Unit 12 members pick up litter along state highways
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 the members as the hard-working, middle-class Americans they are. I commend these contractors. Stay tuned for an article featuring some of them.

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 membership as people working right now, don’t forget 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.
In the NEWS

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 at the April 28 groundbreaking ceremony.

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

Now the project is in the works for years.

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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.

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.
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 88.8 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.

First Quarter 2011 Financial Report

<table>
<thead>
<tr>
<th>Profit &amp; Loss Statement</th>
<th>Balance Sheet</th>
</tr>
</thead>
<tbody>
<tr>
<td>(March 31, 2011, year-to-date)</td>
<td>(As of March 31, 2011)</td>
</tr>
<tr>
<td>Membership Revenue</td>
<td>$7,741</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>$1,029</td>
</tr>
<tr>
<td>Total Receipts</td>
<td>$8,770</td>
</tr>
<tr>
<td>Salaries, Benefits &amp; Taxes</td>
<td>$6,021</td>
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<tr>
<td>Per Capita Taxes</td>
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<tr>
<td>Office &amp; Operations</td>
<td>$899</td>
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<td>Depreciation</td>
<td>$393</td>
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<tr>
<td>Professional Services</td>
<td>$213</td>
</tr>
<tr>
<td>PACs &amp; Fund Allocations</td>
<td>$252</td>
</tr>
<tr>
<td>Admin &amp; Public Relations</td>
<td>$883</td>
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<tr>
<td>Total Expenses</td>
<td>$10,121</td>
</tr>
<tr>
<td>Not Income/(Loss)</td>
<td>($1,351)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Pension Trust Fund for Operating Engineers

#### Plan Assets

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Stocks</td>
<td>$1,148,416,200</td>
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<tr>
<td>International Stocks</td>
<td>$259,442,809</td>
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<tr>
<td>Fixed Income</td>
<td>$684,855,175</td>
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<tr>
<td>Hedge Fund of Funds</td>
<td>$231,051,110</td>
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<tr>
<td>Real Estate</td>
<td>$368,028,897</td>
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<tr>
<td>GTAA</td>
<td>$120,952,549</td>
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<tr>
<td>Other Investments</td>
<td>$217,601,153</td>
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</table>

#### Plan Returns / Funded Status

<table>
<thead>
<tr>
<th>Year</th>
<th>Investment Return (%)</th>
<th>Target Return</th>
<th>Funded Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>17.8%</td>
<td>7.5%</td>
<td>108.9%</td>
</tr>
<tr>
<td>2000</td>
<td>4.8%</td>
<td>7.5%</td>
<td>110.4%</td>
</tr>
<tr>
<td>2001</td>
<td>3.2%</td>
<td>7.5%</td>
<td>105.4%</td>
</tr>
<tr>
<td>2002</td>
<td>4.5%</td>
<td>7.5%</td>
<td>100.9%</td>
</tr>
<tr>
<td>2003</td>
<td>4.6%</td>
<td>7.5%</td>
<td>95.4%</td>
</tr>
<tr>
<td>2004</td>
<td>6.7%</td>
<td>7.5%</td>
<td>88.7%</td>
</tr>
<tr>
<td>2005</td>
<td>6.9%</td>
<td>7.5%</td>
<td>84.0%</td>
</tr>
<tr>
<td>2006</td>
<td>10.5%</td>
<td>7.5%</td>
<td>81.3%</td>
</tr>
<tr>
<td>2007</td>
<td>5.2%</td>
<td>7.5%</td>
<td>83.5%</td>
</tr>
<tr>
<td>2008</td>
<td>25.6%</td>
<td>7.5%</td>
<td>69.7%</td>
</tr>
<tr>
<td>2009</td>
<td>11.1%</td>
<td>7.5%</td>
<td>71.2%</td>
</tr>
<tr>
<td>2010</td>
<td>11.7%</td>
<td>7.5%</td>
<td>71.7%</td>
</tr>
<tr>
<td>YTD</td>
<td>4.4%</td>
<td>7.5%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### 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 843,000 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

<table>
<thead>
<tr>
<th>PLAN</th>
<th>MEDICAL1</th>
<th>PRESCRIPTION DRUG2</th>
<th>DENTAL</th>
<th>OTHER DISBURSEMENTS3</th>
<th>TOTAL DISBURSEMENTS</th>
<th>TOTAL RECEIPTS</th>
<th>NET CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO. CALIFORNIA</td>
<td>$113,718,201</td>
<td>$12,461,991</td>
<td>$14,335,007</td>
<td>$11,233,685</td>
<td>$151,748,886</td>
<td>$141,075,089</td>
<td>$10,673,797</td>
</tr>
<tr>
<td>PENSIONED</td>
<td>$35,086,373</td>
<td>$30,836,345</td>
<td>$3,956,291</td>
<td>$7,693,358</td>
<td>$77,572,367</td>
<td>$84,682,860</td>
<td>$7,110,493</td>
</tr>
<tr>
<td>NO. NEVADA4</td>
<td>$8,556,359</td>
<td>$1,996,813</td>
<td>$721,632</td>
<td>$894,753</td>
<td>$12,169,557</td>
<td>$10,787,313</td>
<td>$1,382,244</td>
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<tr>
<td>HAWAII</td>
<td>$15,130,535</td>
<td>$2,797,373</td>
<td>$2,431,980</td>
<td>$1,808,724</td>
<td>$22,168,612</td>
<td>$22,455,638</td>
<td>$287,026</td>
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<tr>
<td>UTAH</td>
<td>$8,436,349</td>
<td>$1,630,283</td>
<td>$810,461</td>
<td>$624,669</td>
<td>$10,252,425</td>
<td>$13,902,381</td>
<td>$3,649,956</td>
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<tr>
<td>PUBLIC EMPLOYEES</td>
<td>$14,036,232</td>
<td>$2,311,200</td>
<td>$1,458,794</td>
<td>$1,128,703</td>
<td>$18,934,929</td>
<td>$18,655,664</td>
<td>$279,265</td>
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<tr>
<td>TOTAL</td>
<td>$194,964,049</td>
<td>$52,034,005</td>
<td>$23,714,165</td>
<td>$22,134,555</td>
<td>$292,846,774</td>
<td>$291,558,945</td>
<td>$1,287,829</td>
</tr>
</tbody>
</table>

#### 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.
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.
Engineers News

Unit 12

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

By Gladys Perry, business representative

Unit 12 members: Your classification 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

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.

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.ec3.org and click on the Engineers News tab.
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 11-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 employers, 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 this isn’t the middle class that caused this but the executive-management types.

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.

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 82 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

June 2011
Proteet 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.
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:

<table>
<thead>
<tr>
<th>Hours</th>
<th>Credited Service in years</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 or more</td>
<td>1</td>
</tr>
<tr>
<td>750 to 999</td>
<td>¾</td>
</tr>
<tr>
<td>500 to 749</td>
<td>½</td>
</tr>
<tr>
<td>350 to 499</td>
<td>¼</td>
</tr>
<tr>
<td>Less than 350</td>
<td>No credit</td>
</tr>
</tbody>
</table>

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:

\[
\text{HOURS} \times \text{CONTRIBUTION RATE} \times \text{BENEFIT FACTOR PERCENT} = \text{BENEFIT}
\]

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

<table>
<thead>
<tr>
<th>HOURS</th>
<th>1,600 hours worked</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONTRIBUTION</td>
<td>$7 contribution rate</td>
</tr>
<tr>
<td>BENEFIT FACTOR</td>
<td>1.25 percent</td>
</tr>
<tr>
<td>BENEFIT</td>
<td>$140 per month at full retirement</td>
</tr>
</tbody>
</table>

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

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

**YUBA CITY**
Thursday, June 9 2 p.m.
Veterans’ Memorial Center
211 17th St.
Marysville, 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.
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 (RMTC’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.

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

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.
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.
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 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.
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 4-½-year member who was working in Esparto, had a bit of “beginner’s luck.”  

“I’ve got the party bag,” he joked, explaining that his 33-by-48-inch bag held a full 12-pack of beer and a brandy bottle.  

Operator Chris Baker wasn’t as “lucky.”  
“I picked up a big piece of plastic, and a small snake fell out,” said Baker, who was working on Hwy. 99.  

Crews working on Hwy. 168 near Fresno found a newspaper stand and a computer monitor. In Merced, Operator Robbie Taber picked up “what you had for lunch; rubber not fully cleaned up, but the majority is the fast-food litter.”  

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

“When it’s cold, then it gets warmer, tires blow up. That’s why you see all those tires,” said Ulibas, who was working in Sacramento. Plus: “Our roads are so bad, we pick up truck parts.”  

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

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.
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 (RMTC), 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.”

Apparentlty, 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 Rebicjo.

If you are interested in the drill class, contact the RMTC 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.
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 as 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

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.

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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. Değerstrom, 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. **Rameco** 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.
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 Kennewick. 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. Harasco 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.

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 Distant, 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.

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

Yuba/Sutter members achieve three-year contract

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-singatory 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.
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, sloping 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.
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 Papun. 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.

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. Shredey Crane erected the tower crane for the new UCSF Children’s Hospital at 16th and Third streets. Other subs for builder DPR include Berkel, NTK and Dees-Hennessey. 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.
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.

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**Apprentice Spotlight**

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**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.
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. Rothman 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 Murrieta 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 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.
**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

13th 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

**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 (Maul): 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. Corrs. 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 MeLean 1644582 District 99: Morgan Hill
Dale M. Ratcliffe 1355394 District 12: Utah
Carlos E. Sanchez 1504435 District 90: Morgan Hill
Joseph Dennis Soto 1121832 District 90: Morgan Hill
Bunnell, Dell
David, Evan 03-03-11 District 20: Crockett, CA
Damico, Anthony 03-26-11 District 04: Wailuku, HI
Dibble, Lewis 02-17-11 District 60: Browns Valley, CA
Dudley, Hyrum 03-08-11 District 12: Sutter, CA
Dunton, Robert 03-13-11 District 04: Redding, CA
Everette, Joseph 02-02-11 District 20: Soquel, CA
Flagg, Keary 03-24-11 District 30: Visalia, CA
Gonzales, David 03-11-11 District 20: Gridley, CA
Kelly, John 02-15-11 District 11: Fresno
Rossi, Gino 03-20-11 District 99: Wakefield, MA
Zoda, Francis 03-09-11 District 99: Wakefield, MA

DEPARDED MEMBERS

Adamson, Silas 03-24-11 Grants Pass, OR
Alto, Robert 04-01-11 Carson City, NV
Anderson, Gary 04-04-11 Spanish Fork, UT
Arnold, Doris 03-12-11 Liberty Center, IA
Blood, Walter 03-07-11 Cave Junction, OR
Bridges, Rondel 04-03-11 La Selva Beach, CA
Bunnell, Dell 02-15-11 St. George, UT
Burkhardt, Jeff 02-24-11 Valley Springs, CA
Criner, John 03-24-11 Visalia, CA
Cummings, John 02-24-11 Grants Pass, OR
Cunningham, Charles 02-24-11 Napa, CA
Damico, Anthony 03-01-11 Crockett, CA
David, Evan 03-11-11 Soquel, CA
Dibble, Lewis 02-11-11 Magalia, CA
Dudley, Hyrum 02-17-11 Joseph, UT
Dunton, Robert 03-18-11 Yountville, CA
Everette, Joseph 02-15-11 Oakland, CA
Flagg, Keary 02-14-11 Stockton, CA
Flagg, Keary 02-13-11 District 20: Soquel, CA
Flagg, Keary 02-12-11 District 30: Visalia, CA
Flagg, Keary 02-11-11 District 70: Gazelle, CA
Flagg, Keary 03-21-11 District 99: Sacramento

DECEASED DEPENDENTS

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

### Plan benefits and screenings that could save your life

<table>
<thead>
<tr>
<th>Checkup/Screening</th>
<th>When?</th>
<th>Ages 20-39</th>
<th>Ages 40-49</th>
<th>Age 50+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical Exam</td>
<td>Every 3 years</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Every 2 years</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Every year</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Blood Pressure</td>
<td>Every year</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>EKG</td>
<td>Baseline</td>
<td>X</td>
<td>X</td>
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<td></td>
<td>Every 4 years</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Every 3 years</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>PSA Blood Test (Prostate)</td>
<td>Every year</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Colorectal Health (Colonoscopy)</td>
<td>Every 3-4 years</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Self-Exams</td>
<td>Monthly</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Chest X-Ray (Smokers)</td>
<td>Discuss with your doctor</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Testosterone Screening</td>
<td>Discuss with your doctor</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

*Published with permission from the Men’s Health Network at www.menshealthnetwork.org.

*The information in this chart is summarized from the Men’s Health Network at www.menshealthnetwork.org.

*African-American men and men with a family history of prostate cancer may choose to begin prostate screening at age 40 or earlier.*

Questions about your benefits? Visit www.OE3TrustFunds.org for the answers!
FOR SALE: 1989 Harley Davidson FXRS-SP. Has 33,000 miles, new carburetor, header, heads and cam. It's fast. $10,000. Also: 2003 302A John Deere package and power rear cover (secure with lock), 4.7 V8, 32,500 miles. New transmission. $12,500. Also: 100 feet of heavy-duty electric chainsaw, 1219576.
FOR SALE: 1991 GMC Syclone. Fastest production vehicle produced in 1991. All-wheel drive. 3,500 miles. All new BFGs. Paint needs attention. $14,000 or will trade for other item. (209) 247-3012 or (209) 524-S821. 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: 2004 Toyota Tundra. Double cab, 2wd, 4.7 V8, 32,500 miles. All new Michelin tires, hard Tonneau cover (secure with lock), retractable, parking sensors, running boards, plus 5x12 painted wheels and powder coated rear window. Excellent condition. $19,000. Can e-mail photos. (707) 999-3518. Reg# 2093048.
FOR SALE: 1989 Harley Davidson FXRS-SP. Has 33,000 miles, new carburetor, header, heads and cam. It's fast. $10,000. Also: 2003 302A John Deere package and power rear cover (secure with lock), 4.7 V8, 32,500 miles. New transmission. $12,500. Also: 100 feet of heavy-duty electric chainsaw, 1219576.
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.