing away with everything our forefathers fought for to give the working class a better way of life. To see how the working men and women are standing together in these states, telling these rich, corporate-backed puppets that enough is enough, is what being American is all about!

I recently heard a reporter say that the Republicans woke a sleeping giant – referring to the working class – and noted that you can only kick a dog for so long before it bites you. We have to stand strong with our brothers and sisters in Ohio and Wisconsin and let these union-busting, self-interest, billionaire-backed, want-to-be dictators know that we built this country, and we have rights.

Elected officials work for us. We are proud to be American workers and proud to be union, and if they think they are going to take our rights away, we are going to fight!

Be safe.



Report & Review

By Carl Goff, vice president

State, federal programs may create more work for signatories

Times are hard right now for our industry, so any advantage or opportunity we may have for work is worth taking. That is why when our Organizing Department brought to my attention a few state- and federal-funded programs designed to give small business owners, disadvantaged business owners and disabled veteran business owners a better shot at winning bids for state contracts, I thought this information was worth passing along to our own signatory contractors, some of which may qualify. More contracts for our signatory employers mean more work for our membership!

Organizer Ron Roman out of the Yuba City District started researching these federal and state programs, because he had seen projects being awarded to companies when their bids were higher. He found out that these companies qualified within the parameters of certain state and federal certification programs and thus received a more competitive edge in bidding.

According to the Caltrans Office of Business and Economic Opportunity, there are three certification programs companies may qualify for. These include the Small Business Enterprise (SBE), the Disadvantaged Veterans Business Enterprise (DVBE) and the Underutilized Disadvantaged Business Enterprise (UDBE). To qualify for the SBE program, the owner of the company must gross less than \$14 million a year and employ less than 100 employees. To qualify for the DVBE program, business owners must be disabled veterans. For the UDBE program, business owners must be minorities, women or socially and economically disadvantaged and want to enter the highway construction industry.

In June 2001, governor Gray Davis signed an Executive Order promoting the use of disabled veteran business owners in state contracting. His order stated that contracting programs must have disabled veterans' participation at no less than 3 percent. The percentage is different for separate programs. For example, governor Schwarzenegger signed a similar Executive Order in March 2006 for small businesses, stating that California must promote small businesses by achieving no less than 25 percent participation in state procurement and contracts.

As I said earlier, not all of our contractors may be aware of these programs or the competitive edge they may be entitled to. For more information on these programs and projects seeking business owners who qualify, visit www.dot.ca.gov/hq/bep/.

On the flip side of these programs is the sad fact that some non-union contractors may misuse them to win contracts fraudulently. I assure you, however, that Local 3's business agents and organizers are being active watchdogs on these issues. You can be our watchdogs too. Let us know if something doesn't seem right about a company winning a contract when you think your signatory should have. Sometimes a benefit can be a curse if all the facts aren't straight. For instance, contractors that qualify for these programs must perform what is considered a Commercially Useful Function (CUF) after they win a bid. If they fail to do this, yet receive the bid, this is considered fraudulent.

In these difficult work times, as you all know, the ante has been raised when it comes to the competitive nature of project bids. Every contractor wants work and will try to get it in whatever way possible (sometimes unethically). Since these are relatively new programs, a lot of the specifics are still being worked out. (The kinks are also being ironed out!) Therefore, this union will continue to do everything it can to secure employment for the membership and signatory employers and make sure the non-union is held responsible when acting unlawfully in securing work.

On another note, for our Retirees: We still have more than \$3 billion in the Pension Fund. The checks will keep coming! Don't let these government-required notices we must send out concern you. If you have any questions, call the Fringe Benefits Service Center at (800) 532-2105.

For our active members enrolled in the California Health and Welfare Blue Cross Plan: Remember, you don't have to pay the first \$5,000 before the Plan pays. There is some confusion on this in the field. If you have questions, please call the number above and get clarification on the Plan changes. The Health and Welfare changes were small but necessary to keep the Fund strong.

Coming full circle

Members build, will eventually operate new quarry

It's not every day an operator gets to build his or her future place of employment. But for the six Operating Engineers performing civil-site preparation at the new Madera Quarry in the foothills west of Hwy. 41 (District 50), this is just the case.

The quarry may eventually employ 20 to 25 Operating Engineers and process and transport up to 900,000 tons of aggregate material annually for up to 50 years. The operators currently grading and filling the 120-acre quarry will also be the operators working at the plant.

These members “share pride in creating the business and operating the business,” said Madera Quarry General Manager Nick Prizant.

The business is delicate at every turn (of the earth!) because the entire operation, which includes an 88-acre, five-sided pit (350 feet deep) and a 28-acre processing area, sits among large, rolling hills covered with live oak and blue oak trees. These trees house special breeds of raptors (hawks, eagles) and migratory songbirds, which must be protected, especially until they fledge. Therefore, operators have worked closely with area biologists to ensure the survival of the species. “Then, we can clear out the trees,” said Prizant.

Operating Engineers have graded and filled across a 14-acre parcel, while being mindful of the protected species, to maintain grade at an average of 720 feet above sea level. (It was originally between 680 feet and 713 feet above sea level.) They did this all in just two weeks.

“I am proud of them for doing it; they are just highly motivated,” said Prizant.

The members share a sense of pride about their work, too, he said. “They are proud Operating Engineers, but they are also proud miners,” as they will be responsible for harvesting and selling their product. All members onsite have received biological resource and archaeological sensitive training, as well as Mine Safety and Health Administration (MSHA) training, since building and operating a quarry can sometimes involve the discovery of sensitive materials.

Members are also upgrading and re-doing parts of the haul road (Road 209) to the plant.

The project involves a 50-year reclamation program using what Prizant calls a holistic approach.

Original soil must be returned back to the area. Cattle will be brought in to act as processing machines to create re-growth in reclamation areas. Crews will also plant live oak and blue oak trees, which will be monitored for three years, as to their survival rate.

“We are responsibly harvesting raw material, efficiently producing a product and delivering it to the marketplace,” said Prizant.

And Local 3’s own will perform all of these tasks from start to finish, completing the circle.



Above: Norman McGomery, Danny Henry and Dave Simpson work on the Madera Quarry. Below: Dozer Operator Jerry Avila.





Looking at Labor
By Pete Figueiredo, treasurer

A little history

With employers feeling the pinch and looking for ways to reduce costs, one of the first things they look at is the cost of labor. Some see the working conditions that organized labor has obtained as prohibitive and unnecessary. Then there are those who believe union wages are overinflated. I suspect that many of those viewpoints are held by people who don't know anything about labor history or how hard the middle class has worked to protect what we have. So I will devote this space to some important history about the National Labor Relations Act (NLRA), which influences who we are and what we do today, in organizing, negotiations and many other aspects.

The NLRA, enacted in 1935, was a major component of President Franklin D. Roosevelt's New Deal and represented a sea of change in national labor policy. Known initially as the Wagner Act, it followed three decades of debate over the federal government's role in labor policy. It guarantees workers the rights to organize and collectively bargain with their employers, and it provided for the establishment of the National Labor Relations Board (NLRB) to administer its provisions.

The Wagner Act outlawed company unions, listed unfair labor practices and provided governmental processes for the selection of employee bargaining representatives. Because it prohibited employers from interfering with, restraining or coercing employees in the exercise of their right to form unions, collectively bargain and engage in other organized activities, it also protected employees' right to strike. It permitted "closed shops" established by collective-bargaining agreements between employers and unions with exclusive bargaining rights and protected employees who file charges or give testimony under the act from being fired or otherwise discriminated against. It also made it unlawful for an employer to refuse to collectively bargain with the representative chosen by a majority of employees in a group appropriate for collective bargaining.

Workers and their advocates initially hailed the Wagner Act as a milestone, for it made union recognition a right rather than an option decided through overt conflict between labor and management. In the years following the act, several large industries, such as the automobile, electric, rubber and steel industries, became union.

However, the act soon fell under attack and was seriously compromised in 1947, when the Labor Management Relations Act, commonly known as the Taft-Hartley Act, shifted the legal conception of workers' rights from a collective one to an individualistic one. Taft-Hartley passed amid the first stirrings of the Cold War, was born of accusations that organized labor had become too strong and corrupt and was permeated by communists. Where the Wagner Act had protected workers' right to unionize, the Taft-Hartley Act emphasized their right not to organize. Taft-Hartley outlawed closed shops, authorized the president to intervene in labor disputes with a "national emergency" injunction and required the NLRB to seek injunctions against unions involved in secondary boycotts or jurisdictional strikes. Another provision stated that union-shop agreements could not be authorized in states where they were forbidden by state law, thus giving anti-union states the power to override federal protection of workers. In all other respects, the NLRA preempted state laws. The 1947 amendments also reorganized the NLRB, allowing the president to appoint the general counsel, who was assigned statutory responsibility for the investigation of charges of unfair labor practice, the issuance of complaints and the prosecution of complaints before the board.

Thus, the NLRB's administration of federal labor law became a matter of the political ideology of whichever president was in office. Those who believed unions had too much power hailed the act. Taft-Hartley prompted outrage from labor advocates and liberals, who continue to view it as an anti-labor watershed in American labor history and an opening shot in the war of suppression of activism and labor rights.

Today, as evident in states like Wisconsin, the battle over union rights continues, and we must get educated and educate others on how we got here to protect our rights now and in the future.

Come with us to the Western Caribbean

Feb. 25, 2012 – seven nights
Royal Caribbean Cruise Line's *Voyager of the Seas*
Roundtrip from New Orleans

OE3 members, Retirees, their families and friends are invited to come along on a wonderful cruise from New Orleans to the Western Caribbean with stops in Jamaica, Grand Cayman and Cozumel. Your participation benefits the OE3 Scholarship Fund, as a tax-deductible contribution is included in your fare.

Royal Caribbean's *Voyager of the Seas* is an experience in and of itself. This incredible ship has a three-story Royal Promenade, an ice-skating rink, a nine-hole miniature golf course, a rock-climbing wall, specialty restaurants, themed lounges, a day spa and a fitness center as well as theaters, pools, a casino and much more. To see the ship and all it offers go to www.rccl.com.



Prices* start at:

- Inside Cabin – \$549 per person, double occupancy
- Inside Promenade View Cabin – \$679 per person, double occupancy
- Outside Cabin – \$719 per person, double occupancy
- Balcony Cabin – \$829 per person, double occupancy

An OE3 air/hotel/transfer package to New Orleans from the Bay Area may be available depending on interest (available in early September).

*Space is limited; other cabins and rates for third and fourth persons sharing are available; rates are guaranteed; government taxes will be added at final payment.

Make your reservation ASAP – first come, first served.

(888) 713-0441



Deposit is \$250 per person or \$500 per cabin and is fully refundable until final payment is due Dec. 3, 2011. After that date, RCCL cancellation penalties begin to apply.



Don't Trash California

Unit 12 members pick up litter along state highways

By Jamie Johnston, associate editor

Old mattresses.
Broken car parts.
Empty bottles and fast-food containers.
Cigarette butts.

The list of what can be found along California's roadways goes on and on.

"You name it, they'll find it out there," said Trent Manning, manager of Caltrans' statewide litter-abatement program. You'll also find a high cost. Caltrans has spent up to \$60 million a year on litter removal, he said.

To show the motoring public just how much litter there is and how expensive it is to clean up, every year, in honor of Earth Day on April 22, Caltrans holds the largest, one-day, litter-removal event in the state. Every available Caltrans employee working that day helps pick up garbage along the highways. The full bags are then stacked in piles on the shoulders, as they're easily seen by people driving by.

These efforts involve many of our Unit 12 maintenance and landscape workers, but also many of our Local 3 operators, who don't normally do this type of work. Operator Mark Myers, a 4-1/2-year member who was working in Esparto, had a bit of "beginner's luck."

"I've got the party bag," he joked, explaining that a 33-by-48-inch bag held a full 12-pack of beer bottles.

Operator Chris Baker wasn't as "lucky." "I picked up a big piece of plastic, and a sn..." Baker, who was working on Hwy. 99.

Crews working on Hwy. 168 near Fresno found a car seat and a computer monitor. In Merced, Operator Taber picked up "what you had for lunch; rubber bands, not fully cleaned up, but the majority is the fast-food stuff."

According to the state's Don't Trash California survey, No. 1 item found on California highways is cigarette butts, though Operator Phil Ulibas believes car parts are second, especially this time of year.

"When it's cold, then it gets warmer, tires come off, that's why you see all those tires," said Ulibas, who was working in Sacramento. Plus: "Our roads are so bad, we see a lot of car parts."

Other items commonly dumped are old electronics. Every year, Caltrans set up the largest E-waste event in the state with 14 drop-off sites for old TVs, computers, and more. One such site was the state Capitol.



Operator Adam Jansen picks up an empty bottle from a Hwy. 16 on-ramp in Esparto.



Unit 12 member Tony Romero.

From left: Unit 12 members Vince Perez and Trevor Harris pick up trash in the Napa Valley and Calistoga.



Operator Phil Ulibas.



Unit 12 member Brian Barrett.



On the cover: Norman Morrison, Roberto Renteria and Chris Baker add trash to the pile collected along a four-mile section of Hwy. 99 in Merced. Caltrans hoped the piles would bring awareness to the passing public.

From left: Frank E. Ortega and David Chavira pick up trash along Hwy. 168 near Fresno.

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rs, monitors, etc.

As of press time, the amount of trash collected on Earth Day had not yet been tallied, but the total was expected to exceed last year’s sum of 2,000 cubic yards. Unit 12 Operator Adam Jansen, who picked up litter along the Hwy. 16/I-505 on- and off-ramps in Esparto with Operator Donny Naves, planned to personally fill about seven bags of trash before the day was over.

“The way we figure it is seven bags equals 1 cubic yard of trash,” said Maintenance Lead Worker Victor Caton, who picked up trash along a four-mile stretch of Hwy. 99.

While a lot of the trash comes from drivers throwing garbage out their windows, most of it is accidental, said Manning, as it falls off trucks with unsafe and unsecure loads. Operator Eric Thephaath can attest to this, as his crew cleaned up a load that was accidentally dropped outside Merced.

Falling items can be dangerous for traffic and crews working on the side of the road, so if you are hauling something, please make sure your load is secure. And Don’t Trash California. Garbage thrown out your car window creates an even bigger and more expensive problem.

Were you involved in the Earth Day cleanup efforts, yet your photo isn’t here? Look for it online at www.oe3.org.



From left: Operators Eric Thephaath and Robbie Taber clean up a load accidentally dumped by a trucker because it was not properly secured.



From left: Unit 12 members Mandrell Miller and Michael Anderson pick up trash along I-80 in Fairfield.



Maintenance Lead Worker Victor Caton stands in front of the pile of trash picked up along a four-mile stretch of Hwy. 99.



Operator Donny Naves.



Landscape Construction Equipment Operator Paul Quaresma.



Operator Eddie Sabala and Highway Maintenance Landscape Worker Jeff Lagle load an old microwave in a bin set up for E-waste at the Capitol.



Operator Mark Myers picks up trash on I-505.



Unit 12 member Hector Bermudez.

ATPA Angle

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

Pension statements

As summer begins and the work season finally kicks off, it is time to receive your 2010 year-end Pension and hours statements from Associated Third Party Administrators (ATPA).

Business Manager Russ Burns and the Trustees have made the hard but necessary choices to keep your Pension solvent. With \$3 billion in assets and preliminary investment returns of 11.6 percent gross, the Pension Trust had a good year in 2010. Remember, the target-return rate is 7.5 percent, which means that last year, the Trust earned about \$120 million above expenses. The actuaries tell me the Fund has earned back \$581 million of the losses incurred in 2008. Consequently, the Pension Trust is expected to certify in the Orange Zone again.

It is important to review your 2010 Pension statement carefully:

1. Be sure your employer or employers are listed properly and correspond with the correct employment dates.
2. Check your hourly Pension contribution rates, as not all employers are bound to the contractual Master Agreement rates.
3. It is very important to cross-reference your hours reported with your check stubs or weekly hours log. If the hours reported are incorrect, contact your District Office immediately. If you wait, it's much harder to redeem your hard-earned hours. Remember, a loss of just a few hours can result in missing a full Pension credit, or worse yet, cause unpleasant eligibility surprises upon retirement.
4. Check your Future Service Credit total for accuracy, and be sure to note the total benefit amount you have earned to date. Every year, this number increases.

We at ATPA hope summer brings a safe and productive 2011 to all of you with lots of hours being contributed toward your Pension and your future.



This koi fish is part of Kenny Kicklighter's larger ceramic art entitled "The Journey of a Chosen Path" that was on display at the Louis Pohl Gallery in Honolulu.

EVERYTHING IS ART
Member's artwork displayed in Honolulu gallery

Local 3 member Carl "Kenny" Kicklighter received praise in the *Honolulu Star Advertiser* for his work in construction, but not for building skyscrapers or bypasses. Kicklighter "constructed" ceramic pieces, such as pots, rocks, koi fish and wall sculptures, as part of his "One Life, Many Dreams" art exhibit at the Louis Pohl Gallery in Honolulu.

According to the *Star Advertiser*, Kicklighter's wall sculpture "comprises rocks and koi so accurately depicted, they look real."

While most would consider construction a far cry from clay artistry, Kicklighter sees a connection.

"Construction involves a different type of creative thinking. ... It can be called an art."

However, according to Kicklighter, a 20-year member, "In surveying, everything is mathematical, trigonometry. I don't do my artwork with mathematics; it's not as precise. Art is a nice break away from precision. There's more freedom, chance, spontaneity. But both use different parts of creative thinking."

Kicklighter has a strong philosophy about the connection between one's daily life and art. He believes, "We are all artists; we create in our lives on a daily basis. If the daily is a chore, then that is reflected in the quality of the performance."

He also credits his ability to be an artist to Local 3. "Construction work is necessary," because it gives him stability. "I feel fortunate to be doing the type of work I am doing. ... Local 3 is doing for me what I can't do for myself. I'm glad I'm in the union. It supports me through health care, retirement. Good people."

Kicklighter's last art show was his fifth solo one. He has also done group exhibitions and some jewelry shows and feels his work has really started to grow and change in the last few years. He started doing clay work, "functional items, utilitarian, bowls, things that had a use," but has now moved on to more non-functional artwork through sculpture and wall art.

At his most recent exhibit, he presented a wall sculpture that was made of Japanese wood molds, or kashigata. The pieces formed a series arranged "as a gateway to a sacred place," said Kicklighter.

Currently, Kicklighter is working at the Ocean Pointe Marina project for Delta Construction and holds the "highest respect" for his fellow operators on the job. Many of them may not even realize that there is an artist among them.

For more photos of Kicklighter's work, visit www.hawaiicraftsmen.org/KennyKicklighter.htm.



Kenny Kicklighter



These tiles are arranged to form a gateway to a sacred place, or a torii. They are made from Japanese wood confectionery molds called kashigata.



Political Perspective

By Mark Kyle, director of government affairs and public relations

What's the real reason for the country's financial hardship?

The rich get richer, the poor get poorer and the middle class is disappearing. Wealth distribution in America is skewed, and the distance between the rich and the poor keeps growing. Articles repeatedly point to these facts. Visit Local 3's website at www.oe3.org, and click on the members-only politics page for charts and links to these articles.

Here's an example of what you'll find there:

"Over the last three decades, the richest 1 percent's share of national income has doubled (from 10 percent in 1981 to well over 20 percent now). The share going to the richest one-tenth of 1 percent has tripled.

"Yet, remarkably, tax rates on the very rich have plummeted. From the 1940s until 1980, the top income-tax rate on the highest earners in America was at least 70 percent. In the 1950s, it was 91 percent. Now, it's 35 percent. Even if you include deductions and credits, the rich are paying a far lower share of their incomes in taxes than at any time since World War II."

Make no mistake about it – the budget cuts and pension attacks around the country are an assault on labor unions and the middle and working class. No one with half a brain can actually think the paltry pension of a retired teacher or cop is the real cause of our economic troubles. Why do politicians insist on feeding us that line? I'll give you two reasons. One: They think we're stupid and lazy and won't protest. Two: It's a way of diverting us from the real source of our collective economic misery (and the pathetic condition of various state budgets).

What is the real source of the country's financial hardship (re: Lost savings, lost jobs, lost homes)? Wall

Street – the fat-cat bankers, hedge-fund managers and stockbrokers who make a living controlling money – and greedy corporations.

Here's an example close to home. In April, the CEO of Pacific Gas & Electric (PG&E), the company that brought you the San Bruno gas-pipe explosion that killed eight and laid waste to an entire neighborhood, quit his job as a show of contrition. But don't feel sorry for him, because he walked away with a \$34.8 million golden handshake! Yes, I wrote that right, and you read it right – \$34.8 million as severance pay!

The budget deals at the federal level aren't going to fix the long-term deficit. Congress' real goal is tax cuts to the rich. (The House Republican proposal cuts \$4.3 billion in spending, while giving \$4.2 trillion in tax breaks that disproportionately favor the rich and corporations!)

At the same time, Congress is making huge cuts to transportation – at least \$18 billion under one proposal or 30 percent from the prior year's spending. These cuts will only slow or stop major transportation infrastructure projects around the country – projects that give us our work. With the private-housing market slowly coming out of the worst sales season (this past winter) in the last 50 years, these public projects are our bread and butter.

As always, we must be vigilant in our efforts to keep infrastructure funding available at the state and federal levels and guard against attacks on the pensions of our public-sector brothers and sisters. How do we do this? We vote for politicians who support our issues and then hold their feet to the fire. See 8 for more details.

Elections big and small in our jurisdiction

At the time of this writing, there's no California special election on the budget or tax extensions, but stay tuned, because that's a moving target. Check out our website at www.oe3.org to see when and if the special election comes to pass.

A couple of our districts have been involved in a few local races. Most notably, District 01 had a special election for the San Mateo County Board of Supervisors, and District 90 had a special election for the Monterey Peninsula District Board. Thank you to all of those who put in a few hours phone banking or precinct walking

for those races.

With the resignation of one of Nevada's U.S. senators, there will be a special election in Northern Nevada later this summer or fall. Again, visit our website for current information about this race and to get involved.

Please stay informed and help your union fight for your benefits. Sign up online or at your district office for our eNews and e-mail alerts, attend your district meetings and volunteer in your district's Voice of the Engineer (VOTE) program.

FIELD PERSPECTIVE: What the members are saying

Why are you taking training classes?



"To keep my skills up and to be ready for any job that could come my way."

– Ryan Soria, 10-year member



"Why not, really? ... It's just another way to be one-up on the next guy."

– Michael Blackwood, eight-year member



"To get more training and more certifications. Taking classes makes me feel like I am doing something, rather than not working."

– Maria Muro, 11-year member



"To be more diversified, more qualified. To make myself more available for work."

– Richard King, 25-year member



"[I'm taking Hazmat training] to further my knowledge, so if there's a hazardous spill, I can work on it."

– Tim Bankus, 16-year member



"To add something to my resume."

– Kevin Branstetter, 31-year member

Drill, baby, drill

We're not talking about oil – we're talking about *soil* ... and foundations and shoring. These are all aspects of drill work. According to several signatory instructors brought in for the popular drill class held every other year at the Rancho Murieta Training Center (RMTTC), projects requiring drills have become more common, as hospitals require seismic retrofits and upgraded facilities.

Condon-Johnson Instructor Bob Federighi noted the increase in drill activity most recently, when he thumbed through the March *Engineers News*. "In my 38 years as an operator, I hadn't seen so many drills in the paper before."

The 25 apprentices and journey-level operators who signed up for the class also noted the increase in drill activity in Northern California. "There is a lot of work in this field," said Crane Operator Tim Johnson, who saw the class as a great opportunity to get more training and diversity.

Journey-level Operator Kevin Suarez signed up for the class to advance his skills. First-step Apprentice Audrey Fountain (the youngest class participant) hopes this certification will make her more marketable. Drilling is "not as easy as it looks," she noted. "There's a lot more to it than just drilling."

Apparently, there are a lot of different drill-rigs to learn how to operate, as well. "One for every job," noted Federighi. For instance, the Watson 2500 specializes in foundation drilling. The lo-drill is used in areas with low clearance, such as under bridges or power lines.

Participants receive hands-on instruction in the field (two hours each on four different types of drill rigs) and classroom instruction, which includes safety procedures, technical components, drill mechanics and codes.

In other words, noted journey-level Operator Marcus Allen Stewart, "They are teaching us a lot of stuff."

"Students learn different materials, types of soils for different augurs," said Condon-Johnson Instructor Al Peralta. "Drilling is a good career, a good trade," but it's a tricky one, since drill operators cannot always see where they are drilling. An oiler is often necessary to direct them.

Signatories Malcolm Drilling and Case Pacific were also onsite with instructors Duane Plaster and Ken Rebieto.

If you are interested in the drill class, contact the RMTTC at (916) 354-2029 for more information. The next class will be offered in 2013 "on a first-come, first-served basis," said Director of Apprenticeship Tammy Castillo.



Drill-class students receive two hours on several different types of drills. Pictured here are the Watson 2500, the Soilmec 312 and the 1MT AF 130.



Student Peter Humphries spends time in the seat of the Watson 2500, brought in by Malcolm Drilling.



Third-step apprentices Tricia Miles and Luis Alvarado and journey-level Operator Tim Johnson.



From left: Felix Timas, Dave Wright and Jose Mendoza.



Student Heiko Moessner.



From left: Student Jason Snow and Condon-Johnson Instructor Al Peralta.

Work on I-5, Hwy. 99

District 80 has been busy these last few months with rallies and informational pickets in support of union members in Wisconsin and other states as well our own Unit 12 members. We are closely watching the Auburn City Council, which is trying to make Auburn a charter city to avoid paying prevailing wages. Multiple unions are involved in this fight, so if you know any member of any trade who lives in Auburn, please have them call Business Rep. **Dan Kern** at the Hall. We might need help at future meetings.

Some jobs that should be starting or were recently awarded include:

- **Syblon Reid's** \$1.28 million fourth phase of the Gold Run project, laying 1,536 feet of 36-inch pipe
- **Teichert and Sons'** more than \$11.14 million overlay project on Hwy. 99
- **DeSilva Gates'** more than \$1.91 million Zinfandel Drive extension project off Hwy. 50 in Rancho Cordova
- **George Reed, Inc.'s** more than \$19.45 million paving project on I-5/I-505
- **O.C. Jones'** \$6.2 million railyard access work

- **Granite Construction's** \$2.66 million portion of the Sacramento Municipal Utility District (SMUD) East Campus

Non-union companies are starting to show up more often on bid and award lists. If you see a non-union company or non-union workers on a prevailing-wage project, let us know, so we can make sure they are paying prevailing wages and into the training funds. The non-union can't have any unfair advantage over signatory union employers.

It is picnic season again. Don't forget to mark your calendars for the District 80 and District 04 Second Annual Joint Picnic on Saturday, June 25 from 11:30 a.m. to 4:30 p.m. at the Creekside Country Club Park at 4513 Putah Creek Road in Winters. Tickets are available at both district halls and from your business representatives. You can also buy them at the event. Adults are \$10; Retirees and children under 12 are free. This is a great event that was well attended by members from both districts last year. Hope to see you there!

Until next month, stay safe.

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

Upcoming District Picnic honors Retirees

The work season in Northern Nevada has been fairly decent. Highway work in the area, along with Regional Transportation Commission (RTC) work, should keep quite a few members busy. Some major projects that are underway include **Granite Construction's** I-80 design/build job and the U.S. 395 expansion, which crews are in the process of completing. The company was also the low bidder on the apron upgrade at the Reno Airport. **Q&D Construction** and **Sierra Nevada Construction** are completing a Joint Venture (JV) job at I-80 and Painted Rock. **Q&D Construction** also picked up the Mayberry Drive street rehab.

We would like to remind everyone that the District 11 Picnic, honoring our Retirees, will be Saturday, June 18 from noon to 3 p.m. Please contact the Reno Hall for details.

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. The company also picked up a project at Robinson Mine that will keep members busy through September or October. **Ames Construction** got the tailings dam crushing job for Barrick Gold. **Ramco** is also doing some crushing at Twin Creeks Mine and at Getchel Gold Mine north of Golconda. **Reno-Tahoe Construction** is working west of Battle Mountain. **MKD** was the low bidder on the waterline job in Lamoille. **Frehner** picked up the I-80 job east of Elko at

the Halleck/Ruby Valley interchange and is currently working on the crusher and the hot plant and beginning the dirt work, as weather permits. **Canyon Construction** was the low bidder

on the road relocation at Cortez Gold Mine but is still waiting on permits. **Peek Construction** is still shut down due to the weather but will be finishing the wildlife crossing on Hwy. 93. **W.W. Clyde Construction** is working on a power line job in Ely and continuing work in Wendover. **Granite Construction** picked up the substation outside Ely, and **Rees** is doing all the crushing in Ely. **Rees** is also doing the crushing for **Road and Highway Builders** outside

Wendover. **Sterling Crane** is staying busy in the mines around Elko and is working on the mill shutdowns at Barrick Gold and Newmont Gold. The company is also staying busy with work in town. **Q&D Construction** was the apparent low bidder on the Idaho Street job in Elko.

Brothers and sisters at Newmont Mine are still busy, due to the continuously high gold prices.

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. For more information, call the Elko Hall at (775) 753-8761. For the schedule of upcoming Town Hall Meetings, see page 28.



Blade Operator Brad Gillespie and member Steve Gillespie work on I-80 at Painted Rock.

Another pipeline project scheduled near Myton

Hopefully June will be warm and bring dry weather! The wet spring has hampered construction work in Utah.

Ames Construction is continuing work on the Murdock Canal, on the I-15 Core project and at Kennecott. Kiewit Western is working on the Geneva Rock widening project from Orem to Provo. W.W. Clyde & Co. is paving U.S. 40 near Strawberry Reservoir and working on the I-15 Blackridge project south of Cedar City, the Central Utah Project (CUP) Waterline through Slate Canyon to Provo and a road-widening project in Nine Mile Canyon between Myton and Wellington. Granite is doing some paving and continues work on the Mountain View Corridor project as a Joint Venture (JV) with W.W. Clyde and Kiewit (working as Copper Hills Constructors). Geneva Rock picked up a concrete paving project at the Salt Lake International Airport and is working on the I-15/Alpine interchange. Harsco Metals has stayed busy processing slag materials used on the I-15 Core project. Salt Lake Commuter Rail Constructors, KHP and Stacy-Kiewit are continuing work on their respective rail lines.



Members and their spouses socialize at the St. George Town Hall Meeting/Picnic at Stailie Farms.

Pipeline projects continue this year with the Ruby Line and Abercrombie's Apex Line, and Snelson is scheduled to do a pipeline near Myton toward Vernal for Questar Gas.

In April, three Town Hall Meetings were held in Ogden, Price and St. George. These meetings have been a yearly event. We would like to thank Business Manager Russ Burns for making the trip out this year and updating our members in these areas about what is going on in Local 3. Also attending these meetings was Rec. Corres. Secretary Jim Sullivan, District Rep. Justin Diston, long-time lobbyist and retired Local 3 member Dennis Wright and Utah Retiree Association President Virgil Blair. Thank you to all the members, retired and active, who attended.



Retiree Tom Bills and his wife.

This year, we will be negotiating our Master Construction Agreement. If you are working under this agreement, please get involved.

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

Recology Yuba/Sutter members achieve three-year contract

Looks like this season will be all about paving. George Reed, Teichert and DeSilva Gates are reporting their production schedules at around 300,000 tons of Hot Mix Asphalt (HMA). For the Central Valley Gas Storage project, about 17 miles of 24-inch pipe will go in near Princeton. This will be a feeder line for the new compressor station there. For the first phase, Granite is working on pads for the nine injector wells and a site for the compressor station.

On April 7, Organizer Ron Roman and District Rep. Ed Ritchie attended the Central Valley Landowners' Association meeting with Retiree Dennis Moreland, who sits on the South Feather Water and Power Board in Oroville. Assemblyman Jim Nielsen and Sen. Doug LaMalfa attended along with many water district representatives and county supervisors. One of the featured guest speakers was Department of Water Resources Director Mark Cowin. Two of the main subjects discussed were the declassification of the Elderberry Beetle and the Sites Reservoir. There is great support in the North State for additional water storage. Please contact your representatives to let them know California needs water storage.

Many of our contracts come up each year for renewal, and budget problems are being blamed on unions. We need to support

each other and stand up for health care and pensions. We need to continue the fight to improve working conditions. Roman is working every day to make it difficult for non-signatory companies and easier for our union companies to win jobs. (For more on this, read Vice President Carl Goff's column on page 13.)

The non-union know we are watching them, because they see us at pre-job walks, pre-bid meetings and bid openings. The awarding agencies are noticing us as well, and in some cases, they are glad we are there. A recent example would be the mandatory pre-bid for a \$22 million Caltrans job in Butte County. More than a dozen prime contractors are bidding for the job, all

of which are signatory. But there are almost 50 companies listed as subcontractors, and only about 50 percent are signatory. That means if the other subs win some of the work, they must become signatory with us! The awarding agency, Caltrans, explained this to them. The non-union is watching, and we are making a difference.

After several months of negotiations, members at Recology Yuba/Sutter rallied to get a fair contract, which will last for the next three years. Remember, when we stand together as one, as union members, we can achieve great things.

Correction: C.C. Myers is working on Spanish Creek, not MCM Construction, as previously stated.



Members at Recology Yuba/Sutter rally on Jan. 20 for a fair contract.

Mark your calendars: Retiree luncheon coming soon

Hilo Retirees gathered for a luncheon at Wailoa State Park on March 23. Business Manager **Russ Burns**, Vice President **Carl Goff**, Financial Secretary **Dan Reding**, District Rep. **Pane Meatoga** and Business Rep. **Michael Akau** were present. Retiree President **Rufus Sonognini** welcomed our union leaders, expressed the Retirees’ appreciation for the work being done in our union and committed their continued support of Local 3 and District 17.

It is always an honor to have our officers present for these events. As reports were given to the group, it was reassuring to see and hear from our Kupunas (elders) about their love of and commitment to Local 3. They reminded us of the challenges,

sacrifices and dedication in building Local 3 in Hawaii. Today, they reap the benefits of their labor.

Members were recognized for their years of service and pins were presented. Some of their names and photos will appear in a pin spread in an upcoming edition of *Engineers News*.

We’ll be meeting with our Retirees in Maui soon. The Maui Retiree Luncheon will be held on Saturday, Aug. 20 from 10 a.m. to 2:30 p.m. at the Keopulani Park in Kahului. The event includes a free lunch and Bingo games. Retirees are welcome to bring their families to join the fun. Hope to see you there.

For a schedule of upcoming Town Hall/Retiree Meetings, see page 28.

Crews fix weather-damaged roads

In District 50, we are still cleaning up after the wet winter storms.

Hwy. 168, a beautiful and scenic drive to the popular getaway mountain town of Shaver Lake, has been shut down due to a rockslide. A **C.C. Myers** crew is working around the clock to make the mountain face above the highway safe, with blasting, slopping and cleaning up boulders, mud and debris. The same is being done on Hwy. 49 near Yosemite. **Granite Construction** is making the road and cliffs safe for park visitors.

Local 3 is excited about the opening of a new rock plant on Road 209. Starting from the ground up, this open-face mine will bring 50 years of work to our members. For more information, read the story on page 14.

If you are on the A or B out-of-work lists, your registration is good for 84 days; on the C list, registration is good for 30 days. You must call to renew your registration before the expiration date or you’ll lose your place on the list and have to re-register.

Also, keep your contact information current, so Dispatcher **Dave Mercer** can reach you when we get a job order. Call the Hall to verify your phone numbers.

When the Hall gets an order for a journey-level operator for a particular piece of equipment, that is what the contractor expects to get. If you’re not sure you have the skills to operate that particular piece of equipment, don’t take the dispatch. If you do and are not qualified, the contractor can send you back to the Hall, and you will lose your position on the out-of-work list. If you would like to upgrade your skills with training, there are plenty of opportunities at the Rancho Murieta Training Center (RMTC).

The training facility has many journey-level-upgrade classes – operators can learn a new piece of equipment, obtain forklift or Hazmat certifications and learn gradesetting or mechanics. These are just some of the things members can do to be prepared for when things get busy. Contact the Hall for information.

From left: Jeff Salazar, Craig Kloss, Steve Hanson, Dean Conarel, Josh Tiller and Jack Hunter clean up a rockslide on Hwy. 168 for C.C. Myers.





Unit 12 members Andy Johnson (also above), Jim Davies and Steve Tavares clean up after the storms.



Unit 12 tree crews clean up after storms

It is hard to believe that summer is here, and so is our 40th annual barbecue. We look forward to this June 18 event; it will be one to remember. Three Retirees who started this tradition 40 years ago – Ken Green, Willie Houghtby and John Hinote – are still going strong, and so is the crew that has been with them for many years. District 70 thanks them all for their tireless work, because without them, this would not be possible.

The work picture looks good. Tullis Inc. is finishing a \$10 million project to add a third lane to I-5, and it looks like crews will be moving north a few miles to start another \$17 million project on I-5. The company is doing a great job keeping Local 3 members working in these tough times.

Mercer-Fraser is working on a \$30 million project on I-5 at Dog Creek. J.F. Shea has a heavy workload as

well. Steve Manning Construction has several paving jobs throughout our five counties. Balfour Beatty has successfully weathered the storms on the fish screen project on the Sacramento River. Our Unit 12 members have been very busy too. With all the heavy snow this past winter, the equipment is in need of repairs, and the tree crews are working hard to clean up.

As most of you know, Holt of California has been in very tough negotiations. I would like to thank the members for standing strong for what they have worked for 30 years to get.

Please keep up on current events, as an ongoing campaign is threatening to destroy bargaining units across the country. We need to make this our fight, because we are the American worker. On a local level, the Redding City Council is trying to make Redding a charter city, take prevailing wage out of city projects and do away with bargaining units for city workers, among other things. This is an important battle. If you would like more information, please call the Hall.

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

Strengthening an iconic structure

It seems like the political season never ends in District 01. Volunteers worked hard in April for San Mateo County Board of Supervisors candidate Gina Papan. In San Francisco, momentum is building for the November mayoral election. State Sen. Leland Yee, a longtime friend of Local 3, is in a six-way race for the job. District 01 members can bear witness to the value of supporting union-friendly politicians, and we will be looking for your help again. We can make a difference.

In San Mateo, Kiewit has four major projects underway. At the Devils Slide tunnel, mining activities are winding down and roadway and finish work is starting. Kiewit also has three San Francisco Public Utilities Commission (SFPUC) projects totaling about \$350 million. This includes the Lower Crystal Springs Dam improvements, the Crystal Springs/San Andreas Transmission Line and the Harry Tracy Water Treatment Plant. Maggiora & Ghilotti has a \$2.6 million Bay-front levee and improvement project keeping members working. Ghilotti Bros. Inc. is starting a \$3.44 million Mission Street reconstruction project at the top of the hill in Daly City. At Oceana High School in Pacifica, MK Pipeline and O.C. Jones are installing new playing fields.



From left: Retirees Joe Galicia and Bobby "Bouche" Strickland rally for union rights.

In Marin County, Shimmick Construction continues work on the \$82 million retrofit of the north pylon and anchorage of the Golden Gate Bridge. This is a challenging project on steep slopes with limited access. The company is replacing more than 1,200 square feet of sidewalk and 20,000 square feet of roadway, pouring 4,200 yards of concrete and installing micropiles to seismically strengthen the iconic structure.

In San Francisco, private work continues. Several projects are underway, and others should break ground soon. Synergy Project Management is performing the second contract for utility relocation ahead of the central subway project in the Union Square neighborhood, which should continue into the middle of next year. Sheedy Crane erected the tower crane for the



Operating Engineers Chris Hillig, Jared Debru, Gary Fincher and Heavy Duty Repairer (HDR) Sam Duff get the dig excavation and shoring underway for Balfour Beatty at the new Transbay Terminal project in San Francisco.

new UCSF Children's Hospital at 16th and Third streets. Other subs for builder DPR include Berkel, NTK and Dees-Henessey. Members Chris Hillig, Jared Debru, Gary Fincher and Sam Duff are working for Balfour Beatty at the new Transbay Terminal project downtown.

Make time for some fun, and be sure to support your district by attending your picnic. Join us on Sunday, June 12 from noon to 3 p.m. at Coyote Point in San Mateo for some tri-tip, hot dogs, beer and soda, a bounce house for the kids and horseshoes for the adults. Tickets are \$12.50 per person; Retirees and kids under 10 are free.

Apprentice Spotlight



First-step Apprentice **Ryan Young** is working for **Erick Ammon Inc.** in the Sequoia National Park. Completing a job for the Department of Interior, he's replacing water tanks for potable-water infrastructure. Foreman **Ron Ellingford** is pleased with Young's progress and gives him seat

time on every piece of equipment onsite. Working outside of his home district, Young understands what it takes to stay working and develop his apprenticeship training.

First-step Apprentice Ryan Young.

ROHNERT PARK | 6225 State Farm Drive, Suite 100, Rohnert Park, CA 94928 ▪ (707) 585-2487

Highway work resumes

March's heavy rainfall has increased the amount of work for members. Slides and fallen trees have kept Caltrans road crews working long hours, as they keep the roads sanded and drivable and the snow plowed throughout Lake and Mendocino counties. Now that the rains have stopped, repair work has started on all the slip outs, buckling pavement and slides. **Argonaut Construction** is working at Squaw Rock on Hwy. 101 near Hopland. Traffic on the highway has been reduced to 35 mph and to one lane in each direction, due to the slide and upheaval of the entire roadway. **Mendocino Construction Services** and **Granite Construction** have emergency repair work on Ridgewood Summit north of Ukiah. **Granite's** job involves the placement of foam blocks to lighten the roadway. **Ghilotti Construction** and **Pacific Coast Drilling** are repairing a failed section of Hwy. 1 south of Goat Rock. **Ghilotti Construction** also has a slide repair on Hwy. 1, Meyers Grade, north of Jenner.

Work has resumed on the major highway projects in Sonoma County, including the Hwy. 101 widening at Wilfred Avenue in Rohnert Park by **Ghilotti Brothers** and **R.M. Harris**. **Ghilotti Construction** and **Gordon N. Ball** are working on Hwy. 101 between Rohnert Park Expressway and Pepper Road. Both projects involve extensive bridge and highway widening and bridge replacement. **Argonaut Construction** began working on the Hwy. 116 realignment project between Petaluma and Sonoma. **Argonaut** was awarded the Arnold Drive shoulder widening and overlay project near Sonoma and a paving project on Bottle Rock Road in Lake County. **Argonaut** is also working at Brookwood and Third Street in Santa Rosa, performing sanitary sewer and underground waterline improvements.

Granite Construction is back to work on Hwy. 101 in Ukiah. This project involves concrete-road-section replacement. **Penhall Corporation** is involved in the profile grinding, making for a smooth road surface. **Sierra Equipment Company** has the Hwy. 53 shoulder widening and Asphalt Concrete (AC) paving job that should start soon. **J.F. Shea** was the low bidder (at \$2.7 million) on a shoulder-pile-wall contract on Hwy. 101 in Mendocino County.

By the time this goes to press, Caltrans should have bid the next phase of Hwy. 101 work. This project involves widening Hwy. 101 from Pepper Road to half-mile south of the Petaluma Boulevard interchange in Sonoma County. The engineers' estimate is \$17 million. Caltrans also has an AC removal and replacement job ready to bid on Hwy. 20 in Lake County estimated at \$4.2 million. Caltrans also plans to overlay much of Hwy. 175 in Lake and Mendocino counties. Bids should have opened May 24, and the engineers' estimate is \$15.9 million. Also in Mendocino, two more paving projects are coming: Hwy. 128 near Philo and Hwy. 128 near Navarro.

In Sonoma County, the city of Petaluma has committed to spending \$15 million toward the Rainier Avenue undercrossing under Hwy. 101 and the Old Redwood Highway interchange widening and improvement. The Sonoma County Transit Authority has committed to spend no more than \$7 million toward this project.

The work picture continues to improve in District 10, with much of the work being done by the state on heavy-highway improvement projects. All of these projects are needed and years behind schedule.



Members work for Ghilotti Construction on Hwy. 101 in Cotati including Gradechecker Darcy Lawson (right) and Dozer Operator Jimmy Davis (below).



San Jose Giants take on Ports for District 90 Picnic

The city, county and surrounding areas of Santa Cruz have seen a great deal of destruction from the late storms in March and April that brought lots of rain, flooding and mudslides. This damage kept **Granite Construction** and **McGuire and Hester** busy with emergency work. Big mudslides hit Scotts Valley and Boulder Creek. Flooding at a mobile-home park in Capitola due to a backup with a 30-inch diameter storm drain had local contractor **Granite Construction** working around the clock, while battling the continuing rains. **PUC** has been working in the Sea Bright area, replacing old sewer lines and storm drains. **DeSilva Gates** and **MCM Joint Venture (JV)** continue work on Hwy. 1 and Salinas Road. **Graniterock Pavex** finished work at the

Marina Airport and continue work at Hwy. 101 and Airport Boulevard in Salinas. **Granite Construction** and **MCM (JV)** is in the beginning stages of the Prunedale improvement project, which, after many years of planning, is now becoming a reality. Major traffic nightmares have happened in this 10-mile stretch of Hwy. 101. Caltrans put out to bid the Hwy. 17 Summit Road separation, and **Robert A. Bothman** was awarded a job at Fort Hunter Liggett, located in the southernmost region of District 90.

The city of Morgan Hill is looking at future road improvements, including the extension of Butterfield Boulevard north and south. **Granite Construction** was awarded road improvements on East Dunne Avenue. **Top**

Grade is finishing the Hwy. 101 and Tennant Avenue Bridge and turn-lanes for this off-ramp in Morgan Hill. **RGW** continues work on Tully Road and Hwy. 101 north and south in San Jose. At the very north end of District 90, a lot of work is going on at Stanford University and the surrounding areas.

Top Grade Construction was awarded four jobs: Lions Creek Trail in Gilroy, Hwy. 681 San Benancio Canyon Road in Salinas, North Davis Road overlay in Salinas and Hwy. 681 median barrier from Monterey east to Del Rey Oaks.

Brothers and sisters, please attend your quarterly District Meetings. Our next one is on Aug. 11 at 7 p.m. at the Hall.

Once again, if you are on the out-of-work list, please

remember to renew your registration. A great way to remember to call in is to use your birthday as a reminder, and call on that day every month. (Example: If your birthday is on the 15th, call on the 15th of every month.)

District 90 Picnic

Baseball season is well underway, and this year, District 90's Picnic will be on Sunday, June 26 at 5 p.m. at the Municipal Stadium in San Jose. The San Jose Giants will be playing the Stockton Ports. Tickets are \$6 per person, which includes admission to the game (we have reserved the left field bleachers) and a meal (sandwich, side and a drink). Raffle tickets will also be available for \$2 each. Bring the family, and enjoy the evening. Go San Jose Giants!

Calaveras Dam project all union

The District 20 staff hopes you and yours had a great Memorial Day weekend, and we thank you for making our District Picnic a big success. Remember: The Retiree Picnic is Saturday, June 4 at the Rancho Murieta Training Center (RMTC). Hope to see you there.

Work has picked up, and we still have some larger projects yet to start, such as the Calaveras Dam replacement project. Environmentalists have stalled this project long enough. It's estimated to begin by the end of July. As of this writing, bids had not been received, so we do not know who the contractor is yet. We do know that contractors came from across the country to bid on this work. This project is under a Project Labor Agreement (PLA), so all work will be union.

Another large project ahead is the Bay Area Rapid Transit (BART) extension to the Oakland Airport. **Flatiron** should begin actual work by the end of July. This is a design/build project. Engineers and architects have been at their drawing tables for several months putting it together, so Local 3 members can start construction. This project is also under a PLA and includes some local-hire language, which means the employer must use a certain percentage of members who are Oakland residents.

Speaking of PLAs, District 20 is actively pursuing, through our Building Trades Council, an agreement for Alameda County that requires all work done for the county to be union. We may need you to show your support by attending a county supervisors' meeting. We will keep you posted.

Brothers and sisters, we can only help you get back to work within the boundaries of the hiring-hall regulations and the contract you work under. Stay current on your dues and on the out-of-work list. Your registration is good for 84 days. Call once a month, and ask to be renewed every time you call. Many of the dispatches today require some kind of certification and/or card. It may be Mine Safety and Health Administration (MSHA), Occupational Safety and Health Administration (OSHA) or Hazmat training or a Transportation Worker Identification Credential (TWIC) card. Call the Hall, and inquire about upcoming classes for what you may need, including upgrade training. If the training center gets enough requests for a certain class, the center will attempt to put one together. Whether it's certifications and/or training, it only serves to make you more marketable. Know this also: If you have a piece of equipment on your list that you say you can run but really can't, the employer may not have to pay

you, and you may lose your place on the out-of-work list. Don't jeopardize yourself. Call and ask us what's on your list, and we can remove something that might get you in trouble. Profit margins are slim these days, and our contractors expect the best when they call Local 3. Be the best you can.

Have a great summer, and we'll see you at the next District Meeting on Aug. 2 at 7 p.m. at the Sheet Metal Workers' Hall in San Leandro.

Apprenticeship Spotlight

Congratulations to Crane Operator **Michael Matson**, who completed the apprenticeship program on April 18. He is currently working for **Bigge Crane & Rigging Co.**



Dredge work starts this month

Each year as June begins, so does our dredge work. This year is no different. Our workload was predicted to be on the light side, but with an extremely wet winter, we believe much more is on the horizon. Currently, maintenance dredging is scheduled at the ports of Richmond and Oakland and the Sacramento and San Joaquin rivers. There are also a few small marina jobs planned. The big “pie in the sky” continues to be the deepening of the Sacramento Deep Water Channel. As of June, the schedule shows a bid sometime in the fall and a start date in late fall or early winter. If and when this project starts, we could see as many as 60 Operating Engineers put to work. Let’s keep our fingers crossed.

Construction work is also moving forward, and projects underway are beginning to ramp up. **Proven Management**, with Excavator Operator **Declan Holland** and Crane Operator **Charles Pettigrew**, continues working at the Napa Creek project, and a second shift should start soon to meet the city of Napa’s deadline for the Main Street phase. **Keith J. Gale General Engineering** continues work at the Queen of the Valley Hospital and Meritage Hotel in Napa. The company also has private work in Napa, including a theater and housing off Hartle Court behind Target. These projects range from \$3 million to \$14 million. It’s good to see some private work coming back. Ship dismantling at the Mare Island Dry Dock



Crane Operator Charles Pettigrew works for Proven Management.



Operator Declan Holland works for Proven Management.

continues at a slow pace. We are waiting for more cranes to become serviceable and demolition of the second ship to start. Don’t forget to join us for our Second Annual Joint District 04 and District 80 Picnic at Country Club Park in Winters on Saturday, June 25. Tickets are available at both district halls. Adults are \$10; Retirees and children under 12 are free.

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

Pipeliners get ready

As the weather heats up, so does the work picture. At the time of this writing, the out-of-work list is getting shorter, with a lot of recalls and some off-list orders. As for work in District 30, we have some really good projects at this time: The \$152 million Tracy Peaker Power Plant is being done under a Project Labor Agreement (PLA), so all the work is union. This job should keep some of our Operating Engineers busy through 2012. The Almond II Power Plant, located in Modesto, is being done by **Performance Mechanical Inc.** under a project agreement. We currently have about 10 Operating Engineers on this job. There will also be a line that will supply the plant with natural gas, so all you pipeliners get ready. This project should last through 2012. **Mountain Cascade** is performing work at the Hetch Hetchy Western Segment in San Joaquin and Stanislaus counties. This project is worth about \$48 million and should put several members to work for the next year. Caltrans has had about \$13 million worth of repair work in the southern section of our district, and most of it went to our signatory contractors. Hopefully all of you had a great time at our District Picnic last month. We hope to see you at our next District Meeting on Tuesday, Aug. 9 at 7 p.m. at the Italian Athletic Club (3541 Cherryland Ave.) in Stockton. Have a safe and productive season this year.



Operator Darrell Jones and Oiler Morgan Borne, a new member.

DISTRICT MEETINGS

All meetings convene at 7 p.m.

JUNE 2011

- 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

JULY 2011

No meetings scheduled

AUGUST 2011

- 1st District 10: Rohnert Park
Operating Engineers’ Building
6225 State Farm Drive
- 2nd District 20: San Leandro
Sheet Metal Workers
1720 Marina Blvd.
- 3rd District 80: Sacramento
Operating Engineers’ Building
3920 Lennane Drive
- 4th District 01: Burlingame
Transport Workers Union
1521 Rollins Road
- 8th District 04: Fairfield
Fairfield-Suisun Masonic Building
412 Travis Blvd.
- 9th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.
- 10th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.
- 11th District 90: Morgan Hill
Operating Engineers’ Building
325 Digital Drive
- 23rd District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 24th District 70: Redding
Operating Engineers’ Building
20308 Engineers Lane
- 25th District 60: Oroville
Southside Oroville Community Center
2959 Lower Wyandotte
- 30th District 17: Honolulu
Operating Engineers’ Building
1075 Opakapaka St., Kapolei

Town Hall Meetings

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

June 2011

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

July 2011

- 6th District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers’ Building
1094 Lamoille Highway, Elko
- 13th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers’ Building
1094 Lamoille Highway, Elko

August 2011

- 3rd District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers’ Building
1094 Lamoille Highway, Elko
- 10th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers’ Building
1094 Lamoille Highway, Elko
- 29th District 17: Kauai
Meeting: 7 p.m.
Kauai Beach Resort
4331 Kauai Beach Drive, Lihue
- 31st District 17: Hilo
Meeting: 7 p.m.
Hilo ILWU Hall
100 W. Lanikaula St., Hilo

2011 District Picnic Information

- 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 10: Rohnert Park Picnic Details

Sunday, July 24, 8:30 a.m. to noon
Santa Rosa Veterans’ Memorial Building,
1351 Maple Ave., Santa Rosa
Menu: Pancakes, eggs, bacon, sausage,
orange juice and coffee
Cost: Members – \$5; non-members – \$7;
Retirees and children – free
Other: Hot Cakes & Hot Rides: District
10’s annual pancake breakfast and car
and motorcycle show

Service pins

In honor and remembrance of years of service in Local 3, service pins are available to members with 25 or more years of membership. These pins come in five-year increments from 25 through 70 years of service. Please contact your district office to receive your pins.
An online gallery of some pin recipients is available at www.oe3.org. Also, stay tuned for an upcoming pin spread in *Engineers News*.

Questions about your benefits?

Visit the Local 3 Trust Fund website (www.OE3TrustFunds.org) to get details about your Health and Welfare and Pension benefits. Make sure to register on the website to gain access to your personal information, calculate your Pension benefits (current and expected) and much more.



Honorary Membership for Retirees

Retirees with 35 or more years of service in Local 3 are eligible for Honorary Membership. Eligible Retirees will receive their Gold Membership Card and a reduction in dues. To find out if you are eligible or to apply for Honorary Membership, please contact your district office or the Rec. Corres. Secretary (RCS) Office at (510) 748-7400.

This month's Honorary Members can be found below.

Honorary Membership

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

Jesus Baro	1542993	District 99: Out Of Area
John Barron	1571837	District 50: Fresno
James M. Holokai	1208445	District 17: Hawaii
James H. Hunt	1590853	District 99: Out Of Area
Robert C. McCollum	1219651	District 11: Nevada
Michael McLean	1644582	District 11: Nevada
Dale M. Ratcliffe	1355394	District 12: Utah
Carlos E. Sanchez	1504435	District 90: Morgan Hill
Joseph Dennis Soto	1121832	District 90: Morgan Hill
Richard S. Tucker	1514866	District 30: Stockton
Cipriano E. Villanueva	1600677	District 50: Fresno
Robert C. Woods	1053513	District 99: Out Of Area
Michael A. Young	1415025	District 80: Sacramento

Hearing representative will be missed

Hearing Care Plan Representative Ron Cannedy passed away recently. Ron had taken care of many of our members' hearing needs for more than 20 years and was the first of our hearing aid preferred providers. He was almost always in attendance at Retiree Meetings to handle the unique hearing needs of our Retirees and their spouses. He always went way beyond his work responsibilities to help make sure the meetings ran smoothly. He will certainly be missed. Local 3 extends our condolences to his wife, Doris, and his entire family.

The Hearing Care Plan is still up and running for Retirees and California active members. Call the Fringe Benefits Service Center at (800) 532-2105 for more information.



Ron Cannedy, right, tirelessly gave to the membership. He will be missed.

DEPARTED MEMBERS	Cummings, John Grants Pass, OR District 99 03-25-11	Gonzales, David Reno, NV District 11 03-11-11	Kelly, John Reno, NV District 11 02-15-11	Rossi, Gino Santa Cruz, CA District 90 03-20-11	Zoda, Francis Wakefield, MA District 99 03-09-11	Koani, Maggie. Wife of Koani, David 01-22-11
Adamson, Silas Gazelle, CA District 70 03-01-11	Cunningham, Charles Napa, CA District 04 03-26-11	Graham, Robert Redding, CA District 70 03-14-11	Kremsreiter, Lambert San Francisco, CA District 01 03-23-11	Scofield, Russell Redwood City, CA District 01 03-13-11		Maughan, Lorraine. Wife of Maughan, Harvey (dec) 03-13-11
Alto, Robert Carson City, NV District 11 04-04-11	Damico, Anthony Crockett, CA District 20 03-01-11	Hite, Thomas Gracemont, OK District 99 02-27-11	Ledbetter, Roy Browns Valley, CA District 60 02-19-11	Sheats, Ishmael Gridley, CA District 60 03-18-11	DECEASED DEPENDENTS	McGee, Nancy. Wife of McGee, James 03-22-11
Anderson, Gary Spanish Fork, UT District 12 03-13-11	David, Evan Soquel, CA District 90 03-07-11	Hoskins, Clifford Roy, UT District 12 03-11-11	Machado, George Pleasant Hill, CA District 20 02-16-11	Stevens, Farrel Tremonton, UT District 12 03-07-11	Baker, Hettie. Wife of Baker, W.A. (dec) 03-08-11	Morgan, Verona. Wife of Morgan, Marrion (dec) 03-21-11
Blood, Walter Cave Junction, OR District 99 03-07-11	Dibble, Lewis Magalia, CA District 60 02-17-11	Jones, Clayton Redwood Valley, CA District 10 03-01-11	Missakian, Jake Fresno, CA District 50 02-21-11	Telford, Gene Oakley, CA District 20 03-16-11	Barnard, Donna. Wife of Barnard, John L. 02-15-11	Nagahisa, Hiden0. Wife of Nagahisa, Kazumi (dec) 03-22-11
Bridges, Rondel La Selva Beach, CA District 90 04-03-11	Dudley, Hyrum Joseph, UT District 12 03-18-11	Jones, Jolevia Oakland, CA District 20 03-06-11	Morlan, Don Ferron, UT District 12 03-23-11	Vincent, James Liberty Center, IA District 99 03-23-11	Brazil, Annabel. Wife of Brazil, Kenneth (dec) 03-13-11	Pyle, Bernita. Wife of Pyle, Russell 03-17-11
Bunnell, Dell St. George, UT District 12 02-10-11	Dunton, Robert Yountville, CA District 04 03-02-11	Kamaile, Arnold Waianae, HI District 17 03-18-11	Osborn, Dale Sutherlin, OR District 99 03-10-11	Woggon, Art Anderson, CA District 70 03-05-11	Brumley, Diane. Wife of Brumley, James Jr. 03-12-11	Thomas, Norma. Wife of Thomas, Darwin (dec) 03-30-11
Burkhardt, Jeff Valley Springs, CA District 30 02-24-11	Everette, Joseph Oakland, CA District 20 03-02-11	Katsidas, Bob Kearns, UT District 12 03-01-11	Plant, James Marysville, CA District 60 03-29-11	Zarzana, Jerry Rancho Cordova, CA District 80 03-25-11	Countryman, Nadine. Wife of Countryman, Roscoe (dec) 03-12-11	Todd, Lillian. Wife of Todd, William (dec) 03-11-11
Criner, John Visalia, CA District 50 03-24-11	Flagg, Keary Stockton, CA District 30 03-03-11	Kelihoomalua, Jerome Wailuku, HI District 17 03-03-11	Reynolds, Keith Sutter, CA District 60 03-11-11	Zehnle, Arnold Redding, CA District 70 02-19-11	Kite, Carolyn. Wife of Kite, Lawrence (dec) 02-20-11	Tomasello, Lorraine. Wife of Tomasello, James (dec) 03-29-11

Plan benefits and screenings that could save your life

Since June is National Men’s Health Month, we want to focus on men’s health issues. (Stay tuned for more information on women’s health awareness.) Your Trustees know that you, our members, are our most important and valuable resource. Your health and welfare is our primary concern. Therefore, we are committed to promoting your health, fitness and well-being. This month, we want to encourage our male members (and their male family members) to seek proper medical advice and early treatment for diseases, serious health conditions and injuries.

Local 3 members reflect America – we are challenged by temptations of fast food, little time for exercise, consumption of alcoholic beverages and the use of tobacco products. About 70 percent of our Fund’s health-care costs are a direct result of members’ unhealthy lifestyles that can lead to obesity, stress, high blood pressure, diabetes and other serious, chronic illnesses.

Due to a variety of factors like age, lifestyle, profession, diet and exercise, men can be even more vulnerable to these conditions, as well as prostate, colon and skin cancer. Those with a family history of disease may be at an even greater risk. Regular checkups and age-appropriate screenings have been shown to improve men’s health and even reduce early deaths and disabilities due to some of these conditions.

See the list below that includes checkups and screenings, with recommended frequencies by age.

Plan changes create new programs

Diabetes Education Program. Good news: The \$1,000 lifetime-benefit limit for diabetes education programs has been eliminated. Now the Plan covers programs taught by a certified diabetes educator and recognized by the American Diabetes Association. The benefit also covers nutritional counseling services provided by a registered dietician for a person diagnosed with diabetes. This program is covered when you are

first diagnosed with diabetes. A refresher course may be covered once a year up to five times.

Hospice Care. Hospice care is provided to those who need professional, compassionate assistance in helping with a loved one who is nearing the end of life. The Trustees have eliminated the \$5,000 limit for this important benefit.

Medicare offers resources for Retirees

If you’re a Retiree, it’s important to know that Medicare pays for many preventive services that can help you stay healthy. Preventive care can identify health problems early, explain what treatment works best and keep you from getting certain diseases. Preventive services include exams, shots, lab tests, screenings and programs for health monitoring, counseling and education.

The Patient Protection and Affordable Care Act (also known as health-care reform) makes many improvements to Medicare for 2011. If you have “Original Medicare,” you can now get a yearly wellness exam and many preventive services for free.

Medicare is committed to helping people get the information they need to make smart choices about their Medicare benefits. We recommend you visit www.myMedicare.gov to get direct access to your preventive health information – 24 hours a day, seven days a week. You can track your preventive services, get a two-year calendar of the Medicare-covered tests and screenings you’re eligible for and print a personalized “on the go” report to take to your next doctor’s appointment. Visit the website and sign up, and Medicare will send you a password to allow you access to your personal information.

The content found in this article is available at www.myMedicare.gov.

Stay tuned for a Health News feature on a member whose early detection of colon cancer saved his life.



Checkup/Screening	When?	Ages 20-39	Ages 40-49	Age 50+
Physical Exam	Every 3 years Every 2 years Every year	X	X	X
Blood Pressure	Every year	X	X	X
EKG	Baseline Every 4 years Every 3 years	At age 30	X	X
PSA Blood Test (Prostate)	Every year		*	X
Colorectal Health (Colonoscopy)	Every 3-4 years			X
Self-Exams	Monthly	X	X	X
Chest X-Ray (Smokers)	Discuss with your doctor		X	X
Testosterone Screening	Discuss with your doctor		X	X

*African-American men and men with a family history of prostate cancer may choose to begin prostate screening at age 40 or earlier. The information in this chart is summarized from the Men’s Health Network at www.menshealthnetwork.org.

Questions about your benefits? Visit www.OE3TrustFunds.org for the answers!

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 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 SALE: 2006 Toyota Tundra. Double cab, 2wd, 4.7 V8, 32,500 miles. New Michelin tires, hard Tonneau cover (secure with lock), retractable, parking sensors, running boards, plus SR5 package and power rear window. Excellent condition. \$19,000. Can e-mail photos. (707) 998-3518. Reg# 2093048.

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. \$12,500. 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: 1989 Wilderness Cimarron 26-foot self-contained travel trailer. Clean inside and out. Must see. \$3,900. (209) 835-4529. Reg# 0758368.

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.

WANTED: 24-foot, 8-foot-wide, low-ride storage trailer. (209) 743-6881. Reg# 2060192.

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: 1937 Plymouth coupe. Installed RV 360, 727, Aspen wagon adjustable front suspension clip with disc brakes and rear-end and tilt steering. Wiring and minor body work needed. Has roll-out front windshield. \$9,000 or trade for four-cylinder 4X4 or '70-'73 Camaro or other item. (209) 247-3012 or (209) 524-5821. Reg# 1075510.

FOR SALE: 1991 GMC Cyclone. Fastest production vehicle produced in 1991. All-wheel drive. 34,000 miles. New BFGs. Paint needs attention. \$14,000 or will trade for other item. (209) 247-3012 or (209) 524-5821. Reg# 1075510.

FOR SALE: Royal Deliverance, room refrigerated portable air conditioner. Manual and remote controls. All related equipment; exhaust tube for hot air. All in perfect condition. \$150. Call Ken at (510) 215-7040 or e-mail lafrance@prodigy.net. Reg# 1219576.

FOR SALE: Milwaukie heavy-duty electric chainsaw, 16-inch tool bar, one new chain, one spare sharp chain. Good condition with very few hours. \$150. Also: 100 feet of heavy-duty electric cord. Excellent condition. \$100. Call Ken at (510) 215-7040 or e-mail lafrance@prodigy.net. Reg# 1219576.

FOR SALE: Gaited mare. BR River Dancer. 5-year-old certified/reg. Kentucky Mt Saddle Horse from old bloodlines. Black. 15h tall. Greenbroke to harness and saddle. Has 45 days professional driving training. Has been on several camping trips. Will high-line and hobble. Curious about new things. Very calm, friendly. Can fox-trot, saddle-rack, trot, canter and more. \$5,000. Call Melody at (707) 498-4341 or tlpoff@att.net. Reg# 2035197.

FOR SALE: 1986 27-foot Allegro motor home. Sleeps six. Private bedroom in rear. 4,000-watt Oman generator. Microwave; four-burner stove with oven. Dominic refrigerator. 5 years old;

about 7,500 miles. Air conditioner. Very clean. Must see to appreciate. Can send pictures. (510) 656-2739 or ddavid71@comcast.net. Reg# 1754883.

FOR SALE: 1990 Chevy pickup SS 454. Has 65,000 miles. Short bed fleet side. \$15,000. (925) 256-0621. Reg# 2380910.

FOR SALE: 1985 Harley Davidson FXRS-SP. Has 33,000 miles, new carburetor, header, heads and cam. It's fast. \$10,000. Also: 2003 FXD low rider. Has 5,000 miles. Has carb and header. \$10,000. (925) 256-0621. Reg# 2380910.

FOR SALE: X25 and X135 low-range sonar: \$50 and \$150. E.Z. steer motor connector for outboard-to-outboard engines: \$100 (new: \$249). Trailer dolly: \$40. Trolling plate for 50 hp to 150 hp motor: \$50 (new: \$110). New ST 185/80 R-13 Goodyear radial trailer tire: \$65 (paid \$90). New 15 hp Johnson engine cover: \$75. New boat windshield 12-by-23: \$75. Skil saw HD77 worm drive: \$60. (831) 637-2464. Reg# 1586184.

FOR SALE: 1967 Willys Jeep. Looks good, runs good. Been under cover. Will throw in a 1988 Ford Bronco. Will run. \$3,000. In Utah. (435) 864-3493. Reg# 1359602.

FOR SALE: Snap-on tool box with tools (fully loaded) and an additional 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. (925) 449-1457. Reg# 2018086.

FOR SALE: 1993 Cat Backhoe, 4X4, four-in-one bucket, extendable hoe, 8,427 hours. \$16,000. Call Tony at (209) 786-2736. Reg# 1144803.

FOR SALE: 1986 Honda 200cc Reflex converted to trials bike. Never used new H.R.C., trials tires, aluminum bars, new paint, new seat, fox shocks. Custom aluminum skid plate, custom exhaust with super trap. \$1,500. (408) 848-6031. Reg# 1117488.

FOR SALE: Custom-built cruiser bicycle. New aluminum wheels, wide tires 24-inch X 3.0, orange with almond scallops, flat track bars, stubby rear fender, new seat. \$450. (408) 848-6031. Reg# 1117488.

FOR SALE: 1984 BMW 533i Burgundy. Excellent

body condition and leather seats. Also, like new in the trunk. Five-speed standard shift. Good tires. Runs good. Good gas mileage. \$5,000 firm. (707) 843-4506. Reg# 1392504.

FOR SALE: 1989 18-foot Sunbird ski boat. Open bough. V6 Chevy engine. King Cobra package. Runs great. Excellent condition. Low hours. \$6,500 OBO. (209) 795-6569 or (209) 404-5083. Reg# 1040650.

FOR SALE: 2005 Harley Softail Deuce. Custom paint. Chrome package. 1,700 miles. \$13,000. Will trade for toy hauler. (530) 889-1081. Reg# 2487022.

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

FOR SALE: 2000 MB Sport Boss 210 ski boat. Excellent condition. Low hours. Mp3 player system. Skylon and extras, including Zeiman trailer. \$22,000. (530) 320-7705. Reg# 1829140.

FOR SALE: 2001 Byson car hauler. Tilt trailer, 17-foot bed with thick, pressure-treated wood decking. Tear weight: 2,700 pounds. Has tandem axels. \$5,500. Also: 2000 Snugtop camper shell. Fits 2000 or later model Ford pickups. \$300. (530) 320-7705. Reg# 1829140.

FOR SALE: 1973 Chevy cab and chassis. 77,000 original miles. Very, very good condition. Call for details. \$2,000 OBO or trade for car trailer or wood splitter. (530) 827-3142. Reg# 2077229.

FOR SALE: Lincoln power luber. Professional, 14.4-volt, rechargeable grease gun. Complete. Near new condition. \$200. (530) 827-3142. Reg# 2077229.

FOR SALE: Rare rifle: Remington model "B" 722 in 257 roberts caliber in excellent condition with dies and brass. \$825 OBO. Will shoot 1/4 inch. (208) 734-5540. Reg# 1121987.

FOR SALE: More than 150 copies of True West, Frontier Times, Old West and Bad Man. magazines from 1962 to 1978. Good condition; some new. \$1 each. Also: Hollywood Machine shop metallic

cartridge reloading press; all steel. Will take standard shell holders. Like new. \$100 and freight. (208) 734-5540. Reg# 1121987.

FOR SALE: 1988 Prowler Lynx 24-foot 5th wheel. Clean. \$3,000. Also: 1981 1100 Goldwing Honda motorcycle. New tires; recent tune-up. \$1,000. Also: 1966 Horizon 15-foot VHaul ski boat. 85 hp. Johnson outboard with trailer included. \$1,000. (530) 288-1102. Reg# 2707216.

FOR SALE: Hyd. hose press Imperial Eastman Kwik Krimp #2 with elect hyd. power pak all skivs and dies 1/2 to 2 inch elect cutoff saw and elect power head for screw together fittings. \$2,500 for all. (559) 269-2513. Reg# 1136255.

FOR SALE: 2003 30-foot Wellcraft Martinique boat with 2007 Nextrial trailer. 2X10 swim deck, large salon, wraparound lounge, portside lounge seats eight. Walk-through windshield. 310 hours on twin 5.0 Mercruiser MPI motors (305 Chevy) and Bravo 3 drives. 5,000-watt generator, GPS, lots more. \$59,995. Call Ken at (559) 960-4966. Reg# 2149218.

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: 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. (707) 391-7495. Reg# 1967861.

FOR SALE: 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: 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. \$22,000 (209) 601-8053. Reg# 2428085.

Watertight

Crew works in tight quarters to upgrade Santa Cruz water system

By Jamie Johnston, associate editor

It may not look like it, as Backhoe Operator Brian Wright rips up the Asphalt Concrete (AC) and scrapes out the dirt below Broadway Street in Santa Cruz, Calif., but his part of the city's wastewater-main replacement project is a very delicate job.

With power lines above him, gas and water lines below him and traffic on either side, Wright and his crew must work carefully as they upgrade the city's water system.

Per city rules, work must be done during business hours, Broadway must remain open to one-way traffic and Roberts Street, a dead-end road that crosses the project, must stay open for residents. Cars are constantly coming and going. Add to

that overhead and underground utility lines, and there's a lot to think about, said Foreman Chris Gila, whose son, fifth-step Apprentice Chris Gila Jr., also works on the job.

If utility lines are cut, nearby residents could lose power, water or both, and work could take longer and go over budget, since repairs would have to be done.

Broadway is one of five roadways in the city where this Pacific Underground Construction (PUC) crew is replacing water mains in preparation for a proposed desalination plant. Work began in December 2010 and should be completed this month.



From left: Fifth-step Apprentice Chris Gila Jr. and his father, Chris Gila, work for Pacific Underground Construction.

Backhoe Operator Brian Wright is careful not to hit the overhead power lines, as he loads a truck. He must also be aware of underground gas and water lines and the passing traffic.

