Senator Foran submits bill to increase gas tax

State Senator John Foran this month proposed a nickel-per-gallon increase in California's gasoline tax to raise $590 million a year to fight the state's "growing transportation crisis." Foran, chairman of the Senate Transportation Committee, also proposed a constitutional amendment that would empower county boards of supervisors to impose additional fuel taxes of up to five cents per gallon to pay for extraordinary road repair needs. The legislation also would:

- Increase weight fees on heavy trucks by 50 percent.
- Increase sales tax.
- Require the state to spend a minimum of $250 million a year on public transportation programs. If gas tax revenues were not high enough to finance the programs, the state would be required to use general fund money.
- Ask for a tax increase of any kind, but the governor's mind.
- That scenario could soon be a stark reality if the Embarcadero Freeway is demolished.
- In 1965, it was completed in 1965. It was originally funded as part of a highway development for the city for over ten years. The closures have lasted from a few hours, as it was last November, to the project for over ten years.
- Since it was completed in 1965. It was originally funded as part of a highway development for the city for over ten years. The closures have lasted from a few hours, as it was last November, to the project for over ten years.
- Municipal light-rail service to the Southern Pacific Depot, transit service from the depot to Fort Mason and improvements to the Transbay Terminal, Caltrans facilities and many city streets and intersections. Some of these changes are seen as essential adjuncts to tearing down the multilevel highway because they would relieve some of the associated transit problems.

The freeway has been hotly debated since it was completed in 1965. It was originally funded as part of a highway development for the city for over ten years. The closures have lasted from a few hours, as it was last November, to the project for over ten years.

Senator Foran submitted a bill to increase the gasoline tax by five cents per gallon to pay for extraordinary road repair needs.

The money would be earmarked for public transit programs, the state would be required to use general fund money. The governor's mind.

Under the proposal, three cents of the five-cent-a-gallon tax increase would be set aside for city and county roads, with the rest to go to state highways. If passed by the Legislature, the constitutional amendment would go before state voters in June of 1986.

Under current law, the federal government and the state each collect nine cents per gallon of gasoline sold, not including sales taxes.

Foran said he is "eternally optimistic" that additional gas tax increases in his budget proposal any time the overall costs of road construction increase by a specified amount.

The notion of raising the gasoline tax by five cents per gallon to pay for extraordinary road repair needs is not new. Foran has been pushing for such a tax increase for several years.

Foran is opposed to a tax increase this year, as it was last November, to the project for over ten years. The closures have lasted from a few hours, as it was last November, to the project for over ten years.

"I don't like to introduce a bill that asks for a tax increase of any kind, but I think it would be irresponsible not to address this crisis this year," Foran said. He cited seven recent studies that estimated the annual cost of adequately

(Continued on page 12)
Utah membership gives grassroots opposition to bill that would amend right-to-work law

Utah membership gives grassroots opposition to bill that would amend right-to-work law

Embarcadero Freeway may be demolished

(Continued from page 1)

The Embarcadero Citizens Committee, a group that wants the freeway torn down. There's no reason this chunk of concrete shouldn't be replaced by something better. San Francisco deserves a world-class waterfront."

Twitchell's committee got its impetus about six years ago, when members decided to try to use the $90 million Financial District, Fisherman's Wharf, and Rincon Hill and business people who might benefit from the increased property tax revenues the company had made that year. 1

Twitchell was strongly supported by Mayor Dianne Feinstein, the group is strongly endorsed removal of the freeway. Strongly supported by Mayor Dianne Feinstein, the group is strongly endorsed removal of the freeway. The Embarcadero Citizens Committee is Golden Gateway Commons, a luxury condominium project.

Other business people are enthusiastic about the development possibilities in the area, the location of some of the city's most beautiful and valuable real estate.

But still others worry that tearing down the freeway will add to their costs of operation by making it more difficult and costly to get supplies delivered. The San Francisco Chamber of Commerce has also issued harsh words against the proposed freeway removal, saying it would cause "significant and unmitigated adverse impacts to the Financial District, Fisherman's Wharf, South of Market, Rincon Hill and South Beach" by obstructing the flow of passengers and deliveries.

Although city officials in the past have strongly endorsed removal of the freeway, observers note that the State of California Department of Transportation Commission also have a voice in the decision on which transit package to pick. Both agencies remain publicly neutral on the topic, but officials there voice some reservations. "We have to speak for the region and what seems best for everyone," says TTC's Heim. Add Bill Chastain, assistant general manager of the L-280 study for Caltrans, "This could go straight to Sacramento."

In short, no one is exactly sure what will emerge from the political process in the next few months. "It's going to be a sleeper until the last moment, when a lot of people will get upset," says Richard Morten, associate director of the Chamber's planning department.

One of my firmest convictions is the power of our rank and file members when they become involved in grassroots activity. Municipal workers throughout the state have been threatened with discharge once again this month because of the tremendous response we received from our members, who have taken action in opposition to a piece of legislation that would have crippled union construction in that state. In last month's Engineers News, we reported that an ultra-conservative member of the Utah House of Representatives had authored a bill (HB 139) that would make it illegal for a general contractor to require his subcontractors to abide by the terms of a collective bargaining agreement.

This bill also made a sweeping attack on all project agreements which provide for union labor. The bill was so threatening, that if it had passed in its original form, it would have spelled the death knoll for many of our union agreements in Utah.

As soon as we learned of this legislation, we sent out a letter to all of our Utah members, urging them to contact their representatives in the Legislature and express their opposition. In the letter, we included a list of the Utah Legislature and a sample letter that they could use if they wanted to.

The response was extremely gratifying. Many of our members took the time to write their representatives a letter or contact them directly by phone. The following page shows just a few representative samples of the letters that some of the membership sent to my office.

The importance of grassroots support on this issue was two-fold. First, it was a vote of confidence on the part of the political leaders that we were going to have to exercise again and again.

Now investigation into the background of this right-to-work bill showed that it was written by the Associated Builders and Contractors A nation-wide legislative campaign to undermine unionized construction. Investigations are being run up everywhere. In Nevada we are faced with a bill that would repeal the state's prevailing wage law. Idaho has long been trying to pass a right-to-work law for the first time in that state.

We are the front line troops in fighting these battles and we'll need all the help we can get.

Oscar Mayer products on boycott list

Stationary Engineers Local 501 Business Manager Bob Fox, Jr. this month issued an appeal to all IOUE members to boycott Oscar Mayer meat products, because of a contract dispute involving his union in southern California. "We have been on strike against the Oscar Mayer Company in Vernon, CA since October 1," Fox explained in a letter to all IOUE locals. He urged the membership to support "no buy" campaign, which has been sanctioned by the Los Angeles County Federation of Labor.

The union's problems with Oscar Mayer began last summer when the family owned business was sold to General Foods, a giant conglomerate. This multi-national corporation operates on the premise that it will only invest in firms which maintain a bottom-line profit of at least 15 percent, according to Fox.

Although the Oscar Mayer line is profitable, it has not maintained a 15 percent profit margin, when the family owned business was sold to General Foods, a giant conglomerate. This multi-national corporation operates on the premise that it will only invest in firms which maintain a bottom-line profit of at least 15 percent, according to Fox.

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I am writing this letter to express my strong opposition to H.B. 110 which seeks to amend the state right to work law. As a lifetime resident of the state of Utah and having been in the construction industry since 1960, five years non-union, 20 years Operating Engineers Local Union #3, I feel I have the right to express my feelings on this bill which has no intention of addressing any of the problems of labor, either union or non-union. It is a direct attack on those of us who choose to collectively bargain for a right to a fair existence. The only people who can benefit from this bill is the contractors who would eliminate the unions in Utah.

I have been a member of the Operating Engineers plus Doctors and Engineers, Locals 3, for nearly thirty years. In my working years, I have faced many problems: weather conditions, so they must have certain certification papers. The bills are for the betterment of the practicing professional. We have children who are already fed and clothed, furniture, cars and gas. We do not want our state to become a dumping ground for low lives who don’t care about improving their lives and will work for these low wages.

Honorable Rep. Moran: I am strongly opposed to H.B. 110, which seeks to amend the state right-to-work law.

I have been a member of the Operating Engineers Local 3 for nearly thirty years and have been retired three years. I could not make it on social security alone, without my union pension.

I am a retired member of Local #3 Operating Engineers, Locals 3. In my working years, I was able to pay into a pension plan with the union and now receive a pension from the Operating Engineers plus Doctor and Hospital Insurance. Our state consists of family oriented people of high ideals. Are you going to let people go to union, the rest of the contractors? My wages and the profit of the company I work for pay taxes, buy property, supports merchants, schools and charities in the state of Utah. Out of state non-union companies and their employees do not spend the majority of their wages in Utah. Their families are residents of Georgia, Colorado, etc.

I am a member of the Operating Engineers and I work for W.W. Clyde Co. of Springville. My wages and the profit of the company I work for pays taxes, buy property, supports merchants, schools and charities in the state of Utah. It is a well known fact that most construction workers in the State of Utah cannot work the year around due to weather conditions, so they must have better wages and benefits than the minimum.

Please do not allow the free labor unions to die, i.e. Poland.

Sincerely,
F. L. Higgins
Elsinore, Utah

Honorable Sirs: I am writing this letter to express my strong opposition to H.B. 110, which seeks to amend the state right-to-work law. I personally cannot work non-union jobs anymore due to the fact that I know that on a union job, I will always receive my paycheck on time and that it will always be good which the same cannot be said for non-union contractors. I would like a few good examples, such as waste from experimental projects, and there storage, mine operators operating mines unsafe for their workers?

We need our unions to help us preserve our right to life and keep our standard of living on an even keel with inflation.

We do not want our state to become a dumping ground for low lives who don’t care about improving their lives and will work for these low wages.

Mr. & Mrs. E. A. Stewart
Provo, Utah

I am a retired member of the Operating Engineers, Local 9. In my working years, I was able to pay into a pension plan with the union and now receive a pension from the Operating Engineers plus Doctor and Hospital Insurance. There is no way I could have retired on Social Security and Medicare only.

I believe the Legislators should be looking ahead to the years when the work force of today retires. Rather than feeling sorry for a few non-union contractors now, they should be making plans how to feed these people that are non union workers when they have no pension from a craft union to retire on.

The only way for a working person to build for retirement is through craft unions. I am against any anti-union legislation, such as the anti-union laws that are non union workers when they have no pension from a craft union to retire on.

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Weather brings Marysville to
winter slowdown

Marysville District Representative George Morgan reports that the work in the Marysville District, down in the valley near the coast, appears to be
progressing well under the pleasant weather conditions.
Idaho rams through right-to-work law

The philosophical differences between the Democratic and Republican parties in the State of Idaho became apparent during the first two weeks of their legislative session.

After a very brief, but heated debate, the Republican dominated House of Representatives voted an overwhelming 64-20 in favor of a state right to work law. Just three days later, the Republican controlled State Senate voted 28-14 in favor of the law.

Also a target of the right-wing legislature is the state prevailing wage laws and a law originally passed in the late 1800's which requires overtime pay for employees working more than eight hours a day.

After passage, Democratic Governor John Evans vetoed the right to work law. But because the Republican party is in such strong control of the legislative process, they easily voted to override the Governor's veto.

The law carried with it an emergency clause which stated the the law was to go into effect immediately. However, the Idaho AFL-CIO filed suit in Pocatello State Court. The Court granted an injunction against the law, delaying its effective date. A hearing on the AFL-CIO's suit will be held soon.

Assuming that the right to work law will go into effect, the State AFL-CIO is planning a referendum drive to place the right to work law on the 1986 state ballot. Labor officials are hopeful they will be able to overturn the Legislature's action at that time. The Republicans may have the final say on that matter as well, they are currently investigating ways of making it more difficult to place a referendum on the ballot.

AFL-CIO opposes taxing of benefits

AFL-CIO President Lane Kirkland restated organized labor's position to any Reagan Administration scheme to tax the value of workers' fringe benefits. Congress has turned down these past proposals to tax fringe benefits, but the new Reagan effort is being pushed as a tax simplification plan.

Kirkland stressed that the AFL-CIO supports measures to reduce the deficit and make the tax code more efficient and productive. "But merely to increase the taxes of working people and jeopardize benefits and protections that are essential to their welfare and that of their families would be unjust and unfair," he said.

Any revenue attained by taxing fringe benefits would be taken out of the pockets of America's workers, Kirkland warned in his statement. The Reagan Administration's Treasury Department has proposed to tax workers on the value of such employer-financed benefits as health insurance, pensions and day care.

The likely result of taxing employer contributions for such plans would be a reduction of essential coverage by workers and their families, Kirkland said. He also noted that pensions are now taxed when they are received.

The department also wants to tax fully, benefits of unemployed workers and those injured or disabled on their jobs. Kirkland noted that workers' compensation benefits already are inadequate to meet the needs of disabled workers and their families. Taxation of these benefits would widen the gap between payment levels and income levels required to maintain decent living standards, he observed.

Labor studies program starts this month

The Labor Studies Program of the San Francisco Community College District has added organization to its regular curriculum is offering special three-day courses during the current semester.

One course is on steward training and the other is on worker participation programs, stressing contemporary labor issues.

The steward training course will be offered twice on three Saturdays each. The first will be February 23, March 2 and 9; the second session begins April 20, May 4 and 18. Emphasis will be on organizing and communication skills, rights and responsibilities and grievance analysis and preparation.

Unemployment's victim

Fear of being deserted by parents angered and frustrated by their unemployment haunts millions of young children like Detroit fourth-grader Dawn. An estimated 13 million children were affected by unemployment last year. Children of unemployed parents often suffer from malnutrition, abuse and neglect and to show behavioral problems.

For further information or enrollment write "Labor Studies, San Francisco City College, 33 Gough St., San Francisco, CA 94103. The telephone number is 415/239-3090.

Idaho's right-wing legislature passes controversial right-to-work law, over-riding the governor's veto.
More from Marysville
(Continued from page 4)
As the months passed, the company decided to reorganize its corporate structure. The managers recognized the need to diversify into other areas. The Marysville District, under the leadership of Walt Belleville, began to look at the changing nature of the farming industry in general. The company's strategy was to expand into areas where demand for their services was growing.

Heavy equipment repair shop in Fresno area joins Local 3

Article & Photos
By John McMahon
It's difficult to imagine an equipment repair shop and a computer software company sharing the same corporate offices deep in the heart of the San Joaquin Valley. But such is the case with AGRI-TILL, a rental and repair shop located in Five Points CA (population 40). AGRI-TILL is primarily a farm and construction equipment rental and repair shop recently organized by Local 3. It employs around 35 members of the union, who until November, 1984 did not work under the protection of a union contract.

Formed in 1975 as a repair shop for the Fresno area's huge agricultural industry, AGRI-TILL, recently diversified into other areas. Corporate President Walt Belleville, realizing that farm and construction equipment are similar, soon started servicing the area's contractors. With the recent slump in the farm industry, the move was right.

Belleville said that business was steady building throughout the late 1970's. "1980 was the peak business year for our company. Since that year, the changing nature of the farming community and the depression in the farm industry in general has had an effect on our business. With the construction business rebounding now, things in the rental and repair division look good."

Last June, the company reorganized its corporate charter. They diversified into the computer business by forming a computer software company in Fresno. The company designs general business systems computer programs. They were recently awarded a large contract with Union Oil Company to design a computer program for their national business system. With less than one year in the business, their computer subsidiary is already showing significant success.

On February 1, 1985 AGRI-TILL expanded into yet another field. Noting a growing need for the disposal of solid wastes, Belleville incorporated a solid waste management company. They plan on being involved with all types of solid waste disposal with the exception of toxic wastes.

Overall, AGRI-TILL employs 120 people in five locations. Although they have sales and storage shops in Antioch CA and Phoenix AZ, all work is done at their Five Points location and shipped elsewhere.

Local 3 began its organizing effort at AGRI-TILL last summer. Even though the company did not sign an agreement immediately, relations between the union and management have been smooth. The contract, which was signed last November, specifies the rights and duties of both parties, thereby eliminating most disputes.
**PROJECT UPDATE**

**Senator Green submits bill**

A new freeway loop may be in the making for the Citrus area as a result of legislation introduced by Democratic State Senator Leroy Greene. The suburban freeway will connect Interstate 80 at the Highway 65 interchange with Highway 50 and then proceed west to Interstate 5.

According to State Senate Transportation Committee consultant, Melshi Marsh, the bill does not include a specified route for the roadway; however, the measure would make the potential freeway project eligible for state and federal highway funds.

The bill does not provide funding or a guarantee that the roadway will be built, Morris said. An environmental impact report would be required to determine the best route, he added.

The freeway project has been proposed as a coalition of labor, business and community leaders in Sacramento, Placer and El Dorado Counties as a means of relieving traffic congestion in existing roads.

**New freeway loop for Sacramento?**

A $500 million water supply and power project for El Dorado County — on the drawing board for five years — cleared its final regulatory hurdle late last month.

The contract to the Oregon company was originally appealed by the next lowest bidder on the contract, a California firm. Caltrans rescinded the contract with Hatch when officials discovered that the Oregon firm did not hold a California contractor’s license.

But the contract was rescissed after Hatch received a new license.

**Construction to start in spring**

A coalition of minority-owned businesses and a union firm falsified documents in order to get back to the unemployment lines,” Kevin Brockett, a specialist with the County Department of Business Exchanges said.

Brockett said the first section will connect with Interstate 80 a short distance north of the Taylor Road intersection and end at a proposed Harding Street project in a presently undeveloped area within Roseville.

The first phase will carry the four-lane roadway over the above ground from Interstate 80, across the Southern Pacific railroad tracks and then some 1,800 feet to a bluff area. The second part of the project is on green level

**Building Trades strikes drag on Labor disputes cause strife in Hawaii**

Financial Secretary Wallace K. Lean reports that the labor disputes of other trades have caused severe problems in Hawaii. On July 17, 1984, the Teamsters struck the three major producers of ready-mix concrete and rock in the State of Hawaii. That strike ended on October 9, 1984.

October 10, 1984, the Electricians struck the Pacific Electrical Contractors Association. As of press time that strike is still in progress. And on October 17, 1984, the Carpenter’s Union struck the General Contractors Labor Association. That strike is still on. In both cases the employers retaliated with walkouts.

Lean says that the construction industry is down, “after 22 weeks of strike, and industry that at its peak daily employed 30,000 good union people is down to 17,000 people and of that 17,000, 20% is working on scattered jobs.

The strikes are affecting the Work Recovery Program, which was initiated in January of 1984 to assist the unionized contractors and the construction industry get back to work where it was in 1974. With 22 weeks of strike, it would have been hard to gauge the full potential of the Work Recovery Program. I do not believe in a two wage scale system. No one does. And yet 80% is better than 0%,” Lean reports.

If Work Recovery is the answer to the plagued construction industry then what is it here in Hawaii though the Contract would have expired in September, 1983, negotiations began in March of 1983. When the Master Agreement expired, we went an additional three months to reach an agreement. Recently, the Ironworkers have entered into negotiations that does not look too promising and we do not need another strike.

Lean notes that as soon as these strikes get behind us, “we have a lot of catching up to do in 1985. This does not mean that we will have a good year. Things will be fairly busy for the first three months, then back to normal.”

Recently, all of the participants of the Hawaii Amnity Trust Fund received a beneficiary card along with a letter of explanation in regards to the Amnity. As of January 1, 1985, you may transfer your Vacation and Holiday Pay into the Amnity. The vacation portion of it may be withdrawn at any time. The Amnity contribution may only be withdrawn under the following circumstances:

1) Age 62 and no contribution for three consecutive years.
2) Less than 300 hours in the industry in any two consecutive calendar years.
3) Receiving social security disability benefits.
4) Receiving pension from Operating Engineers.
5) Receiving Hawaii State Unemployment benefits.
6) Death.

The Amnity was started October 31, 1983 and already it has grown to $1,903,463.80 and its intent was to provide additional financial security to you and your family upon retirement. If you have any questions please refer them to Mrs. Valerie Madamba at the Union, Kalihi Office, or Maui and Hilo office.
Highway 152 gets higher rating

The final portion of an improvement project for Highway 152 through Pacheco Pass finally rose to the top of Santa Clara County’s funding priority list recently, according to San Jose business agent Max Spurgeon.

In past years, the highway project has lost out to improvements for highways 101, 237, and 85. But with the voters’ approval of Measure A—which will funnel $1.1 million into construction on advocates have won nearly $40 million approval of Measure A—which will million to

and it’s very gratifying,” said Leonard

Santa Clara County’s funding priority visors will begin the final part of the Pacheco Pass finally rose to the top of

highway priorities unanimously, with no debate.

“The tax passing relieved the pressure and it’s very gratifying,” said Leonard Caetano, a former mayor of San Juan

Busa of long time advocate for improvements to Highway 152.

The $10 million designated by supervisors will begin the final part of the improvements—straightening and widening of a 13-mile length of road running between Highways 156 and

That project that will cost $60 to $90 million to complete. Over five years, advocates have been working a total of $40 million to complete the two first segments of the project, which stretch 10.4 miles from the Merced County line to Highway 156.

Nok 30 people have died in traffic accidents on Highway 152 in the past ten years.

County supervisors made the widening of Route 82 between Highway 17 and Scott Boulevard their second priority for 1985-86, followed by projects on Highway 17 and Interstate 280.

The designations will be reviewed by the Santa Clara Metropolitan Transportation Commission, which represents the nine Bay Area counties, before going to the state for final approval in June.

Pre-Retirement Meeting Schedule

Eureka
Tuesday, April 2, 1985
7:30 p.m.

Operating Engineers Building
209 N. Broadway, Eureka, CA

Redding
Wednesday, April 3, 1985
7:30 p.m.

Operating Engineers Building
100 Lake Blvd., Redding CA

Mendocino
Thursday, April 4, 1985
7:30 p.m.

Operating Engineers Building
1010 “I” St., Marysville CA

Watsonville
Tuesday, April 9, 1985
7:30 p.m.

San Jose
Wednesday, April 10, 1985
7:30 p.m.

Holiday Inn Park Center Plaza
282 Almaden Blvd., San Jose CA

San Mateo
Thursday, April 11, 1985
7:30 p.m.

Electricians Hall
300 8th Ave., San Mateo CA

Auburn
Thursday, April 16, 1985
7:30 p.m.

Auburn Recreation Center
123 Recreation Dr., Auburn CA

Sacramento
Wednesday, April 17, 1985
7:30 p.m.

Lyons Hall
6545 Stockton Blvd., Sacramento CA

Oakland
Tuesday, April 23, 1985
7:30 p.m.

Teamsters Local #503
8055 Collins Dr., Oakland CA

Fairfield
Wednesday, April 24, 1985
7:30 p.m.

Holiday Inn
1350 Holiday Lane, Fairfield CA

Santa Rosa
Thursday, April 25, 1985
7:30 p.m.

Veterans Memorial Bldg., North Rm.
1351 Maple Dr., Santa Rosa CA

Stockton
Tuesday, April 30, 1985
7:30 p.m.

Operating Engineers Bldg.
1816 N. Broadway, Stockton CA

Ignacio
Thursday, May 2, 1985
7:30 p.m.

Pilots Hall
701 Mission Ave., San Rafael CA

Fresno
Tuesday, May 7, 1985
7:30 p.m.

California Lanes
3131 N. Cedar, Fresno CA

San Jose, Salt Lake City and Hawaii will be scheduled at a later date.

Work remains slow in Santa Rosa

"Work in the area is still slow but if the improvements in the wilderness phase plans are correct, we could have an early spring and work will have an early start this season," reports Santa Rosa District Representative Bill Burns.

The project is now going through the Sonoma County Planning process and will be constructed in three steps in a plan to spend up to $20 million to expand the city's sewage irrigation system.

The project would include extending the Warm Springs Dam, nothing real big but it should keep some Brothers and Sisters busy most of the season.

A reminder that the District Meeting will be held March 14th at the Veterans Memorial Building in Santa Rosa.

The Santa Rosa City Council is taking three steps in a plan to spend up to $20 million to expand the city’s sewage disposal systems, reports Business Representative Bill Burns. The final decision to sell bonds and start the project cannot be made until a public hearing is held. The set for February.

The project would include extending waste water irrigation to the Wild Horse area of The Geysers to provide steam for power plants proposed by the Central California Power Agency.

The project is now going through the Sonoma County Planning process and will be constructed in three steps in a plan to spend up to $20 million to expand the city’s sewage irrigation system.

By Dan Jones, Director of Fringe Benefits

As you know, we are on our winter circuit of Retirement Association meetings. At almost, every meeting, a Retiree asks: "Don, what happens to my wife's medical coverage when I die if I have been retired for more than five years?"

I am happy to announce that the Trustees of the Pensioned Health and Welfare Trust have been able to negotiate with the Union Labor Life Insurance Company a health and welfare plan for widows of retirees effective April 1, 1985. This is an individual conversion plan patterned after the type and kind of medical coverage that the retiree and spouse had when the retiree was living.

While this plan does not include coverage for prescription drugs, vision care or hearing aids, the Trustees feel that a major medical plan will provide the widows with necessary protection against today’s continually escalating cost of medical care.

The cost to the widow for this coverage is estimated to be:

<table>
<thead>
<tr>
<th>Age</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 and over</td>
<td>$120.64</td>
</tr>
<tr>
<td>Under Age 65</td>
<td>$60.70</td>
</tr>
</tbody>
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For a long time, Retirees have been seriously concerned about what their widow would have to pay for coverage. Premiums have been running as much as $490 a month. This is a major breakthrough in providing comprehensive medical coverage for widows at a reasonable price. Further details will be published in the next issue of Engineers News.

In these meetings, we have been discussing Cost Containment—ways to cut costs without eliminating benefits. We are looking forward to seeing you at the upcoming meetings.

Retiree Assoc. schedule of meetings

Concord Mu Chapter
10:00 a.m.

Elks Lodge #1994
3994 Willow Pass Rd., Concord CA

Fresno Theta Chapter
Tue., Feb. 19, 1985
2:00 p.m.

Lobsters Hall
5441 E. Hedges, Fresno CA

Oakland-Hayward Nu Chapter
Tue., Feb. 19, 1985
1:00 p.m.

Oakland Zoo, Snow Bldg.
9777 Golf Links Rd., Oakland CA

Auburn Epsilon Chapter
Thu., Feb. 21, 1985
7:30 p.m.

Auburn Rec. Center
123 Recreation Ave., Auburn CA

Sacramento Zeta Chapter
Wed., Feb. 27, 1985
7:30 p.m.

Carpenters Hall
1150 Terminal Way, Reno NV

Ukiah
Thu., March 14, 1985
10:00 a.m.

Lu Ann Motel
1340 North State, Ukiah CA

Santa Rosa Chi Chapter
Thu., March 21, 1985
2:30 p.m.

Veterans Memorial Bldg.
1351 Maple Street, Santa Rosa CA

Watsonville iota Chapter
Thu., March 21, 1985
10:00 a.m.

V.F.W. Post #3982
1313 Franklin St., Santa Clara CA

*Please note time change.
Oakland looks forward to busy year

Work has slowed in northern Alameda County due to the recent rains, according to business agent Brian Bishop. Some brothers and sisters are picking up a few days a week between three shifts with the repair crews. The Turner job should be nearing completion. "All things considered, we are looking forward to a pretty fair year here in the Oakland area," Bishop said.

This year again there will probably be a shortage of qualified hands in the hard to fill classifications: grade-checkers, twin engine scrapers and finish blades. Last year there were quite a few dusting off the outing signs appearing on the list in Oakland, only to get irritated at the dispatchers for calling them for jobs that they weren’t qualified for. The old timers have dropped their third shift, although this is not to say it could not be better," Anderson commented.

Fifty-year watch presented

Sherman Branscum was presented with a 50-year watch at the Oakland office on July 18, 1984. During his years as an Operator, he was a Clamshell operator and did some dredging.

Some of the projects and jobs he worked on were the Bay Bridge, the World’s Fair on Treasure Island, Mare Island during the war, Bethlehem Shipyard in Alameda, and the Alameda Naval Air Station during the war. Branscum has been retired for approximately 20 years on disability, and is 86 years old. He presently lives in Oakland, and enjoys walking with his dog in the hills.

"His "job" now is collecting aluminum cans, and he donates the profits to his church.

West Contra Costa

West Contra Costa County is fine receiving District Representative Bill Dorrestein. Even the rain made very little impact on the work. It has been a real mixed area. A bit of steel, a lot of work in small areas.

Local 3 announces 1985 Scholarship Competition

Rules & Instructions for College Scholarship Awards:

1984-1985 School Year

Two college scholarships of $1,000.00 each will be awarded to a daughter and one to a son of Members of Operating Engineers Local 3. No college scholarships of $500.00 each will be awarded. No runners-up for study at any accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3. The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves relief our scholarship aid from other sources.

With the Award:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the Applicant must have been a Member of Local No. 3 for at least one year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. If the deceased member must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

Applicants must be high school students who have, or will be graduated at the end of either (1) the Fall Semester (beginning in 1984), or (2) the Spring Semester (beginning in 1985), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applicants will be chosen between January 1, 1985 and March 1, 1985.

Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted to the Local Scholarship Selection Committee, an independent, outside group composed entirely of professional educators. The local will write a letter of recommendation to the college or university the Applicant plans to attend.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any recommendations for the Applicant or indicate in any way that one applicant should be favored over another. Based on factors normally used in the selection of applicants, this University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student’s name at the college or university he plans to attend.

Instructions:

All of the following items must be received by MARCH 1, 1985:

1. The Application - to be filled out and returned by the Applicant.

2. Report on Applicant and Transcript - to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the Applicant.

3. Letters of Recommendation - every Applicant must submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the Applicant.

4. Photograph - A recent photograph, preferably 2 inches by 3 inches, with the Applicant’s name written on the back. (Photo should be clear enough to reproduce in the Engineers News)

It is the responsibility of the Applicant to see to it that all of the above items are received on time and that they are sent to:

James R. Ivy
Recording- Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco CA 94103
or to College Scholarships at the address shown above.
Nevada legislature considers repeal of prevailing wage law

District Representative Les Lasser reports that the Nevada State Legislature session convened on January 21st, with the introduction of a bill to repeal the state’s prevailing wage law (Little Davis-Bacon Act.) A labor campaign was kicked off in early January in an effort to unite all of organized labor in defeat of this bill.

In addition, each member was mailed a sample letter and list of the assemblymen and senators in his district, asking that he take the time to either call or write in protest of this bill or be available to attend hearings at the Capitol. If anyone did not receive this letter or needs any additional information, please contact the assemblyman or senator in the area.

If the letter was received but thrown away, members may very well be cut to $6.00 per hour, or worse yet, try ten percent would be local, during the *kick-off* in early January in an effort to unite all of organized labor in defeat of this bill.

Lassiter explained that the current state law concerning prevailing wages states that anytime state money is used in force for approximately a year.

Of this bill. In other Nevada news, three public hearings took place in January to discuss possible environmental problems at the Exxon venture is known, is asking the BLM to sell the company 2,440 acres of land 30 miles north of Eureka, with $102 million of that going to local and utility lines. The company proposes a tailings pond and minerals processing plant. Another 700 acres would be acquired via mining claims for an open pit mine. Tax revenues would add to $123.3 million over a 50-year period, with $102 million of that going to local and utility lines. The remainder would go to the state’s general fund.

Employment on the project could reach a high of 1,410 people, of which one percent would be local, during the latter part of the second year of construction. Of this total, 940 would be construction workers, which would remain in force for approximately a year.

Exxon is proposing a 450-unit camp and surrounding equipment, no one was injured in the mishap.

On the Nevada DOT’s list of top priority jobs is a plan to build off-ramps from I-80 directly to Reno Cannon International Airport at a cost of $10.7 million. While the I-80 and So. Virginia St. interchange is scheduled to begin this spring or summer, the airport ramp construction could begin within two years. There are 22 short-term DOT projects scheduled to be completed in Washoe County within three years at a total cost of $44.9 million. The state also plans at least 30 long-term projects in the region within four to ten years at a total cost of $133 million.

Some of the short-term projects include: $3.8 million for an interchange at U.S. 395 and Golden Valley Road; $4.2 million for a special railroad crossing at 395 in Panter Valley; $1.4 million to widen 1.75 miles of the Mt. Rose Highway; and $1.2 million to improve and widen 3.3 miles of I-80 through Verdi.

A few of the long term projects include: $6.8 million to redesign the I-80 Keystone Ave. interchange; $63.3 million for improvements on I-80 near the California-Nevada border; and $6.8 million for improvements to 3.6 miles of S.R. 28 through Incline Village.

This American 125-ton crane collapsed during dismantling recently at the Sparks Nugget Hotel project. Despite considerable damage to the crane and surrounding equipment, no one was injured in the mishap.

Technical Engineers Division

Name/Agent Home Phone
Frank Morales, Surveyors 415/689-3152
Wallace Schieler, Surveyors 415/783-8179
Dan Senechal, Testing 415/857-5664

Surveyors working at the Balsam Meadows project are (left to right): Stuart Knopf, Steve Smith and John Tracy.
Oakland

(Continued from page 5)

Hoffman freeways has let out some work and is going fairly well. Haven’t had much problem with these bidders—roof 3 yrs. Lg wash rm. $3,000 down, o.w.c., 11%. Laddw. security patrolled. 2-BR, 2-1/2 BA, 1,400 S.F., R.V. port, three months.

Levin is doing work and is going fairly well. Haven’t had much problem with these bidders—roof 3 yrs. Lg wash rm. $3,000 down, o.w.c., 11%. Laddw. security patrolled. 2-BR, 2-1/2 BA, 1,400 S.F., R.V. port, three months.

Levin Terminals is very busy doing a lot of tonnage and looks good. Levin has had a problem with the air quality, but looks as if they’re making it.

So far this safety year has been fair and as the work demand and hours increase, you will have to use good sense and do not get yourself into a foolish move. So work safe and drive safe. Hope this year is very prosperous for all the members and their families.

Grievance Committee Elections

Recording—Corresponding Secretary

An election for the Grievance Committees shall take place at the first regular quarterly district or sub-district meetings of 1985. The number of such meetings at which Grievance Committee members will be elected is as follows:

February

12th District: 3 Stockton Engineers Building, 1916 N. Broadway, Stockton, CA 95204
19th District: 5 Fresno Laborers’ Hall, 5451 East Eddies, Fresno, CA 93727
21st District: 2 Oakland Teamsters Local 8053, 8055 Collins Drive
28th District: 8 Sacramento Laborers’ Hall, 1515 Maple Street

March

6th District: 12 Salt Lake City Engineers Building, 1955 W. Temple
7th District: 11 Reno Musicians Hall, 124 West Taylor
14th District: 10 Santa Rosa Veterans Building, 207 S. Mendocino Ave
21st District: 9 San Jose Labor Temple, 1913 N. First Street

There shall be a Grievance Committee in each District and Sub-

district. It shall consist of five (5) Members: one (1) District Executive Board Member, or Sub-District Advisor, if applicable; one (1) District Representative of Sub-district Representative; and three (3) Delegates, who shall be registered voters in the District or Sub-District, elected by the Members.

No Member shall be eligible for election, or be elected to the position of Grievance Committee Delegate (a) unless he is a member of good standing in the Parent Local Union and has been registered voter in the District or Sub-District in which he is a candidate when nominated; (b) unless he is continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time pay role of the Local Union; and (d) if he is an owner or operator of a contractor.

No member shall be nominated unless he is present at the meeting, or if he is not present then he was notified by the Recording—Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate, and will accept the nomination if nominated.

Section 4

No Member shall be elected unless he is present at the meeting, or if he is not present then he was notified by the Recording—Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate, and will accept the nomination if nominated.

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the elections shall take place during the February 1985 or District and Sub-District Meeting of the year in each respective District or Sub-

 district.
ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

February
12th District 3: Stockton Engineers Building, 1916 E. Stockton
19th District 5: Fresno Laborer's Hall, 6421 East Hedges
21st District 2: Oakland Teamsters Local #583, 4037 Collins Drive
26th District 8: Sacramento Laborer's Hall, 6545 Stockton Blvd.

March
6th District 12: Salt Lake City Engineers Building, 1655 W. N. Temple
7th District 11: Reno Musicians Hall, 124 West Taylor
14th District 10: Santa Rosa Veterans Building, 1361 Maple Street
21st District 9: San Jose Labor Temple, 2102 Almaden Road

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:
Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me: A Membership card for the Magic Kingdom Club

My name is: (PLEASE PRINT ALL INFORMATION)
Address: (Street number & name, or box number)
City, State & Zip Code Social Security Number

CREDIT UNION INFORMATION
Dear Credit Union:
Send me the following brochures, kits or applications.
☐ Phone-A-Loan Application  ☐ Membership Card
☐ Individual Retirement Account (IRA)  ☐ Homeowner Loan
☐ Vacation Pay Kit  ☐ Save From Home Kit
☐ Easy Way Transfer  ☐ Loan Plus

(my name)

(social security number)

(address)

Operating Engineers Local Union No. 3 CREDIT UNION P.O. Box 2062, Dublin, CA 94568

IMPORTANT
Detailed completion of this form will not only assure you of receiving YOUR ENGINERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.
REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME
NEW ADDRESS.
CITY & STATE ZIP

Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103
Incomplete forms will not be processed

Foran submits gas tax bill

(Continued from page 1)

For example, 53 percent of the trips into San Francisco are by public transit and 40 percent of commuter trips to central Los Angeles are transit.

Public transportation has fallen on hard times, according to Foran. Operators are faced with substantial loss of subsidies both at the federal and state levels. Federal operating subsidies have been frozen at 1981 levels and are expected to be reduced even further. State funding for transit is tied to the sales tax on fuel and consumption in the state has been going down.

"Infrastructure" is apparently going to become a Capital buzz-word this year. Senator Milton Marks (R, San Francisco) is carrying SB 108 which provides for $500 million in state revenue bonds to finance local projects and sets aside $20 million in general fund money to ensure up to $200 million of local bonds. It also provides for state assistance in marketing local bonds by pooling them.

None of the bills have hearing dates as yet.

ELECTION COMMITTEE NOTICE

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and Executive Board Members in the month of August 1985.

Article XII, Section 3, Elections:
(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Members of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.
(b) The elections shall be conducted by a committee known as the Election Committee, composed of (f) Members from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each member shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate, for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

Meetings to Elect Election Committee:
MARCH
6th District 12: Salt Lake City Engineers Building, 1585 W. N. Temple
7th District 11: Reno Musicians Hall, 124 West Taylor
14th District 10: Santa Rosa Veterans Building, 1361 Maple Street
21st District 9: San Jose Labor Temple, 2102 Almaden Road

APRIL
9th District 4: Eureka Engineers Building, 2606 Broadway
10th District 7: Redding Engineers Building, 100 Lake Blvd.
11th District 6: Marysville Operating Engineers Bldg., 1010 "T" Street
24th District 17: Honolulu Kapiolani School, 966 Kilauea Avenue
26th District 17: Maui Kahului Elementary School, 410 S. Hina Ave, Kahului

JUNE
11th District 6: Marysville Engineers Building, 1010 "T" Street
18th District 4: Eureka Engineers Building, 2606 Broadway
24th District 17: Honolulu Kapiolani School, 966 Kilauea Avenue
25th District 17: Maui Kahului Elementary School, 410 S. Hina Ave, Kahului

MAY
7th District 3: Stockton Engineers Bldg, 1916 N. Broadway
9th District 2: Richmond Point Marina Inn, 915 W. Cutting Blvd
14th District 6: Fresno Laborer's Hall, 3410 East Hedges
21st District 8: Auburn Auburn Recreation Center, 193 Recreation Drive