Peripheral Canal takes long stride forward

Overcoming a last minute snag, the Assembly Water Committee sent the controversial $600 million Peripheral Canal project one step closer to reality this month by narrowly voting in favor of the bill.

The sweeping canal measure, written by Senator Ruben Ayala, D-Chino, was sent on its way towards final enactment with a 5-4 majority vote by the committee. As expected, the vote was split along regional lines, with Southern California and Central Valley legislators supporting the hotly contested project, and the northern legislators opposing it.

The bill now goes to the Assembly Ways and Means Committee, where it is expected to gain approval. Once through that committee, it will go before the full Assembly and then on to the Governor, who strongly supports the legislation.

Local 3 Business Manager Dale Marr hailed the committee vote as a "long stride" towards ultimate approval of the project.

"There have been few issues as controversial as the Peripheral Canal," Marr noted. "After years of hard work and tough negotiations, we are finally within shooting distance of obtaining this project, as well as $6 billion in other water development projects in Northern California."

Marr pointed out that major concessions are being made to assure Northern Californians that water quality and availability would be maintained.

"We understand the need to provide the water interests of both the northern half of the state," Marr stated. "But we also want this project built. It will mean a tremendous number of jobs for Local 3 members, and we believe that concessions can be

(Continued on Page 12)

'Jaws II' bites the dust, most of our candidates win in a Primary Election that fares well for Local 3

By James Earp
Managing Editor

The votes are counted, the Primary Election in California is over and so far it's "thumbs up" as far as the Operating Engineers are concerned. With the exception of President Carter's loss to Ted Kennedy in California, the candidates and issues backed by Local 3 enjoyed overwhelming victories. The challenge will now be to carry the momentum through the General Election in November.

The fate of Proposition 9 and the outcome of the State Assembly races as they relate to the Leo McCarthy/Howard Berman fight for Speaker of the Assembly were the two most crucial statewide issues faced by Local 3, and in each case the union fared well.

The defeat of Proposition 9 literally saved state funded construction projects from drying up completely. With the questionable economic climate we are now facing, it would have been disastrous if Howard Jarvis' radical tax cut scheme had passed. That kind of cash in the state budget would have forced the Legislature to grasp at any possible source of revenue to fund state programs—including the Highway Trust Fund.

Another encouraging note coming out of the defeat of "Jaws II" was an indication that the people of California opted to vote intelligently instead of emotionally, as they did for Proposition 13 in 1978. Many voters felt jilted by Prop. 13, which did not give them what was promised: i.e. more prudent government spending. Programs that should have been cut were left untouched. Vital services such as police and fire protection and schools suffered crippling reductions in funding.

Faced with another Jarvis measure, the voters reacted angrily. There were many other reasons, of course, why Prop. 9 did not succeed. It favored the wealthy and penalized the elderly. Those in public employee positions, whose jobs were directly jeopardized by the measure, voted it down. In the end, Howard Jarvis' second attempt at a massive tax cut failed by the same 60-40 percent margin his first attempt succeeded.

A McCarthy Majority?

"The most unprecedented and cutthroat fight in the Primary occurred in the State Assembly in the continuing struggle between Leo McCarthy and Howard Berman for the powerful Speaker of the Assembly post."

For the past six months, Assemblyman Howard Berman of Southern California has tried to oust the Speaker from Leo McCarthy of San Francisco, who has been a long time friend of Local 3. Having failed in his initial bid last January, Berman began to line up his own Democratic candidates in a number of key Primary races throughout California. It was an unheard of, underhanded move in the eyes of many assemblymen. Never before in the history of the Legislature has a Democrat willingly jeopardized the strength of the party by backing his own candidates against incumbent Democrats.

In Alameda County, incumbent Floyd Mori was attacked by Berman-backed Charles Santana. In Sacramento, (Continued on Page 2)

Marr host, Marshall at labor meet

From left to right are Local 3 Business Manager Dale Marr, Recording-Corresponding Sec. James "Red" Ivy, U.S. Secretary of Labor Ray Marshall and Speaker of the Assembly Leo McCarthy. The occasion was a special Local 3-hosted reception honoring Secretary Marshall during his visit to a recent legislative conference in Sacramento. Sponsored jointly by the State Building and Construction Trades and the Labor Federation, the conference updated the delegates on current legislation and examined the 1980 election.

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IMPORTANT NOTICE

Turn to the back page for a special notice to the membership concerning Article V of the Local Union Bylaws (Initiation Fee).

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary James "Red" Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, July 12, 1980, at 1:00 p.m., at the Marine Cooks & Stewards Auditorium, 350 Fremont Street, San Francisco, CA.

CREDIT UNION MEETING

Treasurer James "Red" Ivy has announced that the Annual Meeting of the Credit Union will be held on Saturday, July 12, 1980 at the Marine Cooks & Stewards Auditorium, 350 Fremont Street, San Francisco, CA, immediately following the semi-annual meeting of the Operating Engineers Local Union No. 3 membership.
Local 3 fares well in Primary Election

(Continued from Page 1)

incumbent Gerry Greene faced Berman-backed Joan Reiss. In Southern California, incumbent Jack Fenton was opposed by Berman-backed Marty Martinez. Fortunately in these races, all McCarthy men won, with the exception of Jack Fenton.

Other races with no incumbents were fielded by McCarthy and Berman-backed candidates, such as McCarthy-backed George Garcia in District 3, who beat Berman-backed Alex Ferreira. Even though by acclamation, McCarthy and Berman appear to be closely matched for another battle next December, McCarthy has a definite edge at this point. As one legislator told Engineers News, "If Berman couldn't beat McCarthy last January by slamming him in the back, he hasn't got a chance now that Leo's facing him."

The speakership battle is more than just an issue of pension for Local 3. The union has developed a good working relationship with McCarthy in the past several years. The Speaker has demonstrated his ability as a tough, but fair legislator and the most able man to lead the Assembly.

Perino's Last Stand

One of the hottest races occurred in District 27 between incumbent Carmen Perino and Pat Johnston, a former aid to State Senator John Garamendi. Perino had defended Local 3's will during his last two terms, but his incompetence as a legislator and unwillingness to talk to union representatives on a number of occasions prompted Local 3 to support Johnston this time around.

"We backed Johnston to the hilt against the incumbent," Local 3 Business Manager Dale Marr stated after the election. "And our success serves as a reminder that we don't stand around but in hand while a politician we once helped into office snubs his nose at us."

Initiative Roundup

In addition to the favorable Prop 9 vote, the building and construction trades fared well on a number of other statewide and local initiatives. Passage of Proposition 2 will provide low cost Cal-Vet home loans and open the way for increased housing production in the state. There will be some work for Operating Engineers through passage of Prop 7, the disaster assistance referendum, as well as Proposition 9, the alternative energy projects measure.

Two key statewide initiatives failed to pass, however, that would have been beneficial not only to the construction industry, but to the general public. These were Proposition 1, the Portlands Investment Program and Proposition 11, the surcharge or cap measure. The latter would have yielded hundreds of millions of dollars in oil industry tax revenue for construction and energy development projects.

On the local side, one of the most crucial victories was local's successful opposition to Proposition T in San Francisco. This was an attempt by growers to repeal the bond measure financing construction of the city's $1.5 billion wastewater treatment project. A decisive 69 percent of the electorate rejected the measure, indicating an overwhelming desire to cease the squabbling.

(Continued on Page 7)
CALTANS ANNOUNCES REVISED HWY. 50 RESURFACING SCHEDULE

Emergency resurfacing on Highway 50 between Kyburz and Echo Summit, 40 miles east of Placerville, will proceed with modifications to Caltrans' original plan. The changes result from a meeting of state and local officials and business leaders along the route and in South Lake Tahoe, according to Director Jack D. Maltester of the California Department of Transportation in Marysville.

'The 8p.m. resurfacing project will begin as soon as we can get a contractor in there,' this looks like a possibility,' Truex said. 'The project, When work starts, eastbound (South Lake Tahoe-bound) motorists will be allowed to travel temporarily using the road's northbound lanes at times. This Eastbound motorists may expect delays up to 15 minutes, while local and emergency traffic is allowed past work areas.'

Westbound (Sacramento-bound) motorists will be detoured weekdays from 6 a.m. to 3 p.m. The highway will be open to all traffic after 3 p.m. each day, nights, weekends and holidays. The westbound detour will have the least impact on traffic and will increase safety for motorists and workers in the construction areas. The alternative would be to delay motors up to two hours in each direction. The work will be suspended July 18 for a month and a half during the peak vacation period. It will resume July 22, and the same hours and procedures will again be followed until completion of the project in September, according to the Director.

Roadway improvements will take place in two sections of westbound traffic during work hours: Route 80 south to westbound Highway 88, and Route 88 north to westbound Interstate 50. Both alternatives add approximately 45 miles to the trip from South Lake Tahoe to Sacramento.

New Overcrossing in Fremont

The City of Fremont is financing a $1.6 million project to be advertised in May for the construction of the overcrossing of Route 17 at Pasito Park Way. The two lane bridge will accommodate both vehicles and pedestrians and will take about fifteen months to complete. The bridge will provide access across the freeway between the eastward and westward portion of Freeway.

Doolittle Drive to be Widened

The estimated $2 million contract to widen Route 61 (Doolittle Drive) from two to four lanes between Davis Street in San Leandro and Airport Access Road in Oakland is expected to be advertised this fall. The Urban Renewal project will also be financed from monies from Caltrans, the City of Oakland and the City of San Leandro and should be completed within two years. Included in the work are bicycle lanes, curbs and sidewalks, lighting and provisions for future landscape to the south of Oakland.

Lanes to be Added At Bay Bridge Toll Plaza

A contract will be advertised soon to add two lanes at the north end of the toll plaza at the San Francisco-Oakland Bay Bridge. With this, one new toll booth will also be provided. The added outside lane will allow commutes approaching from the West Grand Avenue Overcrossing direct access to the bridge. This Urban Renewal project will require about one year to complete.

Dumbarton Bridge gets decks

Guy F. Atkinson Company, the contractor on the two projects to construct the new Dumbarton Bridge between Benicia and Crockett, is now working on the construction of the overcrossing of Route 80 freeway between Central Avenue in El Cerrito and Solano Avenue in Richmond. This estimated $3.7 million contract calls for repair of the bridge, grading and building embankments on the construction of the new section of Route 4 Freeway in Concord between Route 242 and Interstate 680. Work has also begun on the construction of the Peralta Road Overcrossing. There will be seven structures built in this Federal Aid Primary project to carry traffic over two S F C Panola Road, Solano Way and the Southern Pacific tracks. Signals will be installed at the north and south frontage road intersections with solano road.

Cost of the project is approximately $11 million and should be completed in the fall of 1981.

Freeway Rehabilitation Work Scheduled

On April 7, a project was advertised that calls for the rehabilitation of the bridge and roadway to upgrade it to current standards, removal and replacement of damaged concrete slabs, repaving of access ramps and their shoulders, the installation of three crush cushions at off-ramp gore points, the relocation of five sign structures and resurfacing of this three mile section of highway. Two types of fabrics will be installed beneath the slabs to prevent growth of asphalt concrete overlays on Portland Cement Concrete. Once work begins, it will take about eight months to complete this Federal Aid Interstate project.

Goldschmidt pledges protection for highway funds

Transportation Secretary Neil Goldschmidt has made several statements indicating that his department will act to preserve the long-term financial stability of the Federal Highway Trust Fund as well as to solve more immediate problems caused by a shortfall of funds for fiscal year 1980 contract obligations. Secretary Goldschmidt said DOT will support any legislation that would increase the Trust Fund, pronto-to-be-proposed 10-cent increase in the federal motor fuels tax. The secretary noted, "We must care for social security, before a tax, before anything, these resources have historically been used for our highways and bridges.

A strengthened bridge repair and replacement program, said Goldschmidt, will be one of DOT's highest priorities in coming years.

Fire airport projects approved

San Jose airport commissioners have approved five major construction projects, including terminal building expansion, major runway improvements and major expansion.

The projects are to take care of immediate needs, said Aviation Director Francis T. Fox. Commission members also gave conceptual approval to a $122.9 million capital improvement program. Of that, $44.7 million would be spent on a noise remediation program, including completion of acquisition of homes near salt ponds and building a noise-proofing homes in other noise zones. Their action was a recommendation to the San Jose City Council. The council agrees, expansion of the terminal, now strained by passenger volume beyond its design, could be completed in 3½ years.

The council has not given its final approval to a long-range development plan that calls for Municipal Airport to accommodate 8.2 million passengers annually by 1987. That plan, developed during four years of study, has been approved by the commission and is now undergoing environmental review. Terminal building expansion would consist of two projects. A second level would be extended from the southern end of the terminal and a major expansion at airport offices in one location. It is scheduled to be completed by March 1982 at a cost of $1.5 million. The north ticket office would be extended about 250 ft. at a cost of $2.5 million, by November 1982. Other projects approved by the commission are $1.8 million to provide more automobile parking and $3 million to provide more non-motorized parking.

Archaeological dig begins at Bridgeport project

The oft-delayed construction of the freeway bypass for San Jose's Blood Alley has run into another snag that may postpone construction for at least another month. But the Blood Alley development branch chief, said that environmental workers have discovered an archeological site in the Metcalf Road area that is bigger than anticipated. We now will need additional work to adequately preserve, record and cover the site," Keller explained, "and we'll have to get the approval of the federal Bureau of Indian Affairs before we can proceed." That means that bids, which were scheduled to be advertised in May, probably will be delayed until June or July. Keller revealed, the design of the bypass to replace the dangerous 10 miles of Monterey Highway between Ford Junction and Bridgeport Roads in South San Jose was changed to avoid what was thought to be the site where people had lived near Metcalf Road.

$8 million approved for capitol

Another $8 million to cover increased costs of restoring the state Capitol to its turn-of-the-century look has been approved by the Senate Rules Committee, and legislation will increase the expected price tag of the restoration to $85 million, 02 percent more than the $42 million earmarked when the Legislature first approved the project. Among items on the latest appropriation list are two Chandler's that cost $47,000 each, $400,000 in additional painting and $250,000 for restoration of all the antiques and window atop desks. 40 senators' chairs and press desks.

Johnson seeks $5 million for work at Auburn Dam

AUBURN—An additional $5 million has been requested by Congressman D. B. Johnson, D-Roseville, to resume construction of the Auburn Dam in 1981. Johnson made his request before the U.S. House Energy and Water Development Appropriations subcommittee in Washington, D.C. "Secretary of Interior Cecil Andrus advises me that it is in the State's interest for the State of California and the U.S. Bureau of Reclamation to proceed with construction of the Auburn Dam later this year," said Johnson. The U.S. Bureau of Reclamation is studying possible designs for the dam, which has been proposed at three sites: the confluence of the North and Middle Forks of the American River at Auburn, 16 miles northeast of Roseville.
Reddingreport

PROJECTS RAVE: Tom Carter's unemployment program

We just concluded the Political Action Committee Special on the Political Action Committee (PAC) and how to get involved in the political process. We would like to applaud the work of the PAC and its efforts to promote political involvement.

The PAC has been instrumental in increasing political awareness and participation in elections. It has helped candidates reach a broader audience by providing them with financial support.

We would like to encourage all our members to continue to support the PAC and its efforts, as it plays a crucial role in ensuring that the voices of our members are heard in the political process.

We are excited to see the continued growth and success of the PAC and look forward to their continued efforts in the future.
The picture work in the Stockton area is not as good as we expected it to be at this time of the year, reports District Representative Jay Victor. There are four major factors that contribute to this: a high interest rate atmosphere, high unemployment, and lots of new workers and others eligible for the local jobs. There are two jobs that have been postponed. In San Joaquin County a $500,000 job between Ercolano and Maricopa and a $2 million job on Highway 12 between I-5 and Highway 99. A few jobs that have been bid or coming to area companies are: 1. San Joaquin County—1-5 2. Update progress on a bridge on Highway 99, Div- eriting Canal and Calaveras River, Rice. 3. Park and Ride—Parking lots in San Joaquin County. Three locations in Stanislaus County and Tuolumne County were suspended last year but, as soon as the weather permits it will be com- pleted.

"Last month we successfully arbitrated seven of our members had been working out of classification in the parts department. After months of meeting with the company we were successful in getting back pay compensation for members totaling $8,200.00."

In another case with Holt Bros. regarding terms of employment of the company members, it was decided, prior to arbitration, that he be re-tained to his job with the company. Some of the projects that are continuing on the new Yuba City-City Mills project in Lodi has an average of three to five Operating En- gineers employed. They are currently working for Lton Unit Service, out of Florence, Montana. The work on the shopping center at Copperopolis is currently going on being completed by twelve Engineers. It is about 70% completed. Also in Copperopolis, R. Sutton Corp. is just starting a water main and street job. It will use three to four Engineers. In Lodi, Kirkwood Bly has just started a sewer job that will be employing six Engineers.

In Stockton, T. Cheung Construction is working on the shopping center at Hammondton which is located in the large shopping center on Lane and West Lane.

In the near future a few of the upcoming projects are the Calaveras County Airport, Highway 12 job, and lane widening on Highway 88 about three miles near lumber yard.

"In closing, I feel that with the interest rates declining as they have been doing recently, and with the job market being the way it is, I am hopeful that work will start picking up and get our members in the field."

It has been a long and hard season and let's get the building industry rolling and the unemploy- ment rate down."

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Interest rates, cut in federal funds slows construction in Stockton

Marysville getting into full swing

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Adding a Family Room?—New Bedroom or bath? Don’t forget to call your Credit Union when you shop for your loan. If you qualify and have sufficient equity in your home, you can borrow up to $25,000.

To learn more about our Home Owner Loan, call Dave at (415) 829-4400. Loans are served by the San Jose Branch Office, call Jan at (415) 275-8111.

Loan Policy—Relaxed. First, we’d like to thank all members who supported the Credit Union’s efforts to comply with the Federal Credit Control Program. Those who are not in compliance are being covered by a program implemented by the Federal government on February 14th. As you probably know, we had to cut back types of loans and eliminate others.

Because of reductions in loan volume, we can now relax some of the restrictions of the Federal credit-control program (which may even be removed by the time you read this).

At present, we are writing loans to qualified members for: new and used cars, trucks, vans and travel trailers; new and used mobile homes, and new and used motor homes. We are also writing signature loans up to $2,500.00 for details.

BRING YOUR MONEY. We’ve had increased loan demand simply because members or potential members who never borrowed from the Credit Union before are now applying for credit.

They’re in the need of the Credit Union’s flexibility in the times they’ve been turned away by the high interest rates quoted by their local bankers whom they’ve done business with for years.

That’s logical. There’s no use paying more for something than you have to. And that’s what the Credit Union is all about: helping you save money on credit.

It’s important, however, to point out how the Credit Union works: members save and help create the money supply needed when members want loans. Or, in other words, nobody can borrow unless some member of the Credit Union is willing to borrow the money.

So, when your home town banker tells you a loan interest rate that’s too high and you decide to call your Credit Union, bring your money too! Transfer your savings from your bank to your Credit Union, too.

NOW $100,000.—Your Credit Union share savings account is NOW $100,000.00—Your Credit Union share savings account is NOW $100,000.00—Your Credit Union share savings account is NOW $100,000.00—Your Credit Union share savings account is NOW $100,000.00. Your Credit Union savings account is now insured to $100,000.00 by the National Credit Union Administration (NCUA), an agency of the Federal government.

Safety, convenience, excellent return and membership satisfaction—good reasons for you to save with your Credit Union.

Call or write today for more information on saving with your Credit Union.

June 1980/Engineers News/Page 5
Hawaii readies for upcoming negotiations, gears up for work season after late start

District Representative Wallace Leopold reports that the Hawaii District has recently concluded its round of negotiations. Agreement was reached on a 1982 for the MRP plans. This was the last month of the 1982 contract, and the agreement covers all of the negotiations for the year.

The agreement covers the Hawaii District, including Maui, Kauai, Oahu, and the Northern Islands. It also covers the Unemployment Compensation Pools, covered and uncovered unemployment compensation.

The agreement provides for the following:

- **Unemployment Benefits**: The agreement includes a 10% increase in the unemployment benefits. This increase will take effect on the first of the year.
- **Housing on Kailua**: Housing on Kailua has been approved by the full appropriations committee. The committee has approved $50 million for the construction of 12-unit units.

Carry-over work keeps Reno going

Deck engineer Dick Sparks mans the vibrate on a pile removing job at Pier 41 in San Francisco. The $350,000 contract to Crowley will be completed in the next few weeks. The work is being done by the Building Trades Union and the contractor is T. J. Cumberbatch.

The project is expected to be completed by the end of the year. The work will consist of the removal of the old concrete and the replacement with new concrete.

Despite recession

A study was recently done for the General Contractors Association of Hawaii by the Road Information Program, of Washington, D.C. The study reviews the construction industry and its impact on the local economy.

The study finds that the construction industry is a major employer in the state and has a significant impact on the economy.

The report states that the construction industry is a major employer and has a significant impact on the economy. The study also notes that the industry is a major contributor to the state's economy and that it is a major employer of skilled workers.

Carrying on with the recession, the industry is expected to continue to be a major employer and contributor to the state's economy. The study also notes that the industry is expected to continue to be a major employer and contributor to the state's economy.

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New trends in treatment of mental health

(Continued from Page 2)

and complete the project. In El Dorado County, approval of Measure C by the voters cleared the way for financing the $560 million SOFR water development and hydroelectric project.

Carter’s Questionable Victory

The big disappointment in California, of course, was President Carter’s inability to defeat Kennedy, even though the President was able to garner enough delegate votes nationwide to supposedly secure the Democratic nomination.

Carter has won the overwhelming majority of Primary elections, but his loss in the vote-heavy industrial states—California, New York, New Jersey and Pennsylvania—could be troublesome at the convention.

It’s an unsettling development to have to cope with in the closing weeks before the Democratic Convention. Reagan has his nomination locked up (to go with the fairly united support of the Republican Party. John Anderson’s determination to run as an independent will hurt Carter more than Reagan. One recent poll showed most voters who favored Kennedy will tend to swing to Anderson if Carter secures the nomination.

The International Union of Operating Engineers has hungsteadily with Carter on the firm belief that he represents the only realistic choice in the 1980 Election. Carter has given the construction industry three years of healthy growth and prosperity. Last year’s boom was unprecedented for Local 3.

However, attempts to choke off inflation have brought on the inevitable crunch that strikes hardest against the building trades. And with the increasing inflation comes the dissatisfaction with the status quo among the members, who seem to want to take “anything they can get right now,” an attitude Reagan is exploiting to the hill. It’s an unrealistic view that the building trades will pay dearly for over the next four to eight years if Reagan makes it to the oval office.

S$5 million grading job for Utah’s I-215

With a $5,977,140 low bid, Gibbons & Reed Co., Salt Lake City, took a contract to grade and drain 4.4 miles of Interstate 25 in Utah’s Salt Lake County. Gibbons & Reed’s low bid bested the engineer’s estimate by nearly $2.7 million and undercut three competitive bids by 17 to 34%. Grading work for the four-lane road requires the excavation of more than 1.2 million cu. yd of material and the stockpiling of that material at a site 15 miles away. In addition, the cooperative low bid of 527,975 at 15% of reinforced earth wall- and-structure drainage and pipe work. Gibbons & Reed says its proximity to the worksite helped reduce mobilization costs and its familiarity with local terrain enabled the firm to slice nearly $1.6 million off the engineer’s estimate for excavation. The company expects little difficulty in grading the area and plans to use a 65-cu.yd backhoe rather than a front-end loader for much of the excavation work. The Utah Department of Transportation expects the project to be completed in 260 working days.

MOTHER EARTH CAN BITE BACK TOO.

A lot of power lines are carelessly undergrounded. Unless someone cautiously inspects the area first...

Every year, workers risk injury or death because they neglect to check the underground voltage levels before digging. It is too easy to make a mistake and get a shock. underground voltage tests are important, and the National Electrical Safety Foundation (N.E.S.F.) has organized new test-voltage free phone calls. Call toll-free number 800-621-9191.

Remember: Dial before you dig. After all, your life is on the line.

PG&E looks into possibility of coal gasification plant

A feasibility study that could lead to construction of a coal gasification plant near Collinsville in Solano County is being proposed by Pacific Gas and Electric Company.

The proposal says the plant could be located near the site of the 1.6 million kilowatt coal-fired Montezuma power plant that PG&E plans to build in the late 1980s.

PG&E said this month it is applying for U.S. Department of Energy assistance in financing the proposed $4 million, 70-week feasibility study of an $800 million (1980 dollars) plant that would produce clean-burning medium Btu gas from coal. The synthetic gas plant would have minimum impact on the environment.

PG&E said if the study proves the plant feasible, the gas would be transported by pipeline to existing PG&E electric generating plants at Pittsburg and Antioch, where it would be used as fuel. These plants now burn oil and natural gas, fuels which are in short supply.

Use of synthetic gas also would help PG&E comply with a federal law requiring all utilities to reduce consumption of natural gas in power plants by 1990. Clean-burning synthetic gas could also reduce emissions to the area’s air basin.

Some of the medium Btu gas could be converted to methanol, a liquid fuel, and be barged to PG&E’s gas-turbine power plants in San Francisco and Oakland. In addition, a number of large industrial firms in the Delta area that now burn oil and natural gas might be supplied with synthetic gas from a plant of the type under study.

Coal used in the production of the synthetic gas would come by rail from Utah or Wyoming. About 17,000 tons per day would be removed from the area’s coal fields each year.

PG&E said the feasibility study is contingent on a Department of Energy grant. It would study the project will not be completed before December, 1981, when a decision is made to proceed with the facility would be made.
What pension benefits are available when you’re vested?

(Editor’s Note: This is the third part in a series of articles examining Local 3 Pension Plan.)

Last month in our examination of CREATED SERVICE, we saw that it applies solely for the purpose of becoming VESTED. Once VESTED an Operating Engineer is eligible to retire at age 65. This month we take a look at the types of Pensions available to VESTED Engineers from the Plan. The Pension Plan provides a variety of retirement benefits in order to suit the individual needs of Local 3 Operating Engineers. Each type of Pension provides benefits for a different purpose and each has a specific eligibility requirement that must be met.

Regular Pension

The primary purpose of any pension program is to provide financial security when an eligible employee retires — this is age 65 in most programs. The Pension Trust Fund for Operating Engineers works the same way and provides a monthly pension benefit for those who qualify and retire at age 65 or after. It is called the REGULAR PENSION and requires that an Engineer have at least 10 years of Covered Service which include 2 quarters or more of employer contributions. Engineers who retire on a REGULAR PENSION are entitled to receive the full amount of their accrued benefits. The total monthly Pension Amount is based on three separate calculations. First, Past Service Pension Credits are multiplied by their applicable Benefit Rate (see page 14 of the booklet). Next, Future Service Pension Credits earned up to January 1969 are multiplied by their applicable Benefit Rate. And finally, Employer Contributions made after January 1, 1969 in years where Credit Service was earned are multiplied by 2%. The total is the Pension Amount available under a REGULAR PENSION.

Early Retirement Pension

Many Operating Engineers want to retire and collect their Pension benefits before they reach age 65. The Pension Plan provides an EARLY RETIREMENT PENSION for those who qualify and wish to retire between the ages of 55 and 65. It requires that an Engineer have at least 10 years of Covered Service in Covered Employment which include 2 quarters or more of employer contributions. Engineers who retire on an EARLY RETIREMENT PENSION for those who qualify and wish to retire before the ages of 55 and 65 will be paid over a longer period of retirement. A reduction in the full Pension Amount is necessary to provide these earlier retirement benefits. The reduction is 3% for each full year the Engineer is younger than 60, but older than 59, and 6% for each year younger than 60.

Disability Pension

There are Operating Engineers who become disabled and are forced into retirement from the trade. The Pension Plan provides a DISABILITY PENSION for those who are qualified and must retire before age 65. A DISABILITY PENSION from the Plan requires that: 1) an Engineer have at least 15 years of Covered Service (10 years for Engineers over age 50) in Covered Employment which include 2 more quarters or more of employer contributions; and 2) be totally disabled. A Social Security Disability Award is the normal acceptable proof that an Operating Engineer is totally disabled.

Engineers who retire on DISABILITY PENSION receive a reduced amount of their accrued benefits because, again, the monthly payments begin before age 65 and will be paid over a longer period of retirement. The reduction is the same as the EARLY RETIREMENT PENSION except that the reduced monthly benefits will not be less than 60% of the full Pension Amount.

Pro-Rata Pension

Many Local 3 Operating Engineers have worked at the trade in other local unions and have earned Pension Credit in other Related Plans. Local 3’s Pension Plan provides a PRO-RATA PENSION for those who qualify so that they may receive all of these divided benefits. A PRO-RATA PENSION requires that an Engineer 1) must have earned at least one year of Covered Service from employer contributions to this Plan, 2) have accumulated at least 10 years of Combined Covered Service from this Plan and Related Plans, and 3) be eligible for a PRO-RATA PENSION from a Related Plan. Engineers who retire on a PRO-RATA PENSION receive a monthly benefit from this Plan calculated the same as Regular, Early or Disability Pension. They are also entitled to benefits from their Related Plans.

Pre-Retirement Mtgs.

SANTA ROSA—RESCHEDULED from Thursday June 11th to Friday June 12th 7:00 P.M. at Veterans Memorial Building 1351 Maple Avenue in Santa Rosa.

WATSONVILLE Monday, June 18th 7:00 P.M. at Our Lady of Help Church Hall 242 E. Lake in Watsonville.

Outlook

Operating Engineers Trust Funds

Pictured above are Local 3 members in Hawaii at a recent pre-retirement meeting. The purpose of the session was to offer members the opportunity to have their questions answered on the pension program. Dale Marr is shown above with Edmund and Quayseeet Wong.

Fringe Benefit Forum

By MIKE KRAYNICK, Director of Fringe Benefits

Everyone knows that in Local 3 we pride ourselves on our TEAMWORK. It is one of our main strengths. Teamwork comes from the right combination of availability and effort and it grows with our dedication and perseverance. It starts up front with Business Manager, Dale Marr and our officers and spreads throughout the local to each District Office. How else could such a giant labor organization like ours operate smoothly and effectively? Teamwork is essential in Local 3’s goals of providing jobs, security and service to our members. When it comes to servicing the membership, the District Office is one of the hardest working horses on our Team. We are all aware of the more vital services they perform with respect to our work. However, in the past three years at the Fringe Benefit Center, I have come to know and appreciate their help with the Pension and Health and Welfare Plans. These Plans provide substantial health care and retirement benefits, and as a result, there is a growing demand for more information and help by Local 3 members. The District Offices have responded to these demands in providing that extra margin of service.

I remember visiting a District Office one day not long after being assigned to the Fringe Benefit Center. I was watching an Operating Engineer’s questions about the Pension and Welfare Plans. I asked the District Representative if it was always that busy and he said, “Yes.” “Oh, then you have lots of problems with members and their fringe benefits," I concluded. “No," he corrected me. “It would only be a problem if we couldn’t help them," I learned a quick lesson.

Aside from being well supplied with benefit booklets and forms, the like, your District Office is well equipped to get answers on questions about the Plans. District Representatives, Agents, Dispatchers, and maybe most importantly, the girls in each office periodically attend special sessions to learn more about the Plans and the way they operate. Each office also has a UNIVAC terminal that can communicate directly with the Fringe Benefit Center and the Trust Fund Office. If a real problem does come up, they can generate a “green sheet” to ensure that proper prompt action is taken and that the member receives a written response.

The Fringe Benefit Center has long been dependent on the help we receive from the District Officers in scheduling, setting up and attending meetings. When you consider that there are over 50 such events each year, throughout the districts, their co-operation is a must and we have always had it. We have even been fortunate enough to get invited to a few picnics along the way.

The District Offices provide an extremely valuable link between Local 3 members and the leadership. It is the center where the members identify their representation where they are dispatched to work and where they go when there is a problem. The District Representatives are on the front line and well deserving of our salute. They are a “full service” office and I’m not only impressed—I’m also grateful.
Kaibab firm gears up for logging season

Business Rep. Bill Marlow reports that Kaibab Industries at Panguitch, Utah is getting ready to start the 1980 logging season, but things don’t look all that good for the brothers working in the industry this year.

The lumber market at the present time is in a state of turmoil. Prices are off about 50 percent and demand is off about the same. In view of marketing conditions, logging will start a little later this year and as much wood will be logged as in normal years. Kaibab Industries has made up a logging schedule to try out what they are going to do and how they will stand in terms of work this season. If the market improves over the summer months, logging will pick up over the fall and winter months.

The Cutters will begin May 28th with only seven cutters being used this season. Skidding will begin July 2nd with twelve people. The haul will begin June 16th with five drivers; the Slash Crew will begin June 19th; the Road Maintenance Crew, June 2nd; one man will start on the water truck on June 19th with the truck drivers; road construction will begin on May 27th and the Log Loading Crew, June 16th. The Woods Maintenance Crew will continue to work at the mill until June 2nd when they will return to the woods with the Skid Crew.

This summer, Kaibab Industries plans to cut and skid the road on two or three timber sales. They will be moving cutters and skid loaders. It is going to be an两条 lane roadway which currently provides access to the airport which may be a thing of the past as early as this fall.

When completed, the new airport access will provide two separate roads to move traffic into and out of the airport.

For the short term, the entrance to the airport will remain off North Temple, but will be moved one half mile west of the current intersection. It will connect directly to I-80, the closest freeway interchange, which is presently being built by S.J. Groves & Sons Co.

CONTINUED ON PAGE 12
Feds settle on two proposals for Auburn Dam

As hearings concluded in the Calif. Labor Commissioner William Stober's review of the Schweiker anti-OSHA bill (S. 2153), the AFL-CIO disclosed some revealing facts on this effort to cut workplace safety and health.

"Of 1,203 worker deaths in 1978 for which complete data was available, 41% of the total occurred in workplaces which would have been entitled to OSHA protection under S. 2153. The legislation would have excluded 3,200 ft-long rockfill. The biggest change with us, as a strike is not effective in the cranes are still doing fair in most or the agent in the area."

Employed by Alameda County

Business Representative Norris Casey reports that on May 8, a meeting was held with the employees of Alameda County representative on the Building Trades Council of Alameda County. This group is represented primarily by the Local 3 and Plumbers Union. In return for the wage formula that gave them plenty of hard work by a lot of People, larger than its numbers, please call us. This office will be opened for your convenient service.

This major project has a couple of nonunion contractors bidding on it. They've been getting plenty of urging from the local unions.
The immense number of those involved in the project of seaweed harvesting in Humboldt Bay is long overdue. Hopefully it will be possible to fill the gap. I believe that this will be possible soon. I believe that this will be possible soon.

At this weekend’s Executive Board meeting, Marysville District Operating Engineers News. The Marysville District Operating Engineers News, 3021-052-04-00, Reg. No. 0876067.

FOR SALE: 1978 CHEVROLET CRY-
END 4 dr. std. 5.7L 350 motor 22500 mi.
truck, 15155, 847-7174. Reg. No. 1282346-

FOR SALE: 1987 HONDA CRX SI 2dr.

FOR SALE: 1984 FORD MUSTANG 5"1/2.

FOR SALE: 1983 FORD LTD, 4dr.
station wagon, 80,000 mi. 966-0626. Reg.
No. 0013062.

FOR SALE: 1982 INTERNATIONAL 3570.
conventional, 120,000 mi. 966-0626. Reg.
No. 0013062.

FOR SALE: 1981 CHEVROLET VANDURA.
interceptor, 120,000 mi. 966-0626. Reg.
No. 0013062.

FOR SALE: 1980 CHEVROLET TRUCK.
50 ton day cab, 190,000 mi. 966-0626.
Reg. No. 0013062.

FOR SALE: 1979 CHEVROLET TRUCK.
35 ton, 90,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1979 CHEVROLET TRUCK.
35 ton, 120,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1978 CHEVROLET TRUCK.
40 ton, 100,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1977 CHEVROLET TRUCK.
30 ton, 120,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1976 CHEVROLET TRUCK.
30 ton, 100,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1975 CHEVROLET TRUCK.
30 ton, 80,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1974 CHEVROLET TRUCK.
30 ton, 60,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1973 CHEVROLET TRUCK.
30 ton, 40,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1972 CHEVROLET TRUCK.
0013062.

FOR SALE: 1971 CHEVROLET TRUCK.
30 ton, 10,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1970 CHEVROLET TRUCK.
30 ton, 5,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1969 CHEVROLET TRUCK.
0013062.

FOR SALE: 1968 CHEVROLET TRUCK.
30 ton, 1,000 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1967 CHEVROLET TRUCK.
0013062.

FOR SALE: 1966 CHEVROLET TRUCK.
30 ton, 100 mi. 966-0626. Reg. No.
0013062.

FOR SALE: 1965 CHEVROLET TRUCK.
0013062.

FOR SALE: 1964 CHEVROLET TRUCK.
30 ton, 10 mi. 966-0626. Reg. No.
0013062.
Peripheral Canal takes step forward

More Utah

Special Notice to the Membership

The following amendment to Article V of the Local Union By-Laws has been submitted for presentation to the Membership for their consideration at the Semi-Annual Meeting on July 12, 1980, following the General Report of the Executive Board as a Special Order of Business.

Article V initiation fee

Section 2a and b and Section 3a and b are amended as follows:

Section 2 The Local Funds payment shall be as follows:

(a) California, Nevada, and Mid-Pacific Islands: Parent Local and Sub-divisions A, B, C, E and Registered Apprentice: $70.00 plus $14.00 International Tax.

(b) Utah and Local 3D: $10.00 plus $2.00 International Tax.

Section 3 The Local Building Fund Payment shall be as follows:

(a) California, Nevada, and Mid-Pacific Islands: Parent Local: $10.00 plus $22.00 International Tax.

(b) Utah: Parent Local: $25.00 plus $5.00 International Tax.

Subdivision A, B, C, E and Registered Apprentice: $25.00 plus $5.00 International Tax.

Subdivision A, B, C, E and Registered Apprentice: $5.00 plus $1.00 International Tax.

Pacific Gas and Electric Company has awarded the contract for the Kerckhoff 2 underground hydropower plant in Fountain Valley, California. The company is expected to begin construction in December 1983. The 24-foot-diameter tunnel will be driven by a tunnel-boring machine, and the first time such a method has been used on a PG&E project.

Construction is expected to be completed in 1986, generating 140,000 kilowatts of electricity. Although no contract figures were disclosed, the project is estimated to cost about $31 million. The project is expected to begin commercial operation in December 1983.

The project is located on the San Joaquin River in Fresno and Madera counties. Kerckhoff 2 will be capable of generating 140,000 kilowatts of electricity.

Although no contract figures were disclosed, the project is estimated to cost about $31 million. The project is expected to begin commercial operation in December 1983.

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