A de-escalated highway construction schedule and a lawsuit against the Federal Department of Transportation were two actions taken by Caltrans this month in the wake of President Carter's freeze on federal funds and highway budget cuts. However, there are some indications coming out of Washington that President Carter will cut the highway money soon in order to bolster the construction industry.

State Transportation Director Adriana Gianturco announced this month that Caltrans has gone to court to seek its fair share of federal highway funds for California. Caltrans is seeking a court order in U.S. District Court in Sacramento that would require the U.S. Department of Transportation to use its apportionment formula mandated under the Federal Highway Act to distribute highway funds to the states.

Last month the Federal Highway Administration informed Caltrans that the $330 million in federal matching funds that had originally been obligated to California had been reduced to $148 million, as part of a nationwide cutback in highway expenditures. Caltrans contends that the method selected for allocating the reduced funds among the states is arbitrary and unfair. The method chosen by the Federal Highway Administration to allocate the reduced funds penalizes states like California which had planned to obligate the bulk of their federally funded highway projects in the latter half of the fiscal year, according to Gianturco. Caltrans supports a more equitable formula based on sharing the reduction among all states in proportion to the basis of federal matching money in 1980. “We are vigorously fighting this situation in Washington and I have called on the California Congressional delegation to assist us in obtaining a revision of our allocation,” Gianturco stated.

On April 14 Caltrans submitted to the Federal Highway Administration an expenditure plan based on the reduced federal highway money. The plan contains the list of projects that the agency is planning to advertise during the remainder of the fiscal year.

(Continued on Page 2)

A COMPLETE GUIDE TO THE JUNE PRIMARY (pg. 10-12)

Caltrans tries to cope with cut in federal funds

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(Continued on Page 2)
Big move to expedite seven key projects

By DALE MARR, Business Manager

This has been a busy month for the officers of Local 3. In April, the Building and Construction Trades Dept. of the AFCO held its annual legislative conference to discuss issues and concerns of construction union workers (see conference report this issue). While it was grueling to testify and help fight off bills concerning the safety of construction union workers, see conference report this issue. While it was grueling to testify and help fight off bills concerning the safety of construction union workers, we see the progress we made in addressing some of these issues.

In California, for example, we have the highly controversial “Jaws II” initiative that seeks to cut our state income taxes in half. While it would be nice in the short run for all to receive a few hundred dollars in income taxes, I doubt it will bring much consolation to our members if they are out of a job. And that’s exactly what Proposition 9 will do. And it is bound to cause trouble for our members if the outcome passes. As you will notice on page one, we have devoted considerable space to explaining the Jaws II initiative and its effects on us all. I hope everyone reads it carefully.

The building and construction trades are facing a severe reduction in work this year because of mismatched interest rates, and the In- tention of Congress and the President to arbitrarily slash the federal budget in the name of inflation. I have spoken with many people at various conferences about this and have learned that this is primarily a symbolic action to force the public to get serious in their own efforts to reduce excessive spending.

This is fine as long as it does not result in the loss of thousands of jobs in the construction industry. And that appears to be the direction we are heading. If the administration and Congress are going to make major cuts in the public works and urban development programs.

We have received some indications from Carter’s aides that the President does not intend to let this happen. To be sure, I have laid out our situation plain and clear. Our members rely heavily on a healthy housing industry and a strong public works program. We are working with them and we are fighting for these programs. We have had a good turnout to the meetings and I am sure the President realizes that tens of thousands of workers in California are directly involved with the construction industry and who they vote for President depends upon whether or not they are working.

I want to make our position perfectly clear. The building and construction trades have not asked for anything controversial or participating directly in the political process.

The check off program we are now estab- lishing will help provide the needed funds to the convention. In fact, the resolution deal- ing with EPEC reflects the success of Local 3’s program, as the International is encour- aging all the locals to establish similar programs of their own. A few already have, but I am sure as a result of the emphasis that was put on political action committees, many more locals will follow suit.

In closing, I would like to throw out a couple of facts about corporate PAC’s, just recently became the next president of this nation, encouraging all the locals to establish similar programs of their own. A few already have, but I am sure as a result of the emphasis that was put on political action committees, many more locals will follow suit.

The key Senate and House votes in 1976 that allowed the government to increase heating oil prices. There are 56 senators still in office who voted on that issue. The average contribution total from oil company PAC’s and persons in the industry to the 31 of those who voted to lift the controls was $35,460. The average contribu- tion total to the 25 who voted the other way was $3,374. In the House, those who voted against continuing controls received an average of $3,373 each from oil industry sources. Those who voted for the bill were given an average of only $1,278 each.

The same kind of comparison can be done on the House vote on the Hospital Ex- pense Cost Containment Act. The 202 repre- sentatives who voted to kill the bill re- ceived an average of more than $5,000 from oil company PAC’s. Those who supported the bill averaged the same $3,373. Those who voted more than those who voted against the bill.

The labor movement has cause to fear the legislative process if it is to be reversed. Rate powers are allowed to exert that kind of financial control over our representatives. The working men and women of this country are being caught in in the whole politi- cal process, gradually being replaced by the lawyers, accountants and bureaucrats who operate the corporate PAC’s. We must fight back with our large numbers and small donations.
Transportation plans to dam, to be completed by November Rod Sommerday, Chief engineer. The Larkspur Ferry Terminal in Marin Studies Train Link To under San Francisco's Market ~*. add another $16 million to the proj- sion of the streetcar would require new price tag, the State Depart- of the way through the delta the this." Kuykendall said the bridge now that the San Mateo County trim the cost. One of the pos- length of the road will have 7-in. this month "will probably put a proposedtransitsalestaxmeasure in public hearings later this year if they are approved. Caltrans' government normally picks up the that passenger trains running at $50 million project. It's also hoped Area's next  rapid way 101 in Marin County. Bridge proposedtransitsalestaxmeasure for the current push costs higheryet, although the federal officials Monday, despite a in Marin County.

Construction of a 17-mile pas- similar interest. The project, which will provide the Foresthill Divide with water, is also not encountering problems. The dam, to be completed by November, costs about $20 million. Projects in the Delta would add another $16 million to the project. About $7 million has been spent on the project so far.

Marin Studies Train Link To Larkspur Ferry Terminal

A study this spring revealed a need for additional rapid transit service in Marin County. The proposed link from Larkspur Ferry Terminal to Sausalito is expected to cost about $60 million, the same price tag that was expected on the Peripheral Canal project.

Sugar Pine Should Continue

Funding for the Sugar Pine Dam, which is now under construction, was approved by the State Water Commission to axe some of the opposition from pro-project groups. At this time. Jerry King of the Water and Power Resources Service (formerly U.S. Bureau of Reclama- tion) said of Congress that it was incorrect to argue that the federal government would be saving money by rejecting dam construction. He said the project would cost the federal government $12.5 billion. Kuykendall said that the federal government's decision to proceed with the project was based on the economic value of the water that would be produced. According to Kuykendall, the federal government would recover the cost of the dam within 20 years of operation.

PROJECT

Dumbarton Bridge Overruns To Exceed $75 Million

The long-sought Dumbarton Bridge proposal, originally estimated at $110 million, has suffered a $75 million cost overrun that threatens to drain sorely needed funding for several other transportation projects. Despite the hefty new price tag, the State Depart- ment of Transportation plans to proceed with the four-lane project on schedule, replacing by 1984 the aging, two-lane bridge that now spans the southern part of the San Francisco Bay. But because of the complexities of transportation fi- nancing, the escalating costs could divert millions of dollars intended for construction and development of Bay Area transportation sys- tems. Blamed on delays and skyrocketing inflation in the con- struction industry, the overrun repre- sents a 67 percent jump in the overall cost.

Contracts for one $53 million phase of the project have already been awarded, however, meaning that almost $5 million increased costs directly applies only to the remaining work—originally calculated at $57 million. By that analysis, the new final price tag for the bridge would be about $112 million, still $17 million below the current estimate.

Corps Suspends Contract Awards

The U.S. Army Corps of En- gineers has announced it is sus- pending temporarily all construc- tion activity on the Dumbarton Bridge project until 1982. This action will delay the bridge's completion by a year and force the Corps to reconsider its plans for the bridge.

Andrus to Select Dam Design

California officials are ex- pecting no changes in the design for Auburn Dam starting a process that will culminate in Interior Secretary Cecil D. Andrus mak- ing the final design choice this fall. Initially, the federal government planned a thin arch, double- curvature design. However, a substantial earthquake near Oroville and the collapse of the federal Teton Dam in Idaho focused attention on earthquake and dam safety. After designs were received from California seismic and dam safety officials, an environmental impact statement on the alternatives will be pre- pared. Public hearings will be held to explore environmental effects of the various design proposals will be held this summer.

Six Bid Utah Roadwork

Bidding 15.6 percent below the Utah Department of Transpor- tation's estimate, the Ogden Construction Co., Richfield, Utah, captured a contract to realign and reconstruct 6.9 miles of state road. Young, who is in charge of the project that runner-up W.W. Clyde & Co., Springfield, Utah, by more than $500,000. Among the six bidders for the job, Ogden and Clyde bid the lowest at the Utah Department of Transportation is downsizing it to expressway status. The commis- sion, during a meeting in Los An- geles, was scheduled to consider put- ting the finishing touches on the six-lane freeway between Orem- dero Street and Bullard Avenue. In addition, CalTrans is recommend- ing that, beginning July 1, the state impose a $1 gas tax, which would preserve land for a possible exten- sion of the freeway from Bullard to the San Joaquin River.

Peripheral Canal Alternative

Sen. John Garamendi has said he will introduce a bill that will provide an alternative to the Peripheral Canal while repairing all the sagging levees in the Sacramento–San Joaquin Delta. Garamendi said his bill would cost about $600 million, the same price tag put on the Peripheral Canal which would carry Sacramento River water through the southern end of the delta for Southern Cali- fornia and the San Joaquin Valley. Garamendi said his proposal is for an "in-channel" facility that will divert water for ship canal. For part of the way the delta the water for ship canal would be carried through the delta as it is now. It would also preserve the "cross channel" facility near Walnut Grove and the Mokelumne, Old and Middle rivers.

UPDATE

MAY 1980 / ENGINEERS NEWS / PAGE 3
Eureka's Woodley Island Marina making good progress

The Woodley Island Marina Project is coming along amazingly close to what was originally planned, reported District Representatives Gene Lake.

But with the last two of eight contracts still to be bid on, the Humboldt Bay Harbor, Recreation and Conservation District may still have its toughest cost test in front of it.

Contract bidding for the supplying of a concrete floating dock was held up from March 7 until April 1 when Western Dock Enterprises, a dock builder in Novato, California obtained an injunction in Humboldt County Superior Court delaying the construction project. Western Dock Enterprises alleged that it was not given sufficient time to submit its bid for the floating dock contract. Its suit against the Humboldt Harbor District was scheduled for March 31, but it is questionable whether anything will come to court since the 31st was the due date and the district notified last week that Western Dock would not be submitting a bid for the contract. Cost for the first six contracts are within or near original engineering estimates, but rapidly rising costs of doing business make it unlikely that bids on the last two contracts will be within cost estimates and available funding.

The Marina is projected to cost $8.2 million. with $5 million coming from an $8 million allocation from the Economic Development Administration (EDA) and $3.2 million being loaned by the Federal Department of Housing and Waterways. Jack Alderson, project director of the Humboldt Harbor District, said in an interview, "I don't believe with inflation and the cost of money we will be within the $8.2 million."

He said the Harbor district would probably seek additional funding from EDA and Cal Boating, loaned to the district by about one million dollars and installation about $900,000. Funding needs will depend on how other bids are to the estimates.

Humboldt harbor officials have been planning and licensing work on the second half of the project since last summer, but Alderson said "it won't really hold up other work because development could not begin until the dry season anyway."

The site preparation is the largest single contract in the project estimated to cost about $400,000 under the engineers estimates. The highway interchange, a half million dollar contract is 97 percent complete, and low bidder Fred Quay of the other contracts. Bids may be reviewed by the EDA and Cal Boating before being awarded. Alderson said the site development and the building contractors are now working on a few weeks behind schedule, but "that's not fatal." He said actual work schedules will be maintained if the contracts are awarded within the next month.

To the immense relief of those involved, the Humboldt Bay Harbor, Recreation and Conservation District board awarded the construction contracts for Eureka's cross-town intercity bus line. The formal award of the $8 million contracts marked a major milestone in the agency's effort to come up with their own plans for a decentralized regional sewage treatment system.

The HBWA members are expected to start work on the project next week.

The following letter was mailed to us from one of our retirees' lovely wives.

Dear Mr. Houston:

I just want to say "Thank You" for your message to the Engineers in Auburn last week. It gave us a warm feeling of assurance and security knowing that the officers were doing everything possible to help the retirees keep as good a standard of living as feasible under present conditions.

Successively,

Vera Adams

(Auditor

Auburn, CA P. O. Box 1484)

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"Patient education" becoming new trend as importance of attitude is recognized

By Bill Delaney

Edison's Note: Bill Delaney is currently Vice-President of Rigging Engineers Trust Fund office on a number of preventive health programs.

How often this happened? You're in a medical setting and a technical word comes up and you don't know the meaning of the word. I find that embarrassing don't you ask what it means.

Or you finally ask the physician about a term or procedure and he gives you a short, confounding answer that you wish you hadn't asked.

Patients all over the country have had these experiences. Rather than becoming informed about their illness and getting actively involved in their recovery, they are left out side the healing process in a passive role.

But a new trend is beginning that may change the way doctors and patients think about the physician-patient relationship. Realizing that a critical component of continuous healing is the patient's mental attitude, doctors, health educators and consumers are beginning to focus on putting more knowledge in the hands of patients. Patient education is the term for this change in the physician-patient-doctor relationship.

Recently our own members have heard quite a bit about second opinion surgery, less expensive generic drugs and how habits affect your health status. In our union and in other unions people are setting goals to pay off a loan in 2 years, save for a new car, build a house or save for retirement.

But all of this change has not gone unchallenged. Some physicians actively deplore putting information into the hands of patients, they say, to end the patient's anxiety, respect for the doctor. On the other side, however, are those physicians and health specialists who see health education taking away from a broader perspective. Cardiologists, for example, are the first to point out that in treating a heart attack victim, a key element is the patient's attitude. A positive, international, take-control attitude aids tremendously the recovery whereas a pessimistic, defeatist attitude may signal a partial recovery for the heart attack patient.

The word, cancer, alarm almost everyone. To be diagnosed with cancer sometimes means most of us into a state of shock and hopelessness. But here, too, physicians admit that patients who fight back, who learn about their particular cancer and deal with it like any other adult problem, do much better than patients who succumb to hopelessness.

How do we help people adopt a fighting attitude? Whether we refer to encouraging better health habits or coming back from a stroke, a fundamental ingredient is knowledge. Knowledge about your disease, knowledge about drugs, knowledge about where to go for information about you, and knowledge about how a hospital works and what your rights are as a patient.

The power of knowledge and information is that it takes you out of the hospital, takes you into community, takes you out of the mind and into the hands of patients. It leads, so they claim, to fight back, who learn about their illness, who read medical books, who talk to one another. Realization is an important ingredient.

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Operating Engineers 31st Convention Deals with ‘Progress in the Eighties’

By James Earp
Managing Editor

The 31st Convention of the International Union of Operating Engineers, AFL-CIO, convened last month in Honolulu, Hawaii with 765 delegates and alternate delegates taking action on 28 constitutional amendments and over 40 resolutions under the leadership of General President Jay Turner. Hosted by Local 3, the theme of the convention was ‘Progress in the Eighties.’

“We are determined here in Hawaii, through our deliberations and our actions, to assure a victorious beginning and some progress in the Eighties for the International Union of Operating Engineers,” Jay Turner proclaimed.

During the four days of the convention, delegates heard keynote addresses from Jay Turner, AFL-CIO President Lane Kirkland, Building and Construction Trades President Robert Georgine and Asst. Secretary of Labor Don Eisenberg. Highlights of the major amendments approved by the delegates included:

- A new section on resignation from membership has been added to the constitution. Members have the right to resign from membership in the union, provided they (1) give at least 30 days notice, and (2) all the member’s financial obligations to the union have been paid. Local unions have the right to delay the effective date of resignation within 15 days prior to the commencement of a strike. In that case, the resignation becomes effective immediately after the strike is ended.

Amendments pertaining to service fees, International Executive Board salaries, minor language changes, etc. were also passed. The full text of these amendments, as well as the amendments summarized above will appear in the June issue of the International Operating Engineer.

Many resolutions that came before the convention expressing deep concern with protecting job safety rights, workers’ compensation, consumer protection, full employment, as well as a host of other issues confronting operating engineers on the job and off.

Job Safety Stressed

The convention called for “an increased effort to expand education and training of union members in occupational safety and health and identification of work hazards.” The Operating Engineers commented OSHA director Eliza Bingham for establishing a special construction enforcement section with OSHA and voiced their firm opposition to efforts to weaken or destroy OSHA.

All local unions within the International should aid in the effort to provide “accurate, up-to-date information about the practices and activities of anti-union consultants in every state and industry,” the delegates urged in another resolution. Massively growing employer hostility is currently being implemented by so-called “labor leaders and government officials.”

In order to protect the right of workers to form unions, the labor movement must be effective in finding ways to neutralize these anti-worker forces.

Balancing the Budget

The convention also came out strongly against “any measure taken to arbitrarily cut government budgets at the expense of the job of working men and women.” The excessive tax cuts afforded corporate officers of the nation have sharply eroded their contributions to the operation of government, the delegates charged. Corporate income tax receipts currently amount to about 25 percent of total federal income tax revenue while a decade ago it accounted for 30 percent.

The Operating Engineers called for a number of changes in the income tax law to bring more fairness to working men and women.

- The capital gains loophole should be eliminated.

- The “maximum tax provision” which primarily benefits individuals with high incomes should be eliminated.

- Opportunities for wealthy speculators to avoid taxes through tax shelters should be abolished.

- The foreign tax credit provision, which allows U.S. corporations to credit foreign income taxes on a dollar-for-dollar basis against their U.S. tax liability should be eliminated.

- The deferral privilege which allows multi-national corporations (with the exception of U.S. companies) to defer U.S. income taxes on the earnings of their foreign subsidiaries should be terminated.

In addition, the delegates called for increases in state taxes so that low and middle income earners should not have to bear the brunt of the tax burden. For example, sales taxes should be made more equitable by exempting necessary such as food and personal goods.

In other issues, the convention called on Congress to pass legislation requiring firms to post at least 12 months in advance their intention to close a plant and to provide adequate compensation to those families affected.

A recent report conducted for the Federal Trade Commission concludes that prior notification of plant closings and mass layoffs, together with discrimination payments “certainly suggests a correlation of an effective legislative measure to reduce the documented social and economic consequences of plant closings.”

Nearly 800 delegates and alternate delegates from locals throughout the United States and Canada filled the convention hall at the 31st IUOE Convention in Hawaii last month. General President Jay Turner, re-elected to another four-year term, presided over the meetings.

In a resolution on pensions, the delegates stated every effort should be made to avoid the investment of union/industry pension monies in companies that are practicing policies contrary to the interests of unionized workers.

The single largest source of capital investment in the U.S. and Canada comes from privately held pension plans, many of which are joint union/industry plans. In the past, some of these plans have invested in corporations and construction projects whose policies are contrary to the interests of union members.

There is a great need “to invest in unionized corporations that create jobs in areas where our members work and live,” the convention delegates stated.

Therefore, the International is urging all local pension plans to examine their investment portfolios and make every possible effort to protect their members’ future pension contributions by not investing in anti-union companies.

Operation of EPEC

Organized labor is under an unprecedented attack from such groups as the Business Roundtable and right-wing political action committees, the General Executive Board charged. These forces have succeeded in dealing working people severe defeats in the legislative arena.

Since 1980 will be a watershed year in American politics with the White House, U.S. Senate and House, State Legislatures and other political offices up for grabs, all local unions should be encouraged to forward to EPEC (Engineers Political Education Committee) one-half of all contributions received from their political action committees.

Delegates approved a resolution calling for this measure and further resolved that EPEC shall earmark to local unions that remit all of their voluntary money to EPEC one-half of that amount in treasury money, to be expended by the Local for its own political program.

Each local union should also commit itself to the following political campaign goals:

- Negotiation of the political checkoff or use of the vacation fund to raise voluntary money for distribution to candidates.

- Voter registration efforts designed to make sure that every operating engineers is a registered voter.

- Implementation of an apprentice political education program.

Local 3 President Harold Huston seconds the nomination of Dale Marr for Third Vice President of the International.
"Strength of our union being tested, Turner warns"

"Our union has never enjoyed more respect and more influence in both the United States and Canada than we do today," declared IUOE General President Jay Turner in his opening remarks before the Operating Engineers 31st Convention in Hawaii. "In every city, every state, every province and every community the leaders of the Operating Engineers are the leaders in the day-to-day events around them."

"Progress in the Eighties" was the convention's theme, and Turner stressed that the Operating Engineers have progressed tremendously since the union's inception. "At my first convention of the International Union of Operating Engineers in 1940, which incidentally was 11 conventions back, the International had a membership of 57,000. As of March 1, 1980, we had 421,447 members," he said.

Yet, the very strength the union has developed is currently being tested as never before. Turner warned. The nation's "most powerful industrial corporations, financial institutions and utilities" are dead set on "weakening and destroying trade unions."

"They have practiced blatant discrimination against union contractors," he continued. "Often their advice to construction users has been: 'If possible, don't invite union bidders, and if a union firm should bid, ignore their bids.'" Thus the corporations of America have seen to it that open shop contractors prosper.

Unfortunately, anti-unionism hasn't been limited to corporate political action groups and trade organizations, Turner stressed. The mass media perhaps wields the greatest influence in planting anti-union attitudes in the public.

"A long time ago I remember the old saying that 'he who pays the piper calls the tune.' Certainly in both the electronic media and the print media, big business calls the tune," Turner charged. "The members of the (Business) Roundtable are among the largest sponsors of commercial television time and buyers of advertising in our newspapers and magazines."

"The media is rapidly changing its makeup. More and more power is continually being concentrated into a few huge conglomerates, not unlike that in the oil industry. A cadre of 100 executives now controls the networks of 5,000 newspapers, 1,500 magazines and books sold in the United States."

The (Business) Roundtable are among the trade union movement's greatest enemies. "There is no public policy that they are not dedicated to defeating. Whether it's health, safety and welfare, their bark is not worse than their bite," Turner said.

Against all indications, the union movement is being deliberately shut out from using the media, Turner stated. "U.S. News and World Report, for example, refused even to sell us space to tell our side of the story on labor law reform 'the printing of the views of our foes for free under the guise that their views were news.'"

"Turning to the issue of job safety, Turner pointed out that the last eight years since the passage of OSHA have been difficult ones for the program. 'For a number of years the law was mimed to bureaucratic indifference and administrative neglect,' he recalled. "Fortunately the attitude toward OSHA has changed under the direction of Secretary of Labor Ray Marshall and Dr. Earl Bigelman."

"Today OSHA is being administered well," Turner continued. "Enforcement is still hampered though, by inadequate funding. But Secretary Marshall and Dr. Bigelman claim justifiably that Congress is now doing enough money to hire an adequate staff of qualified compliance officers, safety inspectors and industrial hygienists." In this continued skirmish, the labor movement finds itself confronted by the very same people who oppose the Davis-Bacon Act, Turner said. "For the IUOE, safety and health carry top priorities, day-to-day year around. Because day in, day out, the year around, many of our members will be injured some fatally on the job."

In his closing remarks, Turner dealt craft jurisdiction. "Some trades say that our equipment is a 'tool of the trade,' and thus should be operated by the trade in the equipment," he stated. "Other trades claim that when our equipment is in operation for a limited period of time each day, then that equipment should be operated by the trade being served by the equipment."

The General President stressed that a recent Bureau of Labor Statistics report shows that demand for heavy equipment operators will increase 41.4 percent by 1990. This trend far surpasses the growth of other building crafts. "So it is easy to see why other trades want the hoisting and portable jurisdiction which was granted to us by the AFL in resolution 124 back in 1907. Our labor movement is the greatest battleground of a free society," Turner declared. "As the most cohesive and probably the best financed of those forces fighting for a better society, organized labor must direct a greater share of its leadership and its energies to movements of progress and social justice."

LANE KIRKLAND, AFL-CIO President and a former research director of the administration from "decontrolling" comes.

"Our labor movement is the greatest battleground of a free society," Turner declared. "As the most cohesive and probably the best financed of those forces fighting for a better society, organized labor must direct a greater share of its leadership and its energies to movements of progress and social justice."

"We have the spectacle of Democrats proudly proclaiming Republican policy," he charged. "The chorus of 'me too' is so loud and shrill that the voices of reason and sanity are nearly drowned out." Shelling the budget is no answer to this nation's fiscal problems. "Inflation is best fought by workers producing and working and not by idling workers," Kirkland insisted.

The price of a so-called balanced budget this year will be 500,000 jobs. "500,000 paychecks, 500,000 families with kids and mortgages and hopes and dreams. 500,000 workers whose skills will go unused, whose productivity will be reduced to zero."

"Those 500,000 workers who will be unemployeed as a result of the proposed budget cuts won't pay taxes, so the government won't collect as much in taxes," Kirkland explained. "And it is going to cost the government more money for unemployment insurance, food stamps and other social programs to help maintain these workers and their families while they are out of work." Kirkland also criticized the nation's deplorable energy situation. "The OPEC cartel raises its prices as it wishes," Kirkland stated. "It controls the market by the threat. Then the U.S. Congress fails to prevent the administration from "decontrolling" comes.

"We must put more money and more energy to the task of organizing the 75 million unorganized American workers into the rolls of trade unionism." --Jay Turner IUOE General President

Gathered in the convention hall is the Local 3 delegation.

"We need to be prepared to fight our opponents in the Congress, in the state legislatures, on the worksites and in the courts."

—Robert Georgine, Building & Construction Trades President

"The Chamber of Commerce, the NAM and the Business Roundtable members are not fooling around. They and their friends are putting together a political machine of awesome strength."

—Don Ellisberg, Asst. Labor Secretary

"What do we need to wake us up? Do we have to look into the muzzle of a gun every time before we persuade ourselves that it is time to act?"

—Lane Kirkland, AFL-CIO President

"We must put more money and more energy to the task of organizing the 75 million unorganized American workers into the rolls of trade unionism."

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tive oil prices. As a result, domestic prices match the world price—a rigged price. In a matter of months, oil that cost less than $5 a barrel to produce in this country jumps in price to $30 a barrel.”

Now that domestic prices match the world price, there is no incentive for American oil companies to seek lower petroleum prices, Kirkland charged. They simply pass the extra costs through to the consumer.

ROBERT GEORGINE, Building and Construction Trades President outlined the beginnings of the open shop movement in the 60’s and illustrated its tremendous growth in recent years.

During the 60’s, a general industrial expansion created a strong demand for construction workers, he explained. The demand for skilled workers created a shortage. It was at this time, when productivity was on the rise and construction unions were winning major or perhaps first victories from employers, that construction workers decided to organize against trade unions.

The oil industry anticipated the huge construction boom of the 70’s and 80’s that would be needed to expand their facilities. On another front, the basic industrial sectors—steel, auto, textile and rubber—saw that in order to remain competitive with foreign corporations, they too, would have to invest in capital expansion projects to upgrade their factories.

Both groups were interested in keeping the wages for construction projects as low as possible. A statement by Chamber of Commerce director William Blount in 1968 outlined what the corporations intended to do: “Some major national corporations decided to channel all their major building to non-union contractors or set up construction divisions of their own, and both of these could become major threats.”

In 1969, representatives from these firms formed the construction users Anti-Inflation League, which later evolved into the Business Roundtable, the most influential corporate political action group in the world.

By channeling their contracts to non-union firms, the construction users sought to ensure discipline over the construction industry. Companies like DuPont, Dow Chemical, Shell Oil, Boise Cascade developed a practice of simply handing contracts to non-union firms.

It is interesting to note, that at the same time this anti-union movement began to gain momentum in the early 70’s, there occurred a dramatic decrease in construction productivity.

Now that the building and construction trades unions have exposed this conspiracy, “we must find ways within the law to protect the workers that we represent.” Georgine stressed.

ASST. LABOR SECRETARY Donald Elsberg, who has worked closely with Local 3 in its efforts to abolish the abuse of illegal alien construction workers on the island of Guam, gave a detailed rundown of the many attempts made by employer groups last year against the Davis-Bacon Act.

“With your help and that of all the building trades members, the Labor Dept, and the Carter administration beat back all of these attacks, each and every one of them,” Elsberg commented. “But you should understand that the attacks on Do-in-Baco’s, the attacks on the protections you have, will continue. Although they (contractors) failed in 1979, they will come again.”

Referring to labor’s struggles for labor law reform and outlining a number of other bills now before Congress which would strip workers of more rights, Elsberg commented “it has been a long struggle” for the labor movement.

“On one side are the forces of reaction, of right wing political thought nibbling away at the protections built up over the years for the American worker,” Elsberg concluded. “On the other side is the tradition of the Democratic Party to bring ‘the greatest good to the greatest number of citizens’ and to make ‘prosperity a common heritage instead of a selfish possession.’”

Former International Vice President Jackie McDonald reads oath of office to the General Executive Board.

Robert Marr, Local 3’s Director of Public Relations gives nomination speech for Dale Marr.

Local 3 Vice President Bob Mayfield conducts business of the Appeals Committee.

Local 3 Treasurer Don Kinchloe seconds nomination speech for Dale Marr as International Vice President.

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A lot of gas lines and electric cables lie harmlessly underground. Until someone carelessly digs them up.

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To make it easier to check, the Underground Service Alert (USA) was organized. Through its services, available in all central counties (excluding Mendocino, Lake, Colusa, Butte, Sierra and other counties north), one toll-free phone call to (800) 642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and then PG&E or any of the other 41 sponsors will tell you whether or not they have facilities in the area and if so approximately where they are located, or a representative will visit and mark exposed spots for you.

Remember, dial before you dig.

After all, your life could be on the line. PG&E

Local 3 Financial Secretary Harold K. Lewis pauses for a moment with Honolulu Mayor Frank Fasi, who welcomed the convention delegates to the island.

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Building Trades blast ’Hooverite’ methods of coping with inflation

"The labor movement must not be afraid to look inward. An ability to be self-critical is a sign of strength. We must ask why this anti-union offensive has gone as far as it has. What have we done but not worked? —Congressman Frank Thompson to Building Trades.

Construction workers served notice that they aren’t willing to pay with their jobs for a merely symbolic attack on an inflation that has already slashed the buying power of their paychecks.

Three thousand delegates came to Washington at the call for the AFL-CIO Building & Construction Trades Dept. for a legislative conference that focused on broad-and-butter economic issues and political attacks on the labor movement. They knocked on congressional doors, speaking for some 4 million members of 15 affiliated unions.

In opening the three-day meeting, BCTD President Robert A. Georgine declared that construction workers fully intend to have a voice in economic decisions that affect their livelihoods.

AMERICAN CONSTRUCTION workers are prepared to support the decisions of the President and Congress, "but that support will come only if economic sacrifice falls fairly upon all members of society," Georgine stressed.

The continued climb in interest rates, now at the 20 percent level, "is not acceptable to us," he declared.

"Rising interest rates will have a particularly cruel impact on the residential market," he noted. "It means that home ownership is fast becoming an impossible dream for most Americans. And along with that dream go thousands of construction jobs.

"Jobs must not be the cost of fighting inflation in the end, it is no solution at all."

He also pointed out that budget slashing proposals in Congress to chop away needed federal construction grants, building projects, revenue sharing and loan guarantees would plague the construction industry further increase recession and inflate the jobless rate of building trades members.

We can’t afford to hand the destiny of the labor movement over to the anti-union forces of the nation, Senate Majority Leader Robert Byrd stressed.

"The proposed budget cuts will not solve the nation’s economic ills and that trade-off of jobs in the inflation fight is no workable answer.

"The关键是 on the Building and Construction trades' legislative agenda is the Occupational Safety and Health Act, Georgine stressed. "In one year almost 2,500 construction workers will lose their lives on the job. The corporations of America have targeted American workers with the name of saving costs. But we are going to fight them."

He urged the delegates to call for the full appropriation of OSHA’s fiscal 1981 budget. "Without a full budget, OSHA will be without enough compliance officers to inspect worksites," he stated. "It does little good to have a law on the books that is not enforced."

AFL-CIO PRESIDENT Lane Kirkland reinforced that point in his address to the BCTD conference, noting that 100,000 in the construction trades would be eliminated by attempts of the Administration and Congress to balance the federal budget.

"Policies that increase unemployment and rob wages of their buying power are a formula for economic disaster," Kirkland said. "What workers seek, and what we have been repeatedly promised, is a reduction in unemployment as an instrument of national policy."

The National Accord, the key labor agreement that negotiated the Labor and the administration, "we were assured it contained a commitment that the jobs of workers would not be used as cannon fodder in the fight against inflation," he asserted.

"That’s what the so-called OSHA for exempt approach cut our shop. He said, "It is simply a prelude and a staging area for more tax handouts to speculators, corporate mergers, over-the-counter investments and luxury ventures."

"These union-busters are making the public interest for workers, the poor and the disadvantaged.

"If the Democratic Party is to mount Hooverite Republican slogans, we in the labor movement will find it very hard if not impossible to maintain our political enthusiasm," Kirkland warned.

Nothing contributes more to unemployment and "stagflation" than high interest rates, Kirkland continued. No policy is "more miniscule" to the construction industry. "High interest rates "dry up mortgage money, drive up the cost of construction loans and kill vital projects at birth."

"There is no policy more directly challenges the old American dream of progress for each succeeding generation" than high interest rates, Kirkland declared. They are "nothing more than a form of welfare for the rich at the expense of the poor."

Genera Presidents of the Building and Construction Trades rise to welcome President Carter, who made a special appearance before the delegates of the annual legislative conference last month.

Kirkland outlined an AFL-CIO sponsored program that he insisted the Carter administration should have adopted last March, instead of the "old line" tactics it chose.

"As our first point, we called upon the Federal Reserve Board to substantially reduce the discount rate," Kirkland said. "Instead, it has raised that rate still higher."

The AFL-CIO is a pro recommend passage of legislation to require all financial institutions to be a member of the Federal Reserve system, which would require all banks to co-operate in the fight against inflation, and not permit some to profit more than others from it.

The AFL-CIO also called on the Carter administration to support the Humphrey Amendment, which would prohibit banks and savings and loan associations to invest in speculative real estate.

"The labor movement must not be falsely promised, is a rejection of the old line tactics it chose," Kirkland said. "It is simply a prelude and a staging ground for more tax handouts to speculators, corporate mergers, over-the-counter investments and luxury ventures."

"The labor movement must not be the captive of the BCTD conference, noting that 100,000 in the construction trades would be eliminated by attempts of the Administration and Congress to balance the federal budget.

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"The labor movement must not be afraid to look inward," he said. "We must ask why this anti-union offensive has gone as far as it has. How can we be strong and creative in responding to this offensive? What has been done that has not worked? And most important of all, how can we turn the tide on organizing?"

"We will never find the answers to these questions if we all point the finger at others," the congressman observed. "The labor movement must be strong and creative in responding to this offensive."

After the program of addresses and workshops, delegates to the conference left the convention hall to make visits to their elected representatives.

In making their rounds on Capitol Hill, they concentrated on immediate legislative issues affecting building trades members, pressing for defeat of the Schweicker amendment that would drastically curbed federal job safety protections and for passage of needed improvements in the law governing mult

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The following list of candidates for U.S. Senate, Congress, State Senate and Assembly are Local 3’s recommendations for the Primary Election on June 3. The candidates are listed by their election district numbers with a description of which counties they encompass, so that you can easily identify which candidate will appear on your ballot. In some of the State Senate and Assembly races, Local 3 has made formal endorsements and/or political contributions. Others have not been formally endorsed by the union, but have received endorsement from the California Labor Federation. In a few instances, Local 3’s recommendation differs from the State Fed. In these cases, we have printed Local 3’s endorsement, since we have not been formally endorsed by the union, but have 22 Santa Clara (urban) John Vasconcellos (D) endorsements and/or political contributions. Others 21 Santa Clara (northern) Byron Sheer (D) where you live. The best thing to do is to tear out this page and take it with you to the polls and vote on those candidates that appear on your ballot and are also endorsed by Local 3.

**FOR U.S. SENATOR**

**Alan Cranston (D)**

**FOR CONGRESS**

**FOR STATE SENATE**

<table>
<thead>
<tr>
<th>Dist. Counties</th>
<th>Candidate</th>
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</thead>
<tbody>
<tr>
<td>1 Shasta, Siskiyou, Tehama, Trinity</td>
<td>Harold T. Bizz Johnson (D)</td>
</tr>
<tr>
<td>2 Del Norte, Humboldt, Lake, Mendocino, Napa, part of Sonoma</td>
<td>Don Clausen (R)</td>
</tr>
<tr>
<td>3 Most of Sacramento</td>
<td>Robert Matsui (D)</td>
</tr>
<tr>
<td>4 Colusa, Sutter, Yolo, Solano, part of Sacramento</td>
<td>Vic Fazio (D)</td>
</tr>
<tr>
<td>5 Marin, parts of San Francisco, Sonoma</td>
<td>John L. Burton (D)</td>
</tr>
<tr>
<td>6 Most of San Francisco</td>
<td>Phillip Burton (D)</td>
</tr>
<tr>
<td>7 Most of Contra Costa George Miller (D)</td>
<td>Robert D. Dorn (D)</td>
</tr>
<tr>
<td>8 Alameda (northern), Ronald Dellums (D)</td>
<td>part of Contra Costa</td>
</tr>
<tr>
<td>9 Alameda (central and Fortney (Pete) eastern)</td>
<td>Larry J. Burton (D)</td>
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<tr>
<td>10 Alameda (southern), Santa Clara</td>
<td>Don Edwards (D)</td>
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<tr>
<td>11 Most of San Mateo</td>
<td>Tom Lantos (D)</td>
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<tr>
<td>12 Santa Clara (northern, western), Santa Clara</td>
<td>Open</td>
</tr>
<tr>
<td>13 Santa Clara (southern)</td>
<td>Norman Mineta (D)</td>
</tr>
<tr>
<td>14 San Joaquin, El Dorado, Amador, Alpine, Calaveras, Mono, Tuolumne, parts of Sacramento and Stanislaus</td>
<td>Tony Coelho (D)</td>
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<tr>
<td>15 Merced, Mariposa, Madera, part of Stanislaus and Fresno</td>
<td>Leon Panetta (D)</td>
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<tr>
<td>16 Santa Cruz, Monterey, San Benito, part of San Luis Obispo</td>
<td>Leo T. McCarthy (D)</td>
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**FOR STATE ASSEMBLY**

<table>
<thead>
<tr>
<th>Dist. Counties</th>
<th>Candidate</th>
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</thead>
<tbody>
<tr>
<td>1 Butte, Glenn, Lassen, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, Trinity, Yuba</td>
<td>Don W. Huggins (D)</td>
</tr>
<tr>
<td>2 Del Norte, Humboldt, Mendocino, Lake, Sonoma (northern)</td>
<td>Douglas Bosco (D)</td>
</tr>
<tr>
<td>3 Colusa, Sutter, Yuba, Sierra Nevada, Placer, half of Butte</td>
<td>George Garcia (D) &amp; Alex Ferrera (D)</td>
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<tr>
<td>4 Yolo, parts of Solano and Sacramento</td>
<td>Thomas Hannigan (D)</td>
</tr>
<tr>
<td>5 Sacramento</td>
<td>Ted Sheedy (D)</td>
</tr>
<tr>
<td>6 Sacramento</td>
<td>Lorio F. Greene (D)</td>
</tr>
<tr>
<td>7 Alpine, Amador, Calaveras, El Dorado, Mono, Sacramento, San Joaquin, Stanislaus, Tuolumne</td>
<td>Larry Asera (D) &amp; Gary Passarino (D)</td>
</tr>
<tr>
<td>8 Napa, Sonoma, Marin, part of Sonoma</td>
<td>Open</td>
</tr>
<tr>
<td>9 Marin, part of Sonoma</td>
<td>Eric Hasseltine (D)</td>
</tr>
<tr>
<td>10 Contra Costa (eastern)</td>
<td>Nello Bates (D)</td>
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<tr>
<td>11 Western Contra Costa</td>
<td>Tom Bates (D)</td>
</tr>
<tr>
<td>12 Alameda, Contra Costa</td>
<td>Elihu M. Harris (D)</td>
</tr>
<tr>
<td>13 Alameda (northern)</td>
<td>Bill Lockyer (D)</td>
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<tr>
<td>14 Alameda (central)</td>
<td>Floyd Mori (D)</td>
</tr>
<tr>
<td>15 Alameda (southern, eastern)</td>
<td>Art Agnos (D)</td>
</tr>
<tr>
<td>16 San Francisco</td>
<td>Willie L. Brown (D)</td>
</tr>
<tr>
<td>17 San Francisco, part of San Mateo</td>
<td>Louis J. Papan (D)</td>
</tr>
<tr>
<td>18 San Francisco, part of San Mateo</td>
<td>Open</td>
</tr>
<tr>
<td>19 San Mateo (northern)</td>
<td>Byron Sheer (D)</td>
</tr>
<tr>
<td>20 San Mateo (southern)</td>
<td>Cole Bridges (D)</td>
</tr>
<tr>
<td>21 Santa Clara (northern, western)</td>
<td>John Vasconcellos (D)</td>
</tr>
<tr>
<td>22 Santa Clara (southern)</td>
<td>Dom Cordes (D)</td>
</tr>
<tr>
<td>23 Santa Clara (urban)</td>
<td>Alister McAlister (D)</td>
</tr>
<tr>
<td>24 San Benito, Santa Clara (rural)</td>
<td>Kevin LaGriff (D)</td>
</tr>
<tr>
<td>25 San Clara (northern, eastern)</td>
<td>No Endorsement</td>
</tr>
<tr>
<td>26 Parts of San Joaquin, Patrick Johnston (D)</td>
<td>Obispo, Santa Barbara (northern)</td>
</tr>
<tr>
<td>27 Most of Stanislaus and Merced</td>
<td>Jim Costa (D)</td>
</tr>
<tr>
<td>28 Monterey, Santa Cruz</td>
<td>Richard Lehman (D)</td>
</tr>
</tbody>
</table>
Propositions

PROP 1: PARK, WILDLIFE and WATER BONDS
This proposal would provide for the issuance of $200 million in bonds for the purpose of park acquisition, wildlife conservation and water reclamation.

VOTE YES

PROP 2: CAL-VET BONDS
This proposal would provide for the issuance of $175 million in bonds to finance the expansion of the California Veterans' Authority.

VOTE YES

PROP 3: STATE CAPITOL ALTERATIONS
This proposed constitutional amendment would place restrictions on the apportionment of funds for alterations of the State Capitol.

VOTE YES

PROP 4: VOTE on PUBLIC HOUSING
This proposed constitutional amendment would place restrictions on the apportionment of funds for public housing.

VOTE YES

PROP 5: CONFIDENTIALITY of NEWS SOURCES
This proposed constitutional amendment would place restrictions on the confidentiality of news sources.

NO RECOMMENDATION

PROP 6: REAPPORTIONMENT
This proposal would provide for the immediate redistricting provision from the state constitution, which would allow for the reapportionment of legislative districts.

VOTE YES

PROP 7: DEATH PENALTY
This proposed constitutional amendment would allow the death penalty for certain crimes.

VOTE YES

PROP 8: INCOME TAX INITIATIVE
This proposal would provide for the imposition of a graduated income tax.

VOTE YES

PROP 9: CAPITAL Gains TAX
This proposal would provide for the imposition of a capital gains tax.

VOTE YES

PROP 10: LOCAL INITIATIVES
This proposal would provide for the imposition of local initiatives.

VOTE YES

PROP 11: ERA INITIATIVE
This proposal would provide for the imposition of an ERA initiative.

VOTE YES

PROP 12: WATER BONDS
This proposal would provide for the issuance of $750 million in bonds to construct water systems.

VOTE YES

PROP 13: DISASTER AID
This proposal would provide for the issuance of $50 million in bonds to fund disaster relief.

VOTE YES

PROP 14: OIL SURTAX INITIATIVE
This proposal would provide for the imposition of an oil surtax.

VOTE YES

PROP 15: LOCAL INITIATIVES
This proposal would provide for the imposition of local initiatives.

VOTE YES

Propositions will lead to court challenges of virtually any plan drawn in 1981. NO RECOMMENDATION

Propositions 7, 11, 13, and 14 would require a two-thirds vote of both houses of the legislature to pass the initiative. NO RECOMMENDATION

More Election Endorsements

(Continued from Page 10)

Rubin Flores (4th District)  
Anita Duarte (5th District)  
Joe Collins (6th District)  
Iola Williams (7th District)  
Jim Beilin (9th District)  
Claude Fletcher & Charlotte Powers (10th District)  

Oakland

Joe Bort: Alameda County Supervisor  
Don Edell: Alameda County Supervisor  
Carolyn Bovon: Contra Costa County Supervisor  
James Logan: Alameda Superior Court Judge  

Stockton

Dave Sloton: Tuolumne County Supervisor  
Dale Ewan: Tuolumne County Supervisor  
Bill Davidson: Tuolumne County Supervisor  
Dan Terry: Stanislaus County Supervisor  

Hardball politics mark Primary Election races

price hikes, as well as provide funds for the expansion of mass transit and the development of alternative energy sources.

If adopted, Prop. 11 would levy a 10 percent surtax on the California profits of energy companies, with the exception of public utilities. All California income of firms earning over $10 million would be given a 10 percent premium stockholders, raising the tax scale for profits between $5 million and $10 million. A 50 percent credit against the surtax would be deducted from the California for the increased production of natural gas or oil over 1978 levels. Corporate profits would be prohibited from passing the tax costs on to consumers, but there is no maximum to the surtax.

Arguments for the measure are that California motorists are now paying extremely high prices for gas while California is encouraging oil corporations to invest in new oil exploration projects.

The California Constitution now prohibits the legislature from enacting 'any law which would authorize the issuance of bonds for the purpose of direct or indirect financial aid to oil corporations,' according to anfce of the ballot measure. The measure would allow the legislature to authorize the issuance of bonds for the purpose of direct or indirect financial aid to oil corporations, as well as provide funds for the expansion of mass transit and the development of alternative energy sources.
facing the employment picture for engineers is the gutting of the state Highway Trust Fund. Under current law, any gas tax increase gets its money from the 7¢ a gallon state gas tax, is to be used strictly for transportation purposes. Attempts by legislators and activists in the past to merge this into the state's General Fund have all been defeated because of opposition of the construction and the construction and transportation industries. However, in a recent interview with Calif. Gov. Edmund G. Brown Jr., (For Engi neers News) learned that the highway fund will be jeopardized by the passage of Jaws II. Politicians, in a frantic effort to dig up new revenue sources for the state's general fund will look at the highway fund as a likely source. If Jaws II passes, "there will be a great amount of pressure to open it up, Gconsultant for Corps. There are four county supervisors and 50,000 votes of Proposition 9 will pass. But before the balloting, the California political scene is one of the bloodiest in the Primary. It was prompted by incumbent Eugene Champagne's decision to vacate the post and run for Senate. There are eight Democrat contenders. The district is large and community loyalty will not only favor a large face-to-face debate in county supervisor and a city councilman in the race. Local 3 has made a double endorsement for the Primary: George Garcia and Alex Ferrera.

DISTRICT 6: Jean Moorhead is the incumbent, a Republican. Labor is backing Ted Sheedy, who will have to wage an uphill battle because of the lack of name recognition in the race.
A look at your new Pension Plan booklet

Editor's Note: The following article is the second in a six part series about the Pension Plan.

Last month in looking at the Pension Plan's terminology it was pointed out that there are two different types of credit: an Operating Engineer earns in the Plan, and a Credited Service; which is work that counts towards Vesting and eligibility to retire. The other is called Pension Credit which is credit earned that will determine the amount of monthly Pension benefits payable at retirement. Both types of credit have separate rules.

**Pre-retirement Counseling Mtgs.**

Listed below are the Pre-retirement Counseling meetings for the month of June. All meetings will begin at 7:00 p.m.

- **June 3:** Auburn Recreation Center, 1220 Recreation Dr.
- **June 5:** Marysville Operating Engineers, 1010 1st St.
- **June 10:** Petaluma Memorial Building, 1084 Petaluma Blvd.
- **June 13:** San Jose Labor Temple, #400 2102 Almaden Blvd.
- **June 17:** Sacramento Holiday Inn South, 4390 47th Ave. (Elmer Creek Rd.)
- **June 19:** Sonoma Veterans Memorial Bldg., 1351 Maple Ave.
- **June 23:** Eureka Operating Engineers, 2006 Broadway
- **June 24:** Redding Operating Engineers, 100 Lake Blvd.

Last month at one of the Retiree Association meetings I was talking with a member and his wife that I had just met for the first time. When I introduced myself as the Director of the Fringe Benefit Center, they both looked as if another one had paled on them. The lady actually smiled and said to her husband, "Oh, yes! That's the Complaint Department."

Although some people may see the Fringe Benefit Center as a "bogey house" for forms, they do perform a many other good services as well. Our primary job is to provide members and their families with information about their Fringe Benefits. We have a complete supply of all Plan booklets, pamphlets, signs and forms. The office is "plugged into" the Trust Fund Office's computer so that we have the latest information available. The green sheet is a question of the month. We answer questions on different periods. We service the people for the individual who is eligible or has been eligible and who have a UNIVAC terminal that communicates directly with all the outlying district offices.

The Fringe Benefit Center has a list of all the tools necessary to provide you with any information you need or ask any questions you may have about the Plan. We will assist you in any way we can. If that means a complaint, we can do that too.

The Trust Fund Office has the responsibility of the day to day operations of the Plans. They receive the employer reports, determine who is eligible and pay the claims. They do an excellent job on the Pension and six Welfare Plans we have. Servicing a group as large as Local 3 is not easy but that's the Fringe Benefit Center was set up to do.

We know that there are going to be questions and occasions when additional clarification is due. Our job is to get you an answer and to help with the inquiry form which was developed several years ago called the "green sheet." This is how it works. A member calls or goes into any district office or the Fringe Benefit Center with a question about a particular claim. A green sheet is filled out with all of the necessary details such as the date of the quarterly statements, name of the member, Social Security number, and other details.

One final point that we should bring up is the fact that help is only as far away as your telephone. If you need assistance or information call your district office. They have UNIVAC terminals which are capable of getting into the Fringe Benefit Center almost instantly. They are staffed with qualified and knowledgeable personnel that ask all of the "green sheet" the matter to the Trust Fund Office.

Unlike any Complaint Department where your problems can fall on deaf ears, everyone at your district office or the Fringe Benefit Center and the Trust Fund Office is capable and anxious to help.
Jaws II gives no free lunch

(Continued from Page 12)

the effect of Jarvis II on state income. It will cost about $5 billion in the first fiscal year and more than $4 billion the following year. Actually Jarvis II may already be in effect. That’s because the cut in state income taxes apply retroactively to last January 1 should the measure be approved. Thus, state and local governments will have to face the losses from one-and-a-half fiscal years in a single budget starting July 1.

How much is $5 billion? That represents 25 percent of the state’s general fund. If it is true, the amount the state now provides all levels of government in bailout funds. It is more than is now spent for all state operations—universities, prisons, mental hospitals, the works. It is not all California may lose. A portion of the budget every year is allocated for matching funds from the federal government’s revenue sharing program. Passage of Jaws II will cost the state an additional $200 million to $600 million a year in revenue sharing funds.

Local governments hit hardest

Few people realize that more than 80 percent of the state’s budget is currently returned to local governments for public education, health services and property tax relief. The passage of Proposition 13 in 1978 cost local governments $6.9 billion. Significant cuts were made in education, public protection, libraries, street cleaning and repair, mosquito abatement and the maintenance of parks and public facilities. These cuts were necessary despite the fact that the state has been using its accumulated surplus to bail out local governments to the tune of $4.3 billion in fiscal 1979 and $4.6 billion in 1980.

We already enjoy more tax relief than any other state

In the last two years, California voters and the legislature have passed more tax relief measures—adding up to $16 billion—than any other state. Proposition 13, 1978, Proposition 13 relieved 60 percent of the property tax burden of homeowners. Last year voters approved Proposition 19, which stated that, Governor Brown signed into law a $1 billion income tax cut. Next came a law to increase retailer relief for all renters.

This year’s state income tax form provided a rebate of up to $90 for every person based on a surcharge on state disability fund. In addition, the legislature has passed a law indexing income to that as inflation tugs us up to higher income tax brackets, the law automatically adjusts downward the amount of taxes we have to pay. The business inventory tax was abolished.

The 1979 Gann initiative (Prop. 4) locked into the constitution a lid on state spending.

That all adds up to a lot of tax relief. State and local agencies are still adjusting their budgets to absorb their share of the tax cut. It is wise to give our government representatives a chance to adjust to these changes before we consider any more tax cuts. Jaws II is too much, too soon.

There is no free lunch

In the final analysis, we get what we pay for; whether it is consumer goods or state services. Some of the voters in California and across the nation are demonstrating that they are fed up with the waste of tax payers dollars—and rightly so. But we have done more than simply act “mad as hell.” We’ve done something about it and reduced our tax burden. To come back with Jaws II before the dust has a chance to settle would be a mistake.

Vote “NO” on Proposition 9

INFEED + TECH ENGINEERS + TECHNORS

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYSOR, JAC

Talking to Techs

On April 21, 1980, the Administrator of the NCSJAC hired Gene Machado to assist in the operation of the Apprenticeship Program. Mr. Machado is a long time member of Local No. 3, and a Certified Chief of Party. Gene brings with him a great deal of practical experience serving as a Trustee, Co-Chairman of the JAC and a member of it’s sub-committees. He has been an active participant in Technical Engineers affairs.

Over the past 2 or 3 years a lot of attention has been given to Public Works jobs. Prevailing rate of pay, FICA benefits, Ratio of pay and a host of other fringe benefits have caused a lot of numbers of Journeyman, Certificates to Train Apprentices.

Contributions to Apprenticeship Programs, Agreements to train Apprentices under Standards, Parallel Training Programs, Public Works Branch of Public Works are doing business with local Firms and politics is most certainly playing a large role. The Division of Apprenticeship Standards, Payrolls and enforcement of all the above has been the concern of the JAC and Training Fund because all of these items are to the advantage or disadvantage of the industry.

As an example, there are approximately 6,000 Government Agencies. Some 3,000 of these agencies in Northern California alone appear to be signatory with our fund. Every Public Agency is required by Law to notify the Division of Apprenticeship Standards of each contract that is let. The Division of Apprenticeship Standards is obligated to notify the NCSJAC of each of the contracts let.

In all of California—North and South—only approximately 250 agencies are complying with the Law. Not one firm in Northern California that is not signatory to the Collective Bargaining Agreement has hired an Apprentice. Only 6 firms other than Signatories have requested a Certificate of Approval to Train and on and on.

The Law is clear, adequate and provides for uniformity of cost to the contractor, Union or non-union. No signatures are not being reported and Government shows no inclination to investigate. It appears that in many cases Local Agencies are doing business with local Firms and politics is very clear in the way of fairness.

One of the reasons for expanding the JAC forces is to investigate and report violations and to educate our employers as to their responsibilities. More job opportunities for Apprentices should be generated without affecting Local No. 3.

This is the season when Union and Employer come together to negotiate an agreement that all parties will live with for the next two years. When the dust settles the new Collective Bargaining Agreement has been due signed the real battle will be just beginning. Realistic wages, fringe benefits and union security are the key ingredients only to the extent that they can be applied to hours of work.

NO WORK—NO PAY

Politicians and Governmental Agency heads can, with the stroke of a pronouncement, destroy the effects of a fair and equitable Agreement, reached responsibly, between Union and Employer. Many times the lofty Politician simply forgets one part of his constituency while pursuing some grandiose scheme that will save the world. From time to time it is necessary to catch the attention of Politicians. He is generally a pretty good guy, ambitious, a do gooder for the things he believes in, has tremendous pressures from special interest groups, re-elected re-elected to cost ideals and he is acutely sensitive to the mood of the Voters. He is really a pretty ordinary, run of the mill guy, who could be you or me.

From time to time it is necessary to catch his attention, to remind him that you do exist and that while all the political platitudes are valid, the fact remains that—ME— THIS INDIVIDUAL has got to eat and pay the bills for all the local construction firms. He is a member and has contributed in many ways to numbers of Journeyman, Certificated Chief of Party, Apprentices and Union are only the cornerstones of success. None of us can forget one part of his constituency while pursuing some grandiose scheme that will save the world.

A little personal time and a few pennies investment can produce some big dividends. It is our understanding that a PAC is being organized which can turn up the volume of your voice. Subscribing to the PAC proposition is the kind of positive participation that can make the big difference between one Apprentice being ahead and simply screaming in a void.

Talking to Techs

SURVEYORS

We are happy to report that on March 13, 1980 the Santa Rosa District held their Grievance Committee meeting on charges against an Apprentice who was elected to the Grievance Committee was Pat O’Connor, Tech Engineer! Pat is a long time member and has contributed in many different ways to the membership of Local #3.

Prior to joining Local #3, Pat was employed as a laboratory technician in construction. In 1966 Pat entered the Operating Engineers Apprenticeship Program and qualified as a Nuclear Inspector. In 1968, mainly because of the scarcity of work in the construction industry, Tech Engineers are being used as apprentices in Santa Rosa switched over as apprentices.

During 1968 and 1969 Pat worked as a Chainman, Instrumentman and, periodically, in the office doing computations. In September of 1969 he was employed as a construction foreman and laying pipe. With the experience he had acquired in those very short years, he became a top journeyman. In addition to attending the Operating Engineers Apprenticeship Program and acquiring his Certified Chief of Party Certificate, Pat also attended evening classes at Santa Rosa Junior College. During the next few years Pat worked as a Certified Chief of Party, being exposed to many different types of work; such as heavy construction, bridge building, subdivisions and so on.

In addition to these achievements, and through his acquired study habits, Pat became a licensed land surveyor in 1971. As Chief of Party for the Surveyors Apprenticeship Class in Santa Rosa. Pat is currently employed by Aurora Construction as a Certified Chief of Party, Past and Present.

In closing, we would like to say that we are proud of Pat O’Conner’s achievements and dedication and contributions in the field of land surveying. The opportunities of apprenticeship and higher education are made available to every Operating Engineer! Here is an individual who “took the ball and ran with it—and saved!”

TESTING AND INSPECTION

As we reported last month, there is a shortage of qualified Inspectors to fill the positions open for Inspectors in all phases of Testing. For more than a month now we have been receiving requests from the Employers for Inspectors. Testing Engineers in Santa Clara is looking for Soil Inspectors. Testing Engineers in San Jose is looking for Structural Engineers. Testing Engineers in Santa Clara is looking for Nuclear Engineers. Testing Engineers in San Jose is looking for Structural Engineers. Testing Engineers in Sacramento is looking for Nuclear Engineers.


W SAFETY IN MIND

BY JACK SHORT, Director of Safety

Know electricity hazards while working on the job

Interest rates take their toll-Sacramento

The work picture is beginning to look dismal in the Sacramento area, reports District Representative Ernie Louis. The construction industry is suffering as interest rates have risen to new heights in recent weeks. Property owners and developers continue to drown in the red ink. With interest rates continually rising, the original projections for many projects have been surpassed. The result is an oversupply of housing, commercial space, and retail space. This has led to a decrease in demand and a resulting decrease in the number of available projects. The effect of rising interest rates is particularly pronounced in the real estate sector, where the cost of borrowing has a direct impact on the valuation of property. As interest rates rise, the cost of financing new construction projects increases, making it more expensive for developers to build. This, in turn, leads to lower valuations for existing properties, which can affect the marketability of those properties. The effect of rising interest rates is also felt in the mortgage market, where higher rates mean that more homeowners are struggling to make their payments. This can lead to a decrease in consumer spending, which can further depress the economy. Overall, the impact of rising interest rates is negative, as it leads to a slowdown in economic activity and a decrease in consumer spending. The situation is further complicated by the fact that the Federal Reserve is expected to raise interest rates in the near future, which could lead to even higher rates in the future. The construction industry is likely to continue to struggle in the face of these challenges, as the cost of financing new projects remains high and the demand for new construction is low. It is hoped that the economy will improve in the future, which could lead to a rebound in the housing market and renewed interest in new construction projects.
Weather put few delays on S.J. Groves' $46 million I-80 job

S.J. Groves & Sons has continued work through most of the winter on its $46 million Interstate-80 highway segment project in Utah, reports Business Representative Kay Leitman. According to Project Superintendent Art Ruda, the company has experienced relatively few shutdowns due to winter weather, and has experienced only several minor problems with special equipment used on this project. With the onset of warm weather and improved conditions, the company hopes to make up for time lost due to winter conditions.

To date the company has moved approximately 4.5 million yards of material from a borrow pit located on the south end of Antelope Island in the Great Salt Lake by means of a 13-mile mine conveyor belt. The borrow material is removed from the pit by a Holland loader powered by two 96 C-4s and is loaded into Cat 776 haulers with double trailers. It takes approximately three to four minutes to load each hauler, which then travel to a hopper where the large rocks are separated out of the borrow material. The material then travels along the conveyor at a rate of approximately 10 miles per hour to a shuttle conveyor and stockpile, where it is then reloaded into Cat 776 haulers and taken to the fill site.

Project Superintendent Art Ruda foresees a productive summer and anticipates meeting the November 1981 completion date for the project. The use of the mine conveyor belt system for moving material, the longest of its kind used on an above ground project, has generated much interest from contractors and other local industries for application in other types of fill hauling operations. The conveyor belt system has become more economical than anticipated with the savings on rising diesel fuel costs.

The company is presently working two 8-hour shifts daily, six days a week, and employs approximately 50 brothers in the loading, hauling, and fill placement operations. These jobs are anticipated to continue through project completion.

Southern Utah

In the southern Utah area, L.A. Young Sons is busy on the I-80 and pond job at Springdale, reports Business Representative Don Strate. The high winter is a problem but it looks like the wet weather may give them a break now and they will be able to get out of there soon.

Rick Jensen Construction is moving their hot plant back on the I-15 Summit project. The plant has been over in the Page, Arizona area. There are two Engineers on the job at the present time.

W. W. Clyde Company is still working two shifts at Brith Wellman's Topaz Mine. However, this contract is winding up fast and it is not known if any more work will be coming up.

A representative from the Intermountain Power Project claims the site preparation for the $4.5 billion project near Lyndylde should be underway the first of next year with actual construction of the power plant to begin in 1982. The architectural engineering firm which will design the 3,000 megawatt plant should be named within the next two months and the general contractor should be named within six to eight months. The plant will be designed to produce more energy per year than is presently consumed in the entire state of Utah.

The Utah Department of Transportation has advertised a section of I-15 from North Paragonah to Frontmont Wash to be let April 15, 1980. The bid calls for a concrete finish. The length of the job is 16 miles with a completion date of December 31, 1981. There are 40,000 cu. yds. of existing pavement to be removed and 100,000 cu. yds. of highway excavation as well as 1,187,200 cu. yds. of borrow and granular borrow to be imported. The total concrete pavement will add up to 388,700 sq. yds.

Utah International, Cedar City, is trying to work out a tentative agreement with C.F. & I. to put a new mill at the Comstock operation. If they are successful in putting this contract together, they plan to get started on the construction of the mill as soon as possible. The mill will make an iron-ore concentrate which will be shipped to C.F. & I. in Pueblo, Colorado.

Once the agreement is put together, it will be a long term operation as the tar-heeds will be going out of operation by the end of this summer and much of the equipment from the Iron Springs mill will be used at the new operation.

Concrete Products Company is expanding their operations to the American Fork, Utah, where the concrete is being made for the open hearth, reports Business Representative Dennis Wright. They employ close to 35 brothers. The E.P.A. study has been completed and the zonings will be appropriate for the clean up work in the near future. Ray Lewis is Job Steward for American Bridge.

Heckett Engineering at Geneva is still working on the new power plant. The large size of the project is a problem for the contractors, reports Paymaster Bill Heckett. Heckett is employing seventy-eight brothers and a lot more work is in sight.

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Marysville still suffers work slump

The work picture on the East Side of the Area is still somewhat slow because of the unusually stormy weather we have experienced this Spring, reports Business Representative Dan Mostats.

Freemance Construction and C.F.B. Construction have been busy, between rains, working on the pipeline project in Oroville, California. They should finish this project in three to four weeks.

Robinson Construction is working on the 17th Street and 22nd Street Projects in Marysville and will soon be starting on the Lincoln Boulevard Project in Oroville.

The City of Oroville is attempting to seek federal government funds to do the Oro Dam Boulevard Project in Oroville. This project would be to widen Oro Dam Boulevard to four lanes between Veatch and Lincoln Streets. The project would also involve building a new Western Pacific Railroad overpass and demolishing the Southern Pacific Railroad overcrossing. The total cost of the entire project would be approximately $3.7 million.

Roebelen Construction of Sacramento was the low bidder on the project in Oroville. This project consists of asphalt paving for approximately four miles of lane additions at Veatch and 22nd Streets.

Construction of the project is approximately 70 percent complete. The completion date is estimated to be August 1, 1980. The project will then be put in service.

The work picture on the West Side of the Area, according to Business Representative George Morgan, is starting to pick up. In the last two weeks, there have been two pre-job conferences, one with Butter Creek Rock, and one with Harold L. James, Inc.

The project is about four miles of lane additions. This job amounts to a little over $1 million. The job is now under way and is to be completed during this work season.

Harold L. James, Inc., was low bidder on nine miles of irrigation pipe for the Kanawha Water District just west of Maxwell. This job is scheduled to begin around April 10, 1980, and is scheduled for completion during the latter part of August, 1980.

Mitty-G.E.B. is in full swing on their Highway 20 job located twenty miles west of Williams, California. The heavy winter rains have caused problems with earth slides on this job.

—Marysville District Blood Bank

The supply of blood in our Blood Bank is very low. We recently received notification that we only have a few units on hand. Anyone who can should make a donation at the earliest opportunity. Donations may be made at:

CHICO: 169 Cohasset Road, Fridays between 8:00 and 12:00 Noon, Saturdays between 9:00 a.m. and 12:00 Noon, and Tuesdays between 3:00 and 7:00 p.m.

OROVILLE: Thermalito Grange Hall, 479 Plumas Avenue, 1st Tuesday of each month from 1:00 to 6:00 p.m.

MARYSVILLE: Marysville Art Club, 430 Tenth Street, 2nd Tuesday of each month from 1:00 to 6:00 p.m.

Any donations you can make will be appreciated very much. When you make your donations, please remember to tell them you are donating to the Marysville District Blood Bank. Thanks.

More from Utah

Construction on the Ogden Mall is right on schedule. M. Morin & Sons, Murray Crane and Leasing, and Acme Crane, Masco Steel Company are doing most of the work. The completion date is scheduled for November, 1980.

Another mall, to be located on Mall Avenue and Riverdale Road in Ogden, should be started by May by Christiansen Brothers Construction of Salt Lake City. The contractor as well as part owner of the mall. Cost is approximately $65 million.

J. F. Shea & Sons Company, contractor on the I-80, Castle Rock to Wasatch, at $6,096,095 and Jack B. Parson third at $6,246,221. The project consists of six miles of lane additions in the area.

New I-80 Job

Acme Construction Company, Spokane, Washington, was announced as the low bidder on the section of I-80, Castle Rock to Wasatch, at $6,096,095 and Jack B. Parson third at $6,246,221.

Jack B. Parson Company has worked most of the winter on a two-shift basis on their I-15 project from Howell to Rattlesnake Pass. The project consists of six miles of lane additions in the area.

The contractor plans to start construction by April 20th.

Pictured at the hopper control booth (far left) are Marc Danscave, project manager; former Utah District Rep. Tom Bills, who now serves as a Regional Director; Local 3 Vice President Bob Mayfield; and Local 3 members Giff Phillips and Joe Hardman. Quintin Erickson, a 33-year member (pictured below) operates the huge Rayco grader. Warren “Red” Fenner mans a hydraulic crane at the worksite (right).
There has been a major change in the work picture for the Santa Rosa construction contractors, reports District Representative Robert Wagnon. Due to the high rate of interest payments, many contractors have dropped off by 50 percent and could very well become worse. In addition, California products plants have laid off workers and reduced their hours. While locally, the dramatic drop in new construction is hurting developers, carpenters, concrete contractors, roofers—virtually anyone involved with construction.

People in construction point out that because their industry is such a large part of the economy, when the industry is down, everyone else starts hurting too. Plumbers and electricians, appliance dealers, truckers, even governmental agencies are all affected.

The Pacific Corporation decided to reduce the hours of a majority of its 800 workers in Calaveras County, dropped off by 50 percent of employees at its Ukiah and Covelo sawmills have been reduced to working half time. Thirteen Western states is being cut down to 80 3/4 percent of what it was last year.

Furthermore, the Carter administration has proposed major cuts in highway spending for the 1981 fiscal year. In connection with those proposed reductions and in order to address federal obligations to the states, the Federal Highway Administration subsequently imposed a temporary freeze on the release of $2.5 billion in funds for highway projects in a state of suspended animation.

As part of his anti-inflation program, President Carter has proposed major cuts in highway spending for the 1981 fiscal year. In connection with those proposed reductions and in order to address federal obligations to the states, the Federal Highway Administration subsequently imposed a temporary freeze on the release of $2.5 billion in funds for highway projects in a state of suspended animation.


Attending Your Union Meetings

All District and subdistrict meetings convene at 8 p.m., with the exception of Honolulu (7 p.m.) and Hilo and Maui (7:30 p.m.).

DUES SCHEDULE FOR PERIOD 10/1/79—9/30/80

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<th>Local</th>
<th>Reg. No.</th>
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| 3A    | 2/43     | 1971         | $99. (Per Qtr.)
| 3E    | 2/43     | 1975         | $99. (Per Qtr.)

**OR WRITE:** OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION PO. BOX 2082 DUBLIN, CA. 94666

**ANNOUNCEMENT**

YOUR CREDIT UNION NOW OFFERS A SPECIAL INVESTMENT CERTIFICATE THAT PAYS YOU: T-BILL RATE PLUS 1/4% ON $10,000 INVESTMENTS WITH A 26-WEEK MATURITY.

**CALL:** (415) 889-4400.

**Important Notice:**

Due to the variation in the wage structures of the 3D and 3E districts, the members will be notified of applicable dues for their respective units.

New contract in effect for Carlin mine

A new three-year contract is in effect for employees of the Carlin Gold Mine. The pact calls for pay increases of 6½ percent this year, 2½ percent the second year and three percent the third year. Pay raises are important, notes business agent Mickey Yarbrough, who is positioned to proceed with the original plan one effect for employees of the Carlin mine. In addition to the pay raise, the employees are now entitled to health and welfare. "We're pleased with the settlement," Yarbrough said.

With R.H. Gorman Co.

Fresno holds pre-negotiation meetings

A pre-negotiation meeting has been held with Local 3 members at the Fresno office of Fresno and contract negotiations with the company are in progress, reports Douglas Davis, Regional Council Director. Negotiations are in progress with City of Selma and County of Mayfield. The effects of Proposition 9, if approved by the voters, cloud the outcome of negotiations.

"Our organizational drive at Kern has proven successful. We continue to support the Company with NLKB for termination of employees. An election has been scheduled. Flinthome Company of Merced has been named as Contractor of the Year for the eight county region by the Southern California chapter of the American Public Works Association.

The award was presented to the Company by the President of the Association. Flinthome received the award for their $7.1 million street and drainage Midway South Development Project.

The award is based on overall performance, environmental considerations, coordination with the community, construction techniques, meeting time schedules and safety performance. Flinthome will be nominated to compete in the national final, which will be held later this year.

Bids to complete the segment of Freeway 41 in Fresno from Disdierada Street to Bullard have been called for by the State Department of Transportation. CALTRANS estimates the 5.7 segment will cost $28.8 million and is prepared to pay the total cost if necessary.

A freeze on use of Federal funds for highway construction was imposed by the Federal Highway Administration March 14th. CALTRANS is hoping the freeze will be lifted before the time bids are opened May 7th and the federal government will pay 86 percent of the cost of construction. Freezing of federal funds is just the latest in a series of problems that have plagued the freeway.

The route was adopted 15 years ago but construction was delayed until Interstate 5 was completed. Originally, Freeway 41 was scheduled as an eight-lane freeway, then lowered to six lanes. When the cost of a six-lane freeway jumped to $28.8 million, Gianturco urged legislators, civic leaders and the State Transportation Commission, she agreed to call for bids for both a four-lane and a six-lane freeway. If a six-lane freeway is built, one lane each way will be a "diamond lane," restricted during heavy commute hours to cars carrying three or more occupants.

CALTRANS officials said that if an acceptable bid is received May 7th, work will be underway within 30 to 45 days. Completion is scheduled in midsummer 1982. Fresnoans are already looking beyond Bullard for the freeway.

The Commission has earmarked $1 million that could be used to provide land and right-of-way from Bullard to the San Joaquin River. CALTRANS wants to use the money for other construction projects and there will be a battle later this year on that.

**35 YEARS**

**FOR PERIOD 10/1/79-9/30/80**

**ATTEND YOUR UNION MEETINGS**

All District and subdistrict meetings convene at 8 p.m., with the exception of Honolulu (7 p.m.) and Hilo and Maui (7:30 p.m.).

**REG. NO.**

LOCAL UNION NO.
SOC. SECURITY NO.
NAME

May
6th Stockton: Engineers Bldg., 2026 G St., Stockton, Calif.
13th Sacramento: Electronics Hall, 500 Eighth Ave.
20th Fresno: Engineers Bldg., 3121 East Olive Street

June
4th Prowo: City Building, 251 West, Norwood, Calif.
11th Reno: Music Hall, 124 West Taylor
12th Ukiah: Grade Hall, 740 State Street
19th Watsonville: Veterans Bldg., 215 Third Street

Semi-Annual Meetings

Location: Livermore and Stewards Auditorium, 300 Fremont St., San Francisco, CA.
Date: Saturday, July 12, 1980, 1 p.m.

**ANNOUNCEMENT**

YOUR CREDIT UNION NOW OFFERS A SPECIAL INVESTMENT CERTIFICATE THAT PAYS YOU: T-BILL RATE PLUS 1/4% ON $10,000 INVESTMENTS WITH A 26-WEEK MATURITY.

**CALL:** (415) 889-4400.

**OR WRITE:** OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION PO. BOX 2082 DUBLIN, CA. 94666

**IMPORTANT**

Delegates approved by the local councils at their last meeting may not accept mail-in voting for receiving their delegates. Do not accept any mail-in voting without verification that it is from a member of the local council or unit and has been canvassed and checked closely before mailing.

REG. NO. LOCAL UNION NO. SOC. SECURITY NO. NAME CITY & STATE ZIP

Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103. Any changes will be noted on previous mailing.

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