Members approve dues amendments

In an unprecedented round of 38 specially called meetings, Local 3 members have approved for the second time a proposal to amend the union’s dues structure. The amendments were approved by majority vote in a round of meetings last summer, but a lawsuit filed against the union in September什么叫 claimed that the membership had not been given sufficient notice of the meetings.

The union disagreed with these claims, but rather than incur additional attorney’s fees, the Executive Board decided to present the amendments to the membership for another secret ballot vote. According to Recording-Corresponding Secretary James “Red” Ivy, the ballot results in this second round of meetings were 1,904 “Yes” votes, 299 “No” votes and 41 challenged votes.

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$1 billion Yerba Buena project unveiled

San Francisco Redevelopment Agency officials unveiled a $1 billion Yerba Buena Gardens development plan this month, a proposal to transform 24 acres of South-of-market parking lots into an urban greenbelt surrounded by restaurants, retail shops, a highrise hotel and an office tower.

Nearly 20 years after a Yerba Buena project was first proposed, the latest version of the Redevelopment Agency plan was presented during luncheon at the St. Francis Hotel, hosted by Olympia & York, the chief developer.

The development, which still has to be approved by the Redevelopment Commission and the Board of Supervisors, is to be constructed on three blocks, from Market to Polson streets. The design calls for the major buildings to be surrounded by landscaped plazas, gardens, and recreational and cultural centers.

“This is the largest and most complex business transaction and planned building program in the city’s history,” Hamilton said.

Bill Mariott, Jr., head of the Washington-based hotel chain, told the group that his company will be the first to design calls for the major buildings to be surrounded by landscaped plazas, gardens, and recreational and cultural centers.

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Election ’84

Report on Walter Mondale

(See pages 6-7)

2,000 transportation projects

State announces record highway spending plan

The Deukmejian Administration has recommended to the state’s Transportation Commission a record $13.1 billion, five-year transportation improvement program for the period beginning July 1, 1984. If approved, it will finance 2,000 transportation projects throughout California—including construction of about 135 miles of new highway—and create approximately 250,000 jobs.

The major elements of the plan include $4.4 billion for new highway construction, $2.4 billion for maintenance and operations, $1.5 billion to transform area parking lots into an urban greenbelt surrounded by restaurants, retail shops, a highrise hotel and an office tower.

The program also continues the administration’s commitment to eliminating such crucial gaps in the freeway system as bypasses of Santa Barbara.

(Continued on Back Page)

Labor Commission steps up efforts on illegal contractors

Local 3’s continuing efforts to enforce controls on the underground construction economy took another step forward this month when the State Labor Commission announced a two-phased assault that will begin immediately.

At a meeting in Sacramento, State Labor Commissioner Robert C. Simpson described the two phases of the program. The first phase is a series of seminars, which began last month. The seminars are to be conducted around the state, will educate contractors, union representatives and public officials in the complexities of wage-law record keeping and contract-bidding laws.

The second phase begins this month when labor enforcement offices are opened in Sacramento and four other major California cities. They will be staffed by 92 workers, most of them investigators, including five in the Sand City office at 1023 J Street.

Simpson said these field offices “give us an enforcement capability we never had before.” He said going after the underground was just one of several duties investigators had to squeeze into their schedules in the past.

In the second phase, he said, investigators will fan out to construction sites. Builders may be asked to prove they are withholding payroll deductions, he said. If they don’t or if information is sketchy or questionable, they could face a fine. Under state law, those who fail to produce wage statements face civil penalties of $100 for each offense.

But even with field forces, the job won’t be easy. A Simpson aide, Paul Blythe, said the employer often “must make a worker mad enough to complain to us” to give investigators specific proof of a violation.

(Continued on Page 8)
Due to an extremely busy schedule during the past month I have time only to give only a brief report before we go to press. We have just returned from the 32nd IUOE Convention and will give a report on the business that was conducted there in the next issue.

Report on Dues Meetings

As you know, we have also completed the second round of specially called meetings on the amendments to the dues article of the Local Union Bylaws. We held 38 meetings throughout the union's jurisdiction to present the amendments.

To my knowledge, this is the most meetings that have been held on any one subject in the history of our Local Union. We made every effort to reach as many members as possible. As was stated in the presentation, these amendments were exactly the same as those presented in a special round of meetings last summer. However, due to a lawsuit that was filed last September, the Officers and Executive Board decided to take the amendments back to the membership in another secret ballot vote to avoid additional attorney's fees.

The amendments were adopted by an 85% majority vote of those who attended the meetings. It is clear from the overwhelming margin of support that the membership clearly favors the new dues structure over the old one.

I would like to emphasize again a point we made in the meetings that if this new dues formula provides more funds than are needed to keep the union on a sound financial footing, we will propose a revision in the formula for a lower dues rate.

Wage and Annuity Surveys

In the past month, a survey was sent out to members working in the construction industry in Northern California to determine how the members want the upcoming 5% wage increase to be allocated.

The survey also included a separate questionnaire on a proposed Annuity Plan to supplement the existing Local 3 pension plan. The results of both of these surveys will be reported on in the next issue of the Engineers News, since they were still being compiled as we went to press.

We apologize for the short amount of time that was given to fill out the surveys and mail them back to the union. With the heavy schedule of dues meetings and the related notices that were mailed out, and the work that needed to be completed before the IUOE Convention, our staff was doing the best it could do to keep up with the workload.

Work Picture

In closing, I would just like to comment that the employment picture looks very promising this year. In some areas, it never slowed down that much during the winter.

We are looking forward to the largest highway construction program in at least twenty years (see page 1), as well as billions of dollars of construction in commercial and industrial projects.

Unfortunately, there is a dark lining to this silver cloud of seeming prosperity. We are extremely concerned over recent court cases and changes in the law that continue to give employers more and more power over unions.

Administrative revisions in the Federal Davis-Bacon Act have seriously hampered the effectiveness of this vital prevailing wage law.

We are already experiencing an increasing number of cases where surveys on areas prevailing wage rates are coming in below our Master Agreement rates, making it more difficult for union contractors to secure contracts for highway, sewer and water development projects.

This is particularly apparent in Utah where the repeal of the state Davis-Bacon Act has left very little protection for our members.

I am certain that despite the upturn in the economy, we are going to be facing an increasingly bitter war against the open shop movement.

We cannot over-emphasize the importance of registering to vote and going to the polls in support of those candidates who will look out for the needs of working men and women.

Yerba Buena project unveiled

(Continued from Page 1)

break ground on Yerba Buena Gardens, promising an autumn start for construction on the 1 million-square-foot hotel. Also involved in the project are the quasi-independent Redevelopment Agency, various other city government departments and the Rouse Co. of Maryland, which will operate and manage development's retail outlets.

Olympia & York will build the office tower, the hotel, and the various retail, amusement and entertainment facilities.

The Redevelopment Agency will use $32.5 million it will receive from leasing the other portions of the project to front the hotel and building.

The 40- to 45-story office tower is the key element in completing the Yerba Buena project. If the developer for any reason is unable to finance the highrise, the rest of the project could be stalled, Hamilton said.

He added that the money the agency receives from leasing the other portions of the project, and its share in the profits from lease of office space, will pay for maintaining the public facilities.

The commission is scheduled to vote for final approval of the project by mid-July. The approval of the Board of Supervisors is required for certain parts of the transaction.

Divided into three central blocks, the project proposes to build:

- A 1,500-room Marriott convention hotel at Fourth and Mission streets, and a 750,000-square-foot office tower, which fronts on Market Street.

The main entrance to the project is the Market Street forecourt, which provides access to the office building, the hotel and a Grant Avenue concourse, with a 120-foot-high glazed roof, two levels of shops, cafes and restaurants. The street level of the concourse will be linked to the BART and Municipal Railway station.

Also on the first central block is St. Patrick's square, which includes an erstwhile old-world European marketplace, the historic St. Patrick's church, and the restored Jessie Street substation, where there is to be a gourmet food market.

On the second level of the square is space for community activity and a restaurant. A 40-unit low-rise condominium project will overlook St. Patrick's square and a 450-space underground parking garage will serve the hotel and office tower.

On the second block, in the center of the project area directly north of the Embarcadero Center, is the centerpiece of the Yerba Buena project — The Plaza with three different gardens, and a series of terraces leading to the Grand Fountain, in a baroque style.

Like father, like son—even in retirement

What would you say about an 80-year-old Local 3 retiree who has a 60-year-old son who is also a Local 3 retiree? How about "congratulations!" Our hats are off to Leonard L. Smith, Jr. and his son, Leonard R. Smith, who are both retired members. Leonard Senior, a 46-year member of the union, has recently retired after 38 years in pile driving and heavy construction. Pictured from left to right are Local 3 Vice President Bob Skidgel, Leonard Smith Sr., Financial Secretary and District Representative Norris Casey, and Leonard Smith, Jr.
Carpenters step up L/P boycott efforts

A three-pronged counterattack against the union busting tactics of the Louisiana-Pacific Corp., which is continuing to bulk at paying industry-accepted wages and benefits to 1,500 of its workers, has been launched by the AFL-CIO's United Brotherhood of Carpenters and Joiners of America and the Western Council of Lumber, Production, Industrial Workers (LPIW).

And you can help, whether you're a builder, a contractor or a homeowner embarking on do-it-yourself repairs, by boycotting L-P products and purchasing quality wood products offered by fair manufacturers such as Boise Cascade; Champion International; Crown-Zellerbach; Georgia-Pacific; Publishers Paper; Simpson Timber; Weyerhaeuser; Williamette; Bohemia; Pope & Talbert; Rosberg Lumber and many others, according to an informational pamphlet now being distributed to consumers throughout the country by the Carpenters Union. James S. Bladsde, executive secretary of the Western Council of the LPIW, said that plans for the three-pronged counterattack against Louisiana-Pacific were formalized last month and include:

• A national boycott, which has the full support of the AFL-CIO, against a long list of L-P products;

• A strong organizing drive among unorganized Louisiana-Pacific plant throughout the nation and;

• A publicity program to familiarize the business community, stockholders and customers of L-P with the company's reactionary policies.

The union workers at L-P went on strike June 24, 1983 after L-P arbitrarily withdrew from the industry's bargaining group that had agreed, with worker representation provisions, for no wage adjustment in 1983, a 4 percent increase in 1984 and a 41/2 percent increase in 1985.

"America Works" to air on public TV

"America Works," the AFL-CIO's public affairs television series, will be carried on public broadcasting and cable channels beginning in April.

The federation's Labor Institute of Public Affairs, which produced the programs, has negotiated agreements with six public television affiliates to broadcast the 12 episodes in the series that were broadcast nationally last year on nearly 40 commercial television stations.

LIPA was aided in talks with the public stations by local labor representatives, including a number who serve on the boards of PBS affiliates in their communities.

LIPA Executive Director Larry Kirkman said negotiations are also under way with other public broadcasting affiliates. The series is being given to PBS stations at no charge.

AFL-CIO backs pension investment bill

Legislation to make it easier for pension funds to invest in home mortgages has been endorsed by the AFL-CIO Building & Construction Trades Dept. at House and Senate hearings.

BCTD President Robert A. Georgine said rigid restrictions in the law governing investment of pension funds discourage mortgage investments that would bring a double bonus of expanded jobs and increased housing.

More pension funds could be made available for mortgages within the framework of prudent investment policies, he urged.

Sen. Bob Packwood (R-Ore.) in the Senate and Representatives Ron Wyden (D-Ore.) and Richard A. Gephardt (D-Mo.) in the House have proposed a Residential Mortgage Investment Act to make the investment restrictions more flexible.

Georgine, who also testified in his role as chairman of the National Coordinating Committee for Multiemployer Plans, said the three-year slump from which the housing industry is just starting to recover "would have been substantially softened ... if pension plans had been able to more freely invest in residential mortgages."

Copper firm cannot cut medical benefits

Tucson, Ariz.—A federal judge ruled that Phelps Dodge Corp., cannot cut off medical benefits from its 2,300 striking copper workers.

The company had planned to end all benefits at midnight on Mar. 12. Under its contracts with 13 striking unions, the company was required to pay 100 percent of medical benefits. Michael Koenan, an attorney for the union coalition, said that U.S. District Court Judge Alfredo C. Marquez adopted the union argument that the strikers had vested rights under the contract.

Phelps Dodge notified the workers in January that it would terminate the benefits in 60 days. The unions then filed suit to block the cuts.

Phelps Dodge has continued to operate its copper facilities with strikebreakers since last July when the unions struck over wages and benefits. The company refused to go along with an industry pattern set last summer, and insisted on a wage freeze and takeaways.

The last contract negotiating session was held Jan. 23, and no new talks are scheduled.

Message to Wall Street—Hundreds of union members throng Wall Street outside the New York Stock Exchange at a noontime rally dramatizing the boycott launched by the Carpenters and the Woodworkers against products of Louisiana-Pacific Corp. The workers took their case to the nation's financial hub to tell both consumers and the business community about the company's union-busting stance. The unions called for a boycott of L-P products after management rejected terms of a new industry-wide agreement and demanded stiff wage cuts and takeaways. Workers have been on strike at 18 Louisiana facilities in the northwest since last June.
During the month of March it was my privilege to attend a Health Care Cost Containment Seminar at Portland, Oregon. This conference was sponsored by the International Foundation of Employee Benefit Plans and is only one of many of their educational seminars scheduled for 1984.

The conference was very informative in relation to the problems facing organized labor in the 1980’s and 1990’s and the spiraling cost increases each year in the field of health care. We can no longer sit back and look the other way, hoping the situation will level off or go away; we must attack the problem head on and determine the course of action we are to take in the future.

“The Stations of the problem” you may ask. For years, doctors, dentists, hospitals, pharmacists, and other related health care service providers have been allowed to raise their prices as they see fit. The result is that their prices have skyrocketed much faster than inflation and your wage and fringe benefit increases! However, on the positive side, with the major breakthroughs in medical research and new, improved equipment, the quality of health care to patients has improved considerably in the past few years.

The life expectancy of both men and women has increased by several years. This means that as the years roll by our population will show a steady increase of elderly senior citizens who will require more health care than the younger population.

I have seen statistics which show that some senior citizens incur more costs for medical bills the last few days or months of their lives than during their entire life span. The worry of not having the money to cover the necessary medical treatment that may be needed has been a serious concern for every man and woman in the world today.

Medicare benefits for our senior citizens, which started a few years ago, were supposed to solve all the problems. The fact is that each year Medicare pays out less in benefits, and the deductible amount you have to pay increases. This puts a heavier burden on our Pensioned Health and Welfare to pick up some of the additional costs.

The comment of so many of our retirees and their lovely wives is, “Than God for the Pensioned Health and Welfare Plan. I don’t know what we would have done without it.” We so appreciate the support all the retirees have given us over the years and look forward to helping you in any way we can in the future. Please feel free to continue to call or write to us as assistance is needed.

Your officers, along with the employer trustees serving on our Health and Welfare Trust, have appointed a Health Care Cost Containment Committee. (of which I am most happy to be a member) to examine the entire field of Health Care Services and make a detailed, comprehensive report to the full Board of Trustees on their findings. We must look toward establishing a Utilization Review system to study all available data on In-patient, Out-Patient and In-Patient Supplementary care. Some of the complex questions we will want an answer to are:

- Why are more hospitals being built and expanded when only about 60% of the existing beds are occupied?
- Why is a patient admitted to a hospital on a Friday or Saturday when the surgery isn’t done until the following Monday or later?
- Why aren’t some types of laboratory tests and X-rays done as out-patient care rather than admit the person to a hospital bed, thereby increasing the cost?
- Why have some doctors been allowed to stay on the staff of a hospital when tissue examinations have shown time and time again that a certain surgery performed by that physician was unnecessary?
- Why are tests duplicated in the hospital when they were previously done by the doctor prior to admitting the patient, thereby doubling the cost incurred?
- Why are costs added to the bill for medical supplies and services never received by the patient?
- Why is it that people working in the Health Care Services field do to likewise. All of us want a better world and better living conditions in the 80’s and 90’s. We must work harder as a team than ever before to accomplish these goals. I believe we can do it! Don’t you?

Kiewit-Pacific continues on Somes Bar job

The work in the Redding area is slowly getting started, reports District Representative Don Doser. Kiewit-Pacific is working at Somes Bar with 17 members. They are going to shift on the crib & bin wall work. This job will go until August.

Granie Construction started its hydro-electric project on Slate Creek near LaMoine, Calif. This unit has to be on line by December 31 of this year. Hardrock Construction is going full bore on its Anderson Project with five brothers on the job. Hardrock also picked up a Caltrans job on 299W out of Redding. The bid was $159,000 for widening and the removal of slip out.

The State of California Division of Labor Standards Enforcement held a Seminar in Redding March 15th. They explained the prevailing wage laws. There was a good turn out of awarding bodies, contractors and Union Representatives. They promised to have task forces out in the field this coming May to check on the underground construction. This is a follow up on the hearing held in Redding last October by Assemblyman Floyd. “Hopefully these people can do some good on this rapid spreading thing than has been going on in California,” Doser said.

Kiewit-Pacific will start its job on I-5 near Yreka around April 15th—a $3 million project. They will use approximately 10 engineers on this project. Tullis & Associates were low bidders on Highway 97, approximately 40 miles east of Weed. This is a $560,000 asphalt over-lay job.

They don’t build ‘em like they used to—These old photos submitted by Local 3 retiree W. Harry Talbot were taken in 1924 on a road paving project between Livermore and Dublin. N.M. Ball Paving was the contractor.
South Yuba Canal proposal altered

With Wheatland providing the impetus, the Yuba County Water Agency Board of Directors last month sent an amended proposal to the federal government for the $2.7 million project to supply water to the south county.

The amendment, approved on a split vote of 4-3, shaved $4.5 million in costs for work on nearby hills and the repairs at Warm Springs, as well as $3 million for work on nearby hills and the Skag Springs and Rockpile roads.

The latest slide, on the left abutment of the dam, is the largest since a slide occurred on the opposite side during construction. A channel designed to carry excess water from the dam was less stable than calculated and gave way under the slide, the Corps reports.

Years of heavy rain contributed to the slippage. It crumbled more than 200 feet of 6-inch-thick concrete on the south wall of the spillway channel. The north wall, above which steep terrain rises hundreds of feet, also shows signs of cracking.

Corps officials say the slide doesn’t affect the safety of the dam itself, which remains stable except for minor erosion near the confluence of Dry Creek and Warm Springs.

The dam is 400 feet high and a quarter of a mile wide. It has been a big issue in the Healdsburg area for 15 years because of studies showing the construction area to be unstable. It was dedicated this past summer.

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1-280 widening planned for South Bay

By 1988, Interstate 280 between San Jose and Los Altos will be widened from six lanes to eight and ten lanes in a $23 million project planned by the California Department of Transportation.

Caltrans officials said MCM Construction Inc. of North Highlands submitted the bid for the project, which will include construction of a new highway bridge between the existing bridge and west-bound structures, placement of a concrete overpass on the bridge decks, installation of earthquake restorations and repair of the 2-year-old structures on a 3/4-mile section of Interstate 80 between Sacramento and Davis.

Highway officials said that while the project will not provide additional traffic lanes it will create wider lanes and 11-foot shoulders on the outside and eight-foot shoulders at the median, resulting in added safety for motorists.

A new 12-foot-wide, two-way bicycle lane also will be constructed on the north side and will be separated from traffic by a concrete barrier.

During construction, expected to last from 2½ to three years, three traffic lanes will be maintained in each direction. A shuttle service for bicyclists also is planned.

House supports bill to upgrade dams

WASHINGTON - The House voted last month in favor of a dam safety bill authorizing the expenditure of $650 million on improvements at nine dams in California, including Folsom in Sacramento County and Friant near Fresno.

The measure passed by voice vote after the House narrowly approved an amendment that will require water users to pay for benefits created by the improvements, including added electricity output, increased flood protection and irrigation improvements. The amendment passed by a vote of 192-190.

Rep. Vic Fazio, D-West Sacramento, said it is not yet clear how much of the money made available by the bill, should it become law, will go to California projects. He guessed that the amount going to Folsom could be as much as $50 million to $150 million.

Fazio said a goal of the improvements is to make Folsom Dam able to withstand the worst possible flood.

Another contract for San Felipe project

GILROY - The Bureau of Reclamation opened up bidding last month for a 10-mile section of the San Felipe pipeline that by 1987 is expected to be carrying water from Northern California to Santa Clara County residents.

Underground Construction Inc. of San Leandro was the lowest of nine bidders for construction of the stretch of pipeline from Casa De Fruta to Pacheco Pass to Leavenworth Road east of Gilroy.

It is part of an estimated $325-million project designed to meet the future domestic, industrial and agricultural water needs of Santa Clara and San Benito counties.

$16 million award for Yolo Causeway

The traffic-congested Yolo Causeway will be widened and repaired under a contract for which an apparent low bid of $16,025,544 has been received by the California Department of Transportation.

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Coast Commission

Ok's Great Hwy.

The California Coastal Commission has announced it would approve San Francisco’s $20 million proposal to rebuild the Great Highway as long as an erosion-protection seawall is not built on federal land.

The city had hoped to rebuild the Great Highway into a straight four-lane roadway between Sloat Boulevard and Lincoln Way. Also officials wanted to build a rock wall on Golden Gate National Recreation Area property between the ocean and the highway.

The commission granted the city a construction permit, but refused to allow a seawall to be built on federal park property.

The commission told the city it could either cut back the number of proposed lanes or reduce the width of each lane in order to accommodate the proposed 4200-foot-long seawall.

The San Francisco Clean Water Project, which is in charge of the proposed construction project, is expected to redesign the project, which must be approved by both the San Francisco Board of Supervisors and the Coastal Commission.

The Old Great Highway, which has been torn apart during construction of a multi-million dollar sewer project, had been an eight-lane roadway.
Walter Mondale: true ally of the labor movement

Organized labor's support of Walter F. Mondale's quest for the American presidency flows directly from the former Vice President's lifelong support of federal programs and policies benefitting workers and their families.

Mondale has been an ally of the trade union movement in the struggle to meet the needs of our people for jobs at decent wages, for better public education and medical care, for equal rights and civil rights, and for decent housing in healthy communities.

Mondale has keyed his campaign to themes of jobs, fairness, and the future, and the AFL-CIO has analyzed his record and compared it with that of President Reagan in each area.

More than 23 million Americans expect the unemployment problem to continue, and the AFL-CIO has analyzed the Reagan Administration's record in each area.

As a result, many economists say that the unemployment rate in the United States is higher than it was in 1980.

Mondale has been a solid supporter of workers and their families, and the AFL-CIO has endorsed his candidacy.

The AFL-CIO has called on Mondale to support its policies for achieving full employment, a strategy endorsed by Mondale. His commitment to the concept of full employment is reflected in his congressional voting record going back as far as 1965.

Mondale has consistently voted for programs and public services for the unemployed. He was an original sponsor of legislation to extend unemployment benefits and to promote job training programs.

Full employment is the cornerstone of Mondale's policies for achieving the twin goals of economic progress and social justice.

Rebuild our industry

To head the nation toward the full employment goal, the AFL-CIO has called for another program to restore the industrial base of the American economy.

Unlike the United States, other countries have aggressive industrial and trade policies. They provide low-cost credit, protection from imports, and government in the development of technology.

Because of this disparity between the United States and its trading partners, the U.S. balance of merchandise trade has remained in deficit ever since 1971. The deficit soared to about $70 billion in 1983 and is likely to top $80 billion in 1984.

The Reagan Administration is generally opposed to government activity in this sphere. Its drastic tax reductions for the wealthy and for industry were supposed to make money available for business investment and stimulate industrial expansion. That poor substitute for an industrial policy failed.

Mondale, on the other hand, recognizes the importance of industrial policy and agrees with organized labor on the need for targeted policies to assist industries vital to national economic growth.

"I am a profound believer in our free enterprise system," Mondale says, "but I also believe that government must work in partnership with the market." Mondale says that his Administration will allocate $20 billion to support industrial policy programs.

Unfair tax tilt

Reagan's huge tax cuts tilted toward corporations and the rich, along with glaring tax loopholes, have resulted in a federal tax structure that is unfair and rigged against...
working people. It also threatens to abort the present fragile economic recovery, since tax receipts will not grow enough to shrink the huge deficits that loom.

Mondale "disagrees completely" with the Reagan argument that the way to spur economic growth is to transfer wealth from low- and middle-income earners to the richest Americans. He recognizes the dangers of the growing deficit and the reality that $200 billion shortfalls cannot be closed simply by cutting spending.

He points out that as many as 90 millionizable jobs pay no taxes at all, and has declared his intention to end such abuses and reverse current tax incentives that encourage plants to close and move.

His position is consistent with labor's repeated call for restoration of the principle of taxation based on ability to pay and for equitable measures to raise substantial amounts of revenue, such as deferring or repealing indexing and putting a cap on the third year of the Reagan tax cut for the wealthy.

The mounting deficits have pushed up interest rates, deep recession, and accelerated military spending pose a severe threat to the economy, but the President has chosen to "stewew" efforts to reduce them. Instead, he has used his "line-item" veto to block a Balanced Budget Amendment to the Constitution and for Presidential "line-item" veto power - both of which are economically dangerous and politically unrealistic.

Mondale believes the mounting deficits have pushed up interest rates and distorted the value of the dollar, thus making sustained economic growth impossible. He demands "scaling the defense budget to reality," pursuing a program of rate cuts and plans to restore the infrastructure and the continued stability of the budget.

On the issue of interest rates, which have been at historically high levels during the Reagan Administration, both the Reagan and Mondale positions is clear. Reagan continues to ignore interest rates, though private and government economists alike see their rise as harmful. Mondale warns that high interest rates are sowing the seeds of the next recession.

Restoring Infrastructure

Mondale strongly supports programs to restore the infrastructure along with urban and rural programs aimed at rebuilding the nation's strong economy and infrastructure.

The AFL-CIO also backs a comprehensive national transportation policy that fully funds the system's strength and the continued availability of all forms of transportation, public and private and workable and urban and rural communities.

The Reagan Administration has slashed funding for transportation programs, ignored the chaos created by deregulation and mounted an active campaign to nullify safety standards and other protections for transportation workers.

Mondale, in comparison, has pledged strong government support of programs to rebuild the transportation system.

Many workers and their communities have already felt the devastating losses of jobs, income, stability and public resources that come from corporate or government decisions to close or relocate plants. Mondale's record also is clear on occupational safety and health. Throughout his career, he has been a leader in the battle to eliminate workplace hazards and he has pledged to continue that alliance.

Budget cuts

For the elderly, minorities, and low-income people, the Administration's housing budget cuts mean that not enough shelter is being built to meet their needs. The AFL-CIO has called for credit controls to help keep mortgage rates down from record levels.

In his policies, Mondale stresses the link between the Reagan budget deficits and interest rates and their impact on home ownership and on construction employment. He proposes controlling the deficit through genuine tax reforms and a more moderate growth in defense spending.

The AFL-CIO and Walter Mondale both agree that the raging inflation in health care costs jeopardizes the ability of many Americans to pay for health services for themselves and their families.

An upward explosion in premiums for private health insurance plans has prompted employers and unions to demand takeaways to trim costs. And millions of jobless workers have lost coverage for themselves and their families.

The Reagan Administration's budget cuts have added to the crisis by reducing health service for the elderly, the poor and other disadvantaged Americans, and the Administration is eying even deeper cuts in the Medicare system.
Organizing drive underway in Nevada

Nevada District Representative Les Lassiter reports that there is presently an organizing drive through the Northern Nevada Heavy and Highway Sub-Committee to organize non-union contractors and promote the sale of union labor in Northern Nevada, particularly in the Reno area. The committee has the support of both local and national unions, and is currently covered.

This special Sub-Committee will be meeting on a regular monthly basis to coordinate organizing efforts. All crafts are presently in negotiations with a company named Resources Property Development Corp., owners of a proposed five-story general office building which will be leased by the Computer Power Corp. The project is expected to be somewhere in the neighborhood of $35 million. The first round of meetings was held on March 21st at the Nugget.

Reno Construction was low bidder on the asphalt access roadway into Reno Cannon Airport at $315,838, and Granite Construction was awarded the City of Reno’s 1984-85 patch program at $4,000.

Installation of storm drain and sanitary sewer pipe, in addition to constructing manholes and catch basins, on Holcomb Ave. in Reno has been awarded to Barker & Harker. Their bid was $127,676.

Approximately 1.5 miles of new asphalt curb and gutters on S.R. 289 in Winnemucca has been awarded to H.M. Byars for $2,209,456.

"I would like to personally thank the membership for their vote of confidence in supporting our delegates to the 32nd International Convention," Lassiter said. "There was only about a 21% return on ballots for this election and there is another important election coming up in November. I cannot stress enough the importance of each and every member getting out to vote." The Reno district hall has available three qualified Deputy Registrars who would be more than happy to register Local 3 members. Please make a special effort to register to vote in the upcoming election. Your vote can make a difference.

Underground

(Continued from Page 1)

Persons familiar with the payoffs say that sometimes workers gather around a pickup truck at the end of the day and are paid in cash. In some cases, they say, the contractor may list workers as "subcontractors" and pay them by check without deductions. Most of the illegal work involves small contractors in the home-building business. There is some light commercial building and little — if any — in heavy construction, according to construction sources.

Simpson said he doesn’t have goals or quotas for the enforcement campaign. But he said he expects to see an "upward turn in numbers" for violations apprehended as investigators move out into the field.

That shouldn’t be hard to do. In 1983, despite the estimates of widespread abuses, investigators came up with 482 cases of cash payments without deductions. Blythe said this was only "scratching the tip of the iceberg."

"Our purpose isn’t to slap people with fines and penalties. We want them to comply with the law," he said.
Industrial work, 'dirt spuds' doing well in East Bay

The work in west Contra Costa is going well, reports Business Representative Bill Dorresteijn. The dirt spuds and the small industrial work is where it's at.

Union Oil is cranking up as is Pacific Refineries. Joe Foster is moving a lot of dirt at the Hercules Industrial Park; the only slow down has been on railroad track.

Bay Cities Excavating has their over crossing and railroad underpass started; their work will be good through the year. P. R. Richardson & Repair has a new backer, so they will be getting a lot more work. The ship repair business is very competitive and money for bonding is essential.

Peter Kiewit Sons, Freethy, M.G.M., McGuire & Hester, Mt. Cascade as well as O.C. Jones, Gallagher & Burk and Allstate are doing well and the work is steady, weather permitting, for the year.

A lot of small operators are not getting into area work are working, too.

Crane work in west Contra Costa area is fair. Levin Terminal was a bit slow but now their work is looking good. Their work force is up to three men to thirty and they are projecting more hiring as the plant improves its capacity and contracts come in.

The new Local's contract has an incentive clause on a three month pay back. The first 90 day period average pay back was approximately $400.00. "This is new for us and on a trial basis," Dorresteijn said. "Right now the contract is not written as a victim mentioned that she was going to difficult to get to because crossed pieces management and supervisors to see that it looks good and I will keep you posted.

General Information: An apprentice crusher operator was fatally injured while attempting to change a grease fitting on a self-cleaning tail pulley. The victim had a little over one month experience.

Description of Accident: The single bench quary was drilled and blasted using bulk AN-FO. A D-8 bulldozer then pushed and stockpiled broken material near the portable primary jaw crusher, where a 902 front-end loaders used to feed the crusher. Crushed material was then conveyed to a secondary crushing, sizing, and screening operation, from which it was conveyed to the final product screening plant, where the accident occurred. Finished materials were separated and stockpiled by conveyors according to size. The equipment involved in the accident was a dual, three-deck Pioneer, 5 ft. x 16 ft. screening plant, which received conveyorized loading of broken material to the crushing and screening operation.

The finished rock, minus 2½ inch, was then moved by a 40 inch conveyor that was located at the bottom of the screening plant feed chute and stockpiled by another conveyor.

The ground around the feed chute at the time of the accident was level and dry. Picking up some grease fittings, the victim mentioned that she was going to change a fitting. This was the last time anyone saw or spoke with her.

About 15 minutes later, the overload locking device on the screening plant went off. Knowing there was something wrong, the plant operator signaled the labor and plant superintendent, to trouble-shoot and locate the problem. Checking several locations throughout the screening plants, the superintendent saw the victim trapped under the rolling pin, which finished production and immediately signaled the plant operator to shut down the entire operation.

This information revealed that the victim died of head injuries and a crushed chest. Evidently, the victim was attempting to change a grease fitting on a self-cleaning tail pulley when her shirt sleeve became entangled in the pulley, which dragged her onto the conveyor, and into the pinch point of the screening plant chute lip, causing death. The victim had previously asked a mechanic for grease fittings, during weekly safety meetings, the victim had been cautioned about greasing moving machine parts and, in fact, on several occasions during a 90 day shift, he was observed greasing moving machine parts and stopped by both co-workers and management.

Training consisted of a two week indoctrination in which the other oiler worked with her, safety meetings, the plant superintendent giving her instructive information on safety and mechanical troubleshooting and servicing equipment.

Grease fitting or tail pulley, which caused the accident, was an integral part of the screening plant. It was located under the screen operation and was very difficult to get to because crossed pieces of angle iron mounted in the frame of the screening plant blocked the entrance on both sides. Because it was low to ground level, a person had to crawl or stoop when entering, therefore, moving parts could not be contacted unless extra effort was made.

Cause of Accident: The direct cause was the victim doing work on a tail pulley grease fitting while the plant was operating.

The most contributing factor was the victim's failure to follow work procedures.

Recommendations: Compliance with the following recommendations should prevent recurrence of similar accidents.

• Machinery shall not be lubricated while in motion where a hazard exists, unless equipped with extended fittings or cups.

• Repairs or maintenance shall not be performed on machinery until the power is off, and the machinery is blocked against motion, except where machinery motion is necessary to make adjustments.

• All employees and officials should familiarize themselves with any federal health and safety regulations applicable to their jobs.

• All supervisors and employees should be trained in accident prevention.

• Instructions to all employees should be accurately stated and made perfectly understood.

Conclusion: It is the responsibility of management and supervisors to see that the above recommendations are complied with.

Is alcohol or drug use causing you or your family embarrassment or guilt? Alcohol or drugs most commonly used or abused:

Beer, Wine, hard liquor, prescription drugs, street drugs and recreational drugs.

Does the use of any of the above help you to cope with life problems? Does it really help or does it create greater problems? Are there those of us who found this to be true? Are we willing to help you or your family?

If you have a question please call:

All inquiries are handled with strict confidentiality.

Operating Engineers Local Union No. 8

476 Valencia Street

San Francisco, California 94110

(415) 431-1008

A.R.F. 24 hour "Hotline." (415) 681-0796

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Talking to Techs
By Frank Morales, Wally Schisler and Jerry Steele

We would like to begin this article by reminding the members that it is very important to make sure you Register to Vote in the National Election. This cannot be stressed enough. We do not need - and Unions cannot stand - another four years of Mr. Reagan. So make sure you and your wife/husband register to vote!

The rain we had in the middle of March sort of slowed work down, but by the time you'll be reading this article, we anticipate that the out-of-work lists in most areas will be depleted. From all the input and data from various construction companies and the survey farms, we will be out of Techs by May or June - and looking for more.

The Tech Engineers Department would like to congratulate Howard Curry on his thirty-one years as a member of Operating Engineers Local #3 and his pending retirement commencing March 31, 1984. Howard worked twenty-nine years with Brian Kagas and Foulk and Associates. We of the Tech Department wish you well, Howard, and hope you enjoy your retirement to the fullest.

The Tech Engineers Department would like to remind the members of the following:

1. Is your current address correct? This could be one reason why you are not getting correspondence from the Union.
2. Do you have a correct Beneficiary Card on file with this Union?

Trainee

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<th>Effective Fringe Inc.</th>
<th>Total Package Increases</th>
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Limited Package

2nd Year, Effective 3/1/85

Five percent (5%) increase in the total wage and fringe benefit package for all classifications.

3rd Year, Effective 3/1/86

COLA (no cap). Percentage increase applicable across the board to wages and fringe benefits.

For those members whose Union Card under “Class” reading “U” — it means “Unclassified.” You have to come in to the Union hall and have your Card re-classified.

4. When you return to work, please phone the Dispatcher and have your name taken off the out-of-work list. This helps the members behind you and saves the Dispatcher and the Union many unnecessary phone calls and expense. This money could be used for other Union business. Thank you.

Testing and Inspection

On March 8, 1984 Local #3 members working under the Council of Engineers and Laboratory Master Agreement ratified their 1984-1987 Contract. There were over two hundred members in attendance at this meeting held in Hayward. Interest in this meeting was very high, as members drove from as far away as Santa Rosa, Sacramento and Modesto to cast their vote. The wage increase for 1984 will be 5%; for 1985 it will be 5% and for 1986 it will be COLA.

The Tech Department would like to congratulate Rick Morales, who is presently working for Murray M. Smith Engineering in Sacramento as a Party Chief. Rick recently took the License and Land Surveyors Test, and we are happy to announce that Rick is now a Licensed Land Surveyor.

Credit Union

BALLOTS — Betty Wagner, wife of Richard Wagner, draws the winners in the NDGC Prizes Drawing Tuesday, March 13, at the Credit Union's Dublin office. Nancy Walker, office manager, collects the four winners. Prize winners are listed in this month's Credit Union column. Conversion to the NDGC takes place on July 1, 1984.

NDGC — Conversion of share insurance from the NCUA to the National Deposit Guaranty Corporation (NDGC) takes place on July 1, 1984. Of 745 ballots returned by members in recent vote, 701 were for the conversion.

SUPERIOR GUARANTEES — No insurer, private or government, insures your savings deposits for more than $100,000, except the NDGC which will guarantee your account whether you have $100 or $1 million on deposit.

With some insurers you can protect more than $100,000 in life savings by dividing the money between several accounts. With the NDGC, you don't have to divide deposits in excess of $100,000 between several accounts.

The best protection is for members with more than $100,000 in life savings, for those with Individual Retirement Accounts (IRAs) and for those who receive large gifts when their homes and need a safe place to deposit their funds.

NDGC PRIZE WINNERS — Betty Wagner, wife of Richard Wagner, drew the following four winners in the NDGC balloting in the Credit Union's Dublin office on Tuesday, March 13 (see photo):

Victor Bronson
Apache Junction, AZ ....... RCA Color Trak
Howard Kauzin
Alameda, CA ..... AMANA Microwave
Edwin Clapp
Patty Tech .......... GE Video Tape Recorder
Mary Iket
Stockton, CA ..... COBRA Cordless phone

BORROW MORE — You can now borrow more money from your Credit Union on certain loans. And take longer to repay. You can also borrow money in unimproved property, either to buy the property or if you own the lot free and clear.

There are no maximum loan amounts, more than $100,000, for these loans secured by new cars, pickup trucks and airplanes, down-payments and appraisal values required, haven't changed.

On new cars, new pickup trucks and vans, you can now take up to 60 months to repay. On new used travel trailers and boats, you can take up to 84 months to repay; on used or new motors homes and 5th-wheel trailers, 96 months; and on new or used airplanes, 180 months.

HOMEOWNER LOANS — You can also borrow any amount you need on our Homeowner Loan program, depending on the equity in your home.

Credit Union employees Nancy Walker and Betty Wagner draw winning entries.

Teaching Techs
By Gene Machado, Administrator, Surveyors JAC

This is an election year and your vote is first and foremost on other minds. The apprenticeship is concerned about your vote also and will tell you why and what it costs you not to vote for yourself.

Under the Reagan era, significant facts have come to surface. If the current administration continues there will be the rich while the poor work for them. Reagan wants to cut down the middle persons income because their income cuts too deep into the profits of the rich. In order for this to come about Reagan has attacked labor and labor laws first and foremost.

The Davis-Bacon Act has been the heart and life line of the laws since 1936 and has been attacked in the past but not with the force and vigor of this administration.

The Davis-Bacon Act has given labor a chance to do away with child labor, sweat shops, 14 hour days, no holidays, no minimum wages and no Apprenticeship. All of this is on a federal level. The Davis-Bacon Act has made it possible for local employers to bid jobs at fair wages and keep out the out of state cheap labor.

Every day the Reagan Administration is trying to change the laws or the agencies that enforce those laws. If more changes in labor laws or the agencies that enforce them are made, working conditions, wages and Apprenticeship will still lose out.

Apprenticeship under these laws is being challenged as well as the journeyman laws. Trainees and helpers have been added to the Apprenticeship laws, "they say not to replace but add to", and Apprenticeship has been watered down on federal jobs to a point of nonexistence. The Reagan administration wants cheap labor and trained workers demand too much money. Reagan not only wants you poor, but dumb also.

Trained monkeys are the only training the Reagan and his administration wants. Look at you and your fellow tradesman's contracts since Reagan has had a chance to water down labor laws and you can see it is working for the Republican Administration.

In every trade, cuts have been made in not only wages but working conditions, all of which affect Apprenticeship in a very direct manner. Every apprentice program has had cuts in the number of apprentices, training personnel, and training funds. These members and daughters that want to follow in your footsteps will find it more difficult to achieve training in the trade of their choice.

Trade Unions and the Apprentice Programs created by them, all work to enforce laws that the state government. They are governed by the agencies to support those laws. We need laws that are enforced. Every day the laws are not enforced. Every day new enforcement is happening less and less. It hurts now and it keeps up Apprenticeship and Labor organizations will become very ineffective.
For sale: 11,000 sq ft bt on the big island of Hawaii (Waikiki area). $45,000 or best offer. Harvey Miyazaki. 216 Kulia Loop, Honolulu 96825, Ph. 414-247-4742. For sale: 1984 28' motor home, 7800 miles, good condition. Jay O'Brien, 13462 Ponderosa St., San Leandro, CA 94579. Ph. 415-658-4131. For sale: Black Bear Lodge, 3-BR 2-BA, 1200 sq ft. For sale: 1981 10'4" s...
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.

May

1st Stockton: Engineers Bldg., 1916 North Broadway
3rd Redding: Engineers Bldg., 102 Lake Blvd.
8th Fresno: Laborer’s Hall, 5431 East Hedges
10th Eureka: Engineers Bldg., 2806 Broadway
11th Redding: Engineers Bldg., 100 Lake Blvd.
12th Gridley: Veterans Memorial Hall, 248 Sycamore St.
19th Fairfield: Holiday Inn, 1350 Holiday Lane
25th Honolulu: Kalihi Waena School, 1240 Kulikau Ave.
26th Hilo: Kapiolani School, 966 Kilauea Ave.
27th Maui: Cameron Center, 95 Mahalani St., Wailuku

June

6th Provo: Provo City Power Bldg., 251 West 800 No.
7th Reno: Musicians Hall, 124 State Street
14th Ukiah: Grange Hall, 740 21st Freedom: Veterans of Foreign Wars Hall, 1916 North Broadway

July

21st Sacramento: Laborer’s Hall, 6545 Stockton Blvd.

August

7th Stockton: Engineers Bldg., 1916 North Broadway
9th Sunol: Sunol Valley Country Club, Hwy. 880 & Andrade Rd.
14th Fresno: Laborer’s Hall, 5431 East Hedges
21st Sacramento: Laborer’s Hall, 6545 Stockton Blvd.

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Please send me a Membership card for the Magic Kingdom Club

My name is __________________________________________________________________________

Address: ______________________________________________________________________________

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) ________________________________________________________________________________

(address) ________________________________________________________________________________

(city) __________________________ (state) ___________ (zip) ______________________

Operating Engineers Local Union No. 3 CREDIT UNION
P.O. Box 2582, Dublin, CA 94568

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NEW ADDRESS __________________________________________________________________________

CITY & STATE __________________________________________________________________________

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Incomplete forms will not be processed.

Record highway program unveiled

(Continued from Page 1)

Stockton, Costa Mesa, and Keyes in Stanislaus County.

Capital outlay for all highways is estimated at $6.4 billion, including $4.4 billion for new construction.

The transportation and aviation elements of the program amount to more than $608 million, although $2.5 billion of direct federal payments would also be used for local transit.

Trombatore said the state would continue its “fast track” program which last year started more than $200 million in highway projects by more than two years.

By September of this year, the state expects to have almost a billion dollars of construction under contract.

Funding for the program comes from about $7 billion in expected federal funds, and about $6.1 billion in state funds. Trombatore said Caltrans expects that as much as $716 million in private funds could also be used to finance the program.

“The program provides an equitable balance between mass transportation projects and highway projects to link Californians with jobs, affordable housing and commerce,” Trombatore said.

The California Transportation Commission will hold public hearings around the state on the proposed State Transportation Improvement Program (STIP). A final spending plan will be adopted in June.

Some of the major projects in the proposed five-year plan include:

- 27.9 million for widening & auxiliary lanes between Montague Expressway & Davis Street on Hwy. 17 in Santa Clara County.
- 20 million for corridor improvements between Rt 101 and Rt 238 on Hwy 17 in Alameda & Santa Clara Counties.
- 225.9 million to construct John T. Knox Freeway (I-580) in Richmond.
- 172.8 million to construct High Occupancy Vehicle Lanes on Bay Bridge to Willow Avenue on Hwy 80 in Alameda & Contra Costa Counties.
- $11.2 million for widening and operational improvements from Strobridge Ave to Bay Bridge on Hwy 80 in Alameda County.
- 192.8 million for widening from Rt 238 to Willow Pass Rd on Hwy 880 in Alameda & Contra Costa Counties.
- 10.3 million to replace Gianelli Bridge on Hwy 32 in Butte & Glenn Counties.
- 3.4 million to widen existing roadway in Vallejo from Florida St to Farragut Ave on Hwy 141 in Solano County.
- 2.5 million for curve correction & widening three mi. north of Fort Bragg from Mill Creek Bridge to Cleone Beach Rd on Hwy 1 in Mendocino County.
- 22.8 million to acquire right-of-way for interchange of Routes 4 and 600 in Contra Costa County.
- 160.8 million to reconstruct Rt 80/24 interchange in Contra Costa County.
- 39 million to extend freeway from Bullard Ave to Audubon Drive on Hwy 41 in Fresno County.
- 107.1 million to construct Redwood Park Expressway on Hwy 101 in Humboldt & Del Norte Counties.
- 15.8 million to reconstruct forest highway in Humboldt & Trinity Counties.

- 11.6 million to widen to four lanes north of Sonoma County Line on Hwy 101 in Mendocino County.
- 7.4 million to construct expressway from Route 175 to Crawford Ranch on Hwy 101 in Mendocino County.
- 23.2 million for widening near Forsythe Creek on Hwy 101 in Mendocino County.
- 25.9 million to construct Hatton Canyon Freeway on Hwy 1 in Monterey County.
- 1.4 million to construct two-lane road on Hwy 68 in Monterey County.
- 1.1 million to pave shoulders east of Sacramento from Manlove Rd to Tree Farm on Hwy 16 in Sacramento County.
- 50.8 million to construct freeway and expressway from Route 5 to Route 70 on Hwy 99 in Sacramento & Sutter Counties.
- 49.3 million to construct Stockton Cutover Freeway on Hwy 4 in San Joaquin County.
- 11.6 million to replace Potter Slough Bridge on Hwy 12 in San Joaquin County.
- 513.8 million to construct Devil’s Slide improvements on Hwy 1 in San Mateo County.
- 5.9 million to construct slow-vehicle lanes & safety improvements from Rt 35 to Rt 280 in San Mateo County.
- 125.5 million to construct Guadalupe Corridor Expressway from Rt 1 to Taylor St on Hwy 85/87 in Santa Clara County.
- 14 million to widen Route 101 at Alum Rock in Santa Clara County.
- 22.4 million for widening from Rt 156 to east of Bell Station on Hwy 152 in Santa Clara County.
- 55.4 million to construct auxiliary & High Occupancy Lanes on Hwy 280 in Santa Clara County.
- 83.0 million to construct freeway north of Lakehead on Hwy 5 in Shasta County.
- 4.3 million to construct interchange at Deschutes Rd on Hwy 44 in Shasta County.
- 24.4 million to construct freeway from Napa River to Sage St on Hwy 37 in Solano County.
- 18.2 million to construct Route 80/12 Interchange in Solano County.
- 41.1 million to construct Cloverdale Bypass on Hwy 101 in Sonoma County.
- 32.1 million to realign Russian River Bridge on Hwy 101 in Sonoma & Mendocino Counties.
- 19.2 million to construct Sonora Bypass on Hwy 101 in Tuolumne County.

New State Funded Additions

- 15 million for corridor improvements on Hwy 17 in Alameda County.
- 24.7 million for grading & structures on Hwy 4 in San Joaquin County.
- 513.8 million to upgrade existing roadway or construct Devil’s Slide Bypass on Hwy 1 in San Mateo County.
- 5.9 million to construct slow-vehicle lanes & safety improvements on Hwy 92 in San Mateo County.
- 5 million to construct grade separations at Route 87 in Santa Clara County.