

# SPECIAL PHOTO FEATURES ON N. CAL JOBS (PG. 7-9)



## ENGINEERS NEWS

### SCHOLARSHIP CONTEST DEADLINE IS MARCH 1

This is the last issue in which the scholarship contest rules will be published. Local 3 is currently awarding \$1,000 for two first place winners and \$500 each for two second place winners. Eligibility rules and instructions appear on page 11.

VOL. 32, NO. 2

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FEBRUARY 1981

## Building Trades join forces in support of gas tax bill

By James Earp  
Managing Editor

Local 3 Business Manager Dale Marr and other building trades union leaders in the state joined forces this month with State Senator John Foran in an effort to clear the way for legislation that will save the state's highway program, which is now bordering on bankruptcy.

"We have been sounding a warning

for over a year now that the state highway program will run out of money if the state Legislature doesn't take immediate steps to increase the state gas tax and other vehicle fees," Marr declared. "Caltrans denied time and again that there was an impending funding crisis. Now the cat is out of the bag. Either we find a way to increase revenues or there will soon be a lot of unemployed and angry people."

Marr was referring to a recent admission by Caltrans that the highway program is facing a five-year deficit of \$1 billion. Officials from the Legislative Analyst's Office contend, however, that the deficit could happen much sooner and go as high as \$2.4 billion.

Senator John Foran, in an effort to avoid what he terms will be "catastrophic consequences" if the state's highway program shuts down, has introduced Senate Bill 215.

The legislation would:

- Increase the state's 7-cent-a-gallon gasoline tax by 2 cents beginning Jan. 1, 1983. The tax was last raised to its current level in 1963. With the rate of inflation in the last 18 years, "that 7 cents is only worth 2 cents today," Foran told *Engineers News*.
- Distribute 1 cent per gallon of the new revenues to the state highway account and 1 cent to cities and counties for local streets and roads.
- Recapture over five years, the portion of the sales tax on fuel that now goes to the state general fund.
- Increase drivers' license fees from \$3.25 to \$8 in 1982, \$10 in 1983 and \$12 in 1984. Drivers' license fees have not been increased in nearly 30 years, says Foran, and the program today is not self-supporting.
- Boost vehicle registration fees from \$11 per year to \$19 in 1982, \$21 in 1983 and \$22 in 1984. Transfer fees would also be increased.
- Raise truck weight fees across the board by 40 percent in 1982, 50 percent in 1983 and 60 percent in 1984. The revenues generated from these increases

(Continued on Back Page)



## Local 3 prevails in Davis-Bacon dispute

A dispute between Local 3 and Utah transportation agencies over prevailing wage rates on a major \$22 million I-15 highway project ended this month with a victory for the union. The action taken by Local 3 resulted in a savings of several hundred thousand dollars in potentially lost wages for members who will be working on the job, Vice President Bob Mayfield explained.

The wage rate dispute occurred after what appeared to be a deliberate attempt by the Utah Department of Transportation and related government agencies to insert old wage rates into the bid specifications of a portion of the Interstate 15 project to be built in Juab County.

In November, the Utah DOT issued a solicitation for bids on the construction project. Because it was to be funded primarily by the Federal Highway Act, the project came under federal Davis-Bacon provisions requiring the payment of prevailing wage rates to construction workers.

The Davis-Bacon rates for heavy equipment operators in Utah are the same as those specified in Local 3's Utah Master Agreement. Those wage rates were increased by \$1.20 an hour last July 1 in accordance with the provisions of the agreement. However, rather than utilizing the new wage rates in the bid specifications, the transportation department inserted the old wage rate.

Local 3 learned on December 4 that the outdated wage rates had been included in the bid specifications. Vice President Bob Mayfield immediately contacted the U.S. Labor Department, which administers the Davis-Bacon law, and told them of the mistake that had been made by Utah transportation officials.

In response to his request, the Department of Labor notified the Utah DOT that day of the incorrect wage rates and directed Utah to insert the correct wage rates in the bid package. The directive was backed up in writing with telefaxed messages dispatched the following day.

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## Senate confirms Ray Donovan as Labor Secretary

Raymond J. Donovan was approved as labor secretary by the Senate this month, overcoming persistent, unverified allegations of ties to organized crime.

The vote was 80 to 17 to confirm Donovan's nomination. He was the last member of President Reagan's Cabinet to win approval.

All the "no" votes were cast by Democrats concerned about the alleged links between Donovan and labor racketeers, despite Donovan's own denials and the FBI's failure to corroborate a single charge.

Republicans countered that fairness required a vote to confirm Donovan, especially since an extensive FBI investigation turned up nothing that proved or disproved the charges.

Donovan is a 50-year-old New Jersey construction executive who served as a campaign fund-raiser for Reagan.

"I have a large responsibility to the president and the American people," he told reporters. "I now intend to get on with that job and to meet that responsibility."

Several sources alleged that both Donovan and his construction company have ties to labor racketeers and organized crime figures. The nomination was held up for more than two weeks for the FBI investigation.

Senator Orrin Hatch, R-Utah, Donovan's chief defender, told the Senate that the nominee deserved confirmation after "the most thorough and exhaustive background investigation ever conducted by the FBI on a Cabinet nominee."

Hatch, chairman of the Senate Labor and Human Resources Committee, went through the charges against Donovan one by one, each time offering the response Donovan provided plus the results of the FBI investigation.

Of Donovan's chief accuser, government-protected witness Ralph Picardo, Hatch said: "Mr. Picardo has lived a life of crime. He is the first person to admit it."

Senator John East, R-N.C., said that voting against Donovan on the basis of allegations from convicted criminals amounted to "giving a veto power to the underworld on any potential nominee that comes before the Senate."

(Continued on Page 6)



By DALE MARR, Business Manager

# LOOKING AT LABOR

## An Open Letter

### ENGINEERS NEWS

WIPA



PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

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### Grievance Committee Elections

At its meeting on January 13th the District 4 membership re-elected the following to serve on its Grievance Committee for the ensuing year: Joseph R. Biasca, Jay Powers and Darrel L. Robinson.

At its meeting on January 14th the District 7 membership elected Harvey Brown and re-elected Lawrence Sackett and Danvil Hilbert to serve on its Grievance Committee for the ensuing year.

At its meeting on January 15th the District 6 membership re-elected the following to serve on its Grievance Committee for the ensuing year: James Melton, Cy Shephard and Richard Bagley.

At its meeting on January 22nd the District 1 membership elected Brothers Gerald Russell, Frank Accettola and H. E. (Hal) Cooper to serve on its Grievance Committee for the ensuing year.

This is an open letter to Governor Brown and the California Legislature.  
Dear Sirs:

In case you haven't noticed, California's highway system is running on empty. You better pay attention to the gas gauge now, because if you don't, you will find yourself stranded on a very lonely and run down highway. We know that the price of a full tank is outrageously high these days. We are aware that the "Spirit of 13" hovers like a guardian over the gas pump. On the other hand, neither you nor I nor the public can afford to travel another mile in our present condition.

After repeated denials, Caltrans Director Adriana Gianturco has finally admitted something we have been harping about for years—the state highway program is in real trouble. The latest reports show that the highway program is facing a five-year deficit of as much as \$2.4 billion. We are told that by late 1982, there will be nothing left in the highway account, and that all construction will grind to a halt.

How can this be? Didn't we have a "surplus" of at least \$300 million as recently as 1976? Weren't we being told that there were millions of unused funds sitting idly in the bank waiting to be matched with millions more in federal money? Where did it all go?

The fact is, there has never been a "surplus." The gas gauge has been dropping steadily, only the driver hasn't bothered to notice.

The reasons behind our current funding shortage are really quite simple. To begin with, we are driving an old model car—1963 to be exact. For 18 years our highway program has had to live primarily on the 7-cents-per-gallon gas tax. In 1963, when gas was about 28 cents a gallon, that 7 cents accounted for about a fourth of the total

price of a gallon of gas. Today it accounts for only five or six percent. Inflation has devastated the buying power of the gas tax. It is no longer enough to even maintain what we already have—let alone fund new projects.

Secondly, California motorists aren't driving as much as they used to because of the high cost of fuel. More people are car-pooling, using mass transit or bicycling. They are demonstrating their ability to adapt to an almost intolerable energy problem. But with that reduced fuel consumption comes less gas tax revenues. You might counter: "If people are driving less, why spend money on the highway system?" It doesn't work that way, of course. Everything we eat, wear or otherwise consume has reached us through the highway system. Our society cannot function without good streets, roads and expressways.

Thirdly, Proposition 13 has crippled the ability of local governments to keep city and county roads maintained. Unlike the state, which has been blessed with a Highway Trust Fund that cannot be raided for other programs, local governments have to fund most of their highway maintenance programs out of the general coffers. Proposition 13 wiped that money out and replaced it with a lot of potholes.

Those, in a nutshell, are the problems. The Legislative Analyst's Office has a much more detailed explanation, backed by graphs, surveys and consultants' reports, but its conclusions are the same: if we don't get more money into the highway and road maintenance program soon, the whole system will come to an abrupt stop.

On February 4, Senator John Foran introduced SB 215 in an effort to head this crisis off. His bill is designed to bring us into the 1980's. Through moderate increases in the gas tax, vehicle registration, driver's

license and truck weight fees, SB 215 will put us back on the road.

We're not talking about an enriched program. No one is going to be paving over the state with these moderate increases. What we're talking about is just enough money to maintain what we already have and hopefully finish off those projects that are still vitally needed. We have a \$15 billion investment in our highways. To replace them all now would cost us four or five times that much. To let them crumble into disrepair would be utter foolishness.

Some of you know of this bill and strongly support it. On behalf of the 50,000 Operating Engineers in this state who help build our highways and the millions of motorists who use them, I urge each of you to give this bill your backing.

There are those who would like to sandbag this legislation. Gianturco would rather lay off several thousand Caltrans employees, slash the current list of highway projects, and send thousands of construction workers into the unemployment lines, to make ends meet. Her solution is one of impoverishment. It is based on the fantasy that society will function better without gas driven vehicles.

Governor Brown, you too, are a question mark. Throughout your administration you have steadfastly refused to entertain the issue of a gas tax increase. Now, with "Freeway Ends Here" signs staring us in the face, there are some indications that you may be changing your mind. We hope so. You have made a number of worthwhile accomplishments as Governor. Certainly you do not want your legacy to be marred by the death of our state's great highway system. The decision is your, because you are in the driver's seat.

## Utah House passes 'Little Davis-Bacon' repeal

In what Local 3 Business Manager Dale Marr termed as a "bad blow for the building trades," the Utah House of Representatives this month voted to repeal the state's "Little Davis-Bacon" law that mandates the payment of prevailing wages to construction workers on state funded projects.

"We were successful last year in defeating this bill in Utah by one solitary vote," Marr recalled. "But after the beating the Democratic Party took in last November's election, our people are at the mercy of the ultra-conservatives."

In a 51-24 vote, the bill's proponents argued that the prevailing wage rate law has inflated the cost of projects, even though several recent studies have concluded that prevailing wage laws do not significantly increase costs. The Utah State AFL-CIO had earlier presented petitions carrying thousands of names opposing repeal of the law.

The bill now goes to the Senate. Rep. Haddow who authored the bill expressed concern that opponents interpreted his measure as anti-union. Later in the debate, he acknowledged repeal would lower wages paid by contractors on government projects, ranging from construction of schools to parks

and highways.

Still, an expanded job market should more than compensate, the sponsor predicted. And, he pictured welfare recipients leaving public assistance for the job market.

Not so, declared James F. Considine, D-Salt Lake City. He said the lower wage scale would discourage participation in the construction industry's apprenticeship programs.

Loss of an established workforce would be the result, according to Rep. Considine, a labor-management relations consultant.

That would give "unscrupulous contractors" an opportunity to fill the void with cheap labor from out of state.

Utah has an estimated 30,000 construction workers, about 18,000 of them unionized.

Rep. Considine criticized backers of the repeal for ignoring the mandate voters gave them less than three months ago: cut taxes, not wages.

Rep. D. Leon Reese, D-Magna, saw the repeal as the first in a series of anti-labor measures backed by the so-called Moral Majority and U.S. Sen. Orrin Hatch, R-Utah.

"If you're worried about labor unions, I'd advise you not to pass

this bill," Rep. Reese cautioned. "Nothing will bring working people together faster than unfair wages."

Rep. Don R. Strong, R-Springville, seconded that philosophy. "... The consequences of this bill are just the opposite of what we think," he advised. And, as long as the Depression-era Davis-Bacon Act remains on federal books, Utah's repeal is premature.

Utah enacted its prevailing wage law in 1953, patterning the measure after the federal law which was designed to help local contractors ward off cheap labor from out of state. "I think that what we're doing by passing this bill is to kick a sleeping bear—labor," Rep. Strong emphasized.

Rep. Sam Taylor, D-Salt Lake City, tried to picture a return to the Depression days that prompted John Steinbeck to write his "Grapes of Wrath"

"... And the migrants streamed along the highway ... their hunger was in their eyes ... their need was in their eyes," he quoted, reminding colleagues that the nation's labor laws came about because workers were insulted and abused.

Overall, labor accounts for just 10 percent of a new building's costs, according to Rep. Ervin M. Skousen, R-Salt Lake City.

Slashing even \$1 an hour from the wages of each unskilled or semi-skilled worker would have little impact on today's public works projects, he predicted.

Instead of repealing the prevailing wage law, Rep. Skousen suggested the Legislature save money by mandating greater use of costly public facilities—especially schools—that are used just a few hours each day. "Let me tell you that the prevailing wage is reasonable—not union scale," Rep. Skousen challenged, taking issue with sponsors. He said checks with contractors put the prevailing wage near union scale but without the fringe benefits.

Backers of the repeal took issue with Rep. Skousen's estimate of 10 percent of the total cost for labor. They estimated the prevailing wage added 10 percent to costs, particularly in rural Utah.

Rep. Jeff Fox, D-Salt Lake City, said repeal will drop Utah even farther down the list of state per capita incomes from its present ranking at No. 46.

# PROJECT

## Hydroelectric permit OK'd

The Federal Energy Regulatory Commission has granted the Solano Irrigation District a license to build a hydroelectric plant at the foot of Monticello Dam, the structure that creates Lake Berryessa in Napa County. Napa County officials, who have tried for several months to get the license, said they are prepared to appeal the FERC's ruling in federal court. FERC's decision was expected since SID filed its application for a preliminary permit more than a year before Napa filed a competing application last April.

SID plans to construct a 10,000 kilowatt power plant and sell electricity to Pacific Gas & Electric Co. Construction is scheduled to begin this year. Because they filed after Solano, Napa County officials were required to come up with a superior plant design before FERC could consider giving the license to them. "We find the proposals by SID and Napa are substantially identical," the FERC ruling said, "and we, therefore, issue the license to SID."

Napa officials argued they should get the license because the county intends to sell power to public agencies in Modesto, Redding and Santa Clara. Napa County Administrator Albert Habberger said the county has spent about \$100,000 trying to wrest the plant from Solano and is prepared to spend another \$200,000 for that purpose. "We've never gotten anything out of the lake, either in the way of water or revenues," he said, "and the board has decided we're going to make our stand now."

## Coal plant, slurry line given Interior approval

In one of his final actions, departing Interior Secretary Cecil D. Andrus authorized the use of public lands for construction of the controversial 2,000-Mw Allen coal-fired powerplant in southern Nevada, but delayed approval of its companion 500-Mw Warner Valley plant in southwestern Utah that would be built near two national parks. There are "potentially serious environmental problems" involved with the 500-Mw Warner Valley project, Andrus said in a statement, including possible air quality deterioration and adverse impacts on two endangered fish species. Andrus withheld approval of the project until the Environmental Protection Agency determined whether Warner Valley can meet federal standards for prevention of significant deterioration in a Class I "pristine" area. In September, 1980, the EPA regional office in Denver indicated it would deny the project a permit because it would harm air quality in the region of Bryce and Zion national parks in southwestern Utah.

"My decision on the overall Allen-Warner Valley project has been one of the toughest calls in my four years as secretary," Andrus said. "I have sought to balance the energy needs of the southwest against the needs to protect the scenic values of our national parks and other resources." The proposed projects would be built by a utility group headed by Nevada Power Co. In approving the use of public lands for the powerplant, Andrus also gave preliminary approval to the 183-mile coal slurry line from the Alton coal fields in Utah to the Allen plant. Several federal state and local agencies must still grant approval for the slurry line project before construction can start.

## San Francisco to upgrade waterfront

A multimillion-dollar redevelopment project designed to transform a mostly dilapidated segment of San Francisco's waterfront into a development of housing, restored historic buildings, a hotel, parks and a marina has won a final okay from the city board of supervisors. The go-ahead climaxes decades of controversy over waterfront plans. The San Francisco Redevelopment Agency, which will administer the Rincon Point-South Beach redevelopment project, estimates total costs for implementing the eight to 10-year plan at \$50 million to nearly \$100 million.

Encompassing 85 acres of land and 30 acres of water, the project area is located between the Ferry Building on the south and China Basin on the north. Housing is a key factor in the development, which calls for 1,900 to 3,000 new housing units—50% at market rate, 30% moderate income and 20% low income. There will be two waterfront parks, one

4.5 acres and another 6.5 acres, and a 400-berth small-boat harbor. Plans include construction of a 400 to 800-room hotel, and historic preservation and commercial reuse of a post office mail handling facility and several warehouses. The elevated Embarcadero Freeway, running along the waterfront, will be reconstructed as a boulevard and will incorporate a new transit line using historic streetcars. The 83-year-old Ferry Building is scheduled to undergo its own renovation into a trade, shopping, restaurant, entertainment and cultural establishment.

## Pessimistic report on roads

The Department of Transportation has released three reports on the federal highway aid program. They are long-overdue biennial highway system performance study as well as progress reports on the highway cost allocation study and truck size and weight study. They could have significant impact on upcoming legislation. The performance study assesses the condition of the nation's highways. According to Mortimer Downey, assistant secretary for budget and programs, for the first time the report says that the "physical system is slipping badly" under the burdens of age and traffic. "There is not enough capital investment to stabilize performance," he says. A report just issued by General Motors Research Laboratories says that because of underspending it would now cost \$40 billion just to restore the highway system to its 1975 condition. And, if current spending levels continue for five years, it will require \$120 billion to restore roads to that level, says the GM report.

The DOT report, entitled "Status of the Nation's Highways: Conditions and Performance," was last issued in September, 1977, and the revision is more than a year past deadline. It is primarily based on states' report to DOT. They are currently stressing repaving and rehabilitation work, but that brings some pointed words from Downey. "States are putting the money on primary and secondary roads and daring us to let the Interstate collapse," he says. "They know we can't let that happen." The newest report, in fact, will say that rebuilding the Interstate system must be a federal responsibility. Transportation Secretary-designate Andrew Lewis, Jr., expressed the same opinion at his confirmation hearing before the Senate last week.

## House passes Tahoe bill

The House has passed a landmark bill aimed at preserving the water quality of Lake Tahoe. For the Lake Tahoe basin the congressional action caps a year of presidential and legislative efforts to protect its environment. The measure authorizes \$30 million for federal government purchase of the environmentally sensitive land. And although the bill was weakened in the Senate, it still empowers public authorities to condemn improved and unimproved property around the lake.

The bill is the first step toward protecting Lake Tahoe from development on its shores. When originally introduced by Sen. Alan Cranston, D-Calif., and Rep. Phillip Burton, D-S.F., the measure empowered the federal government to purchase improved and unimproved land which pose threats to air, water, land and scenic qualities. But, as amended by the Senate Energy Committee under pressure from Republicans, the bill would trigger condemnation only when water quality is threatened.

One major weakening amendment adopted by the Senate makes all land condemnation subject to approval by the local Tahoe Regional Planning Agency. The Tahoe bill encompasses a novel approach to federal land acquisition. Federally-owned land ripe for development in Clark County, Nevada around Las Vegas, will be sold and the proceeds will be used to purchase sensitive land around Lake Tahoe.

## Bay Area public works projects to be let this month

Twenty-two public works contracts, ranging from \$1 million upwards in cost estimates, will be advertised for bidding this month in San Francisco, Alameda, Marin, San Mateo and Contra Costa Counties, according to the Bay Area Construction Committee's 1981 Bid Calendar.

The projects are:  
• BART, KE aerial structures, Oakland, \$1,250,000.

- BART, KE subway interim signals, Oakland, \$1 million.
- BART, KE MacArthur crossovers, main line, turnout switches, Oakland, \$1 million.
- Lawrence Berkeley Laboratories, Biomedical Laboratory II, \$3.1 million to \$4.2 million.
- Caltrans, pumping plant, Ravenswood Slough, \$4,120,000.
- State Water Resources Control Board, reclaimed wastewater outfall, North San Mateo County Sanitation District, \$2.2 million.
- State Water Resources Control Board, sub-regional plant, Bethel Island, \$4.5 million.
- State Water Resources Control Board, north-side outfalls consolidation, San Francisco, \$3.4 million.
- State Water Resources Control Board, South Marin Sewage Agency, \$16 million.
- San Mateo County Dept. of Public Works, reconstruction of Crestview Drive, \$1.4 million.
- Dept. of Energy, modifications to vault and building at Livermore, \$2 million.
- Berkeley Unified School District, rehabilitation of 48-room classroom building, \$2.7 million.
- Port of Oakland, airport terminal expansion, \$1 million.
- Port of Oakland, construct new container-terminal yard, \$6 million-\$7 million.
- Port of San Francisco, cruiseship passenger terminal, \$1.2 million.
- San Francisco Water Dept., rehabilitate Crystal Springs pipeline, \$1.4 million.
- San Francisco International Airport, overlay and reconstruct runway sections, \$2.3 million.
- San Francisco International Airport, reconstruct taxiway B, south end, \$1.2 million.
- San Francisco Housing Authority, major building remodeling, \$4.8 million.
- U.S. Navy, repair pavement at Naval Air Station at Alameda, \$1 million.
- Alameda City, construct of Pattern Way, four-lane arterial from Posey Tube to Lincoln Ave. and 8th St. intersection, \$3.4 million.
- Army Corps of Engineers, Walnut Creek flood control channel, Pine and Galindo Creeks, Concord, \$10 million-\$15 million.



## Oakland Port approves \$24 million complex

Oakland Port Commissioners last month approved the ground lease and conceptual plan for this \$24 million, 12-story office building to be erected on a nine-acre site in the Oakland, Airport Business Park. The building will have 268,500 sq. ft. of gross floor area. It is to be of steel frame construction with 268,500 sq. ft. of gross floor area. It is to be of steel frame construction with lightweight concrete floors and the developer says it will incorporate energy saving features such as computerized building control systems. The developers are also constructing parking for 1,000 cars and will install outdoor lighting and undertake extensive landscaping. The building is tentatively scheduled for completion in the late Summer or early Autumn of 1982.

# UPDATE



By HAROLD HUSTON, President

## A Personal Note From The President's Pen

May I take this opportunity to personally thank all the sister and brother engineers who attended the Semi-Annual Meeting held in San Francisco on January 10, 1981. We appreciate the United States Secretary of Labor, Ray Marshall, taking time out from his busy schedule to speak at this meeting.

It shouldn't come as a surprise, but it may be a shock nonetheless. The increase in Social Security taxes, which will take effect on January 1, 1981 will be substantial.

The increase voted by Congress two years ago is intended to raise an additional \$15 billion for the Social Security retirement fund. And \$15 billion, divided among 115 million contributors isn't peanuts.

Workers will feel it in the following two ways:

- The percentage of pay that is withheld from paychecks for the Social Security program will increase to 6.65 percent, up from 6.13 percent in 1980. This percentage will be matched by the workers' employer.

- The total wages, or salary, on which the tax is paid also rises, from \$25,900 in 1980 to \$29,700 in the new year.

The result of these two changes is an increase in the maximum tax for an individual to a total of \$1,975 or \$387 more than the 1980 maximum of \$1,588.

Persons whose earnings were high enough that they paid the maximum tax before 1980 ended and for whom withholding had stopped once the maximum was reached, will have the tax automatically withheld again on January 1 at the higher percentage.

Persons who didn't earn enough to pay the maximum, and for whom withholdings never stopped in 1980, will continue having the tax withheld as before, but at the higher percentage. The 6.5 percent of income being withheld will be the same for all workers in the program.

An individual can easily calculate the amount of money that will be withheld from his or her paycheck by applying the percentage to his or her earnings.

A third change in the Social Security program is an increase in the amount of money Social Security beneficiaries may earn without having their benefits reduced.

Persons aged 65 to 71 will be able to earn \$5,500 without losing any benefits, up from \$5,000 in 1980. Persons less than 65 will have a \$4,080 ceiling on earnings, up from \$3,720.

Once the ceiling on earnings is reached, benefits are reduced by \$1 for every \$2 earned in excess of the ceiling. There is no ceiling for beneficiaries 72 and older.

President Carter who leaves office on January 20, 1981, gave high priority to an effort to put the Social Security program on a sound financial footing, and the increase that takes effect on January 1 is part of that plan, as finally approved by Congress. But soaring inflation has driven up the cost of the program by increasing benefits to recipients in line with the increase in the cost of living, leaving the program in almost as precarious a shape as when Carter took office.

The amount to recipients goes up each July. The maximum payment to a 65 year old worker retiring this year is now \$660 a month. The minimum monthly payment is \$153.

Total payments to the 35 million recipients are now projected at over \$135 billion in fiscal 1981 or \$20 billion more than last year.

There is widespread expectation that the program will begin to operate in the red within a few years if something more isn't done. Congress has shown itself to be strongly committed to the program, and it is certain to provide new financing, even if it means drawing on gen-

eral government funds.

However, the new administration may attempt a different approach. Although President-elect Ronald Reagan promised during the recent campaign not to tamper with the Social Security benefits, a member of his Social Security task force, Rita Ricardo, said some changes are being considered that could hold down the costs.

She has said the task force may recommend a gradual increase in the eligibility age for future beneficiaries to receive maximum benefits. Others say the task force might recommend a hike in the age requirement for maximum benefits to 67 or 68, up from 65 currently.

She also said the task force hopes to find acceptable alternatives to the annual cost-of-living adjustments. These adjustments are now tied automatically to the increase in the Consumer Price Index.

But any changes would be subject to congressional approval and the administration could have a fight on its hands. Rep. Claude Pepper, D-Fla., chairman of the House Committee on aging, has said he would oppose either raising the eligibility age or changing the cost-of-living computation because those might only be the first steps in a total "ravaging" of the program.

By electing Reagan as president, voters did pass up an opportunity to get a rebate for part of their Social Security tax payments in 1981. Carter had proposed to rebate most of the increase. Reagan has no such proposal, although he is committed to even larger reductions in personal income taxes.

Loretta and I are proud to announce on January 11, 1981 our daughter Deborah gave birth to our first Granddaughter which was named Dawn Kristine Weber. Both mother and daughter are doing fine; however Grandma and Grandpa are very excited!

## Utah publishes list of highway projects

Asst. District Representative Don Strate reports that the Utah Department of Transportation has published the list of proposed projects for next year and in the Salt Lake City area there is a bridge deck job on I-15 at 6th South and 24th South of \$1,970,000; on I-215, flume structures on 7th and 9th East to the tune of \$2.5 million and \$14 million for the construction from 3rd East to 11th East as well as a \$4 million structure on the I-215 and I-80 complex.

This month House Bill #1 is being presented to the heavy Re-

publican Legislature for approval. If the bill is passed, it means we will lose the State Prevailing Wage Law for Utah, which also means the only wage the contractors would legally have to pay is the minimum wage on all State funded jobs.

It is not difficult to see where this would leave the unions and the union contractors. The fair contractors wouldn't have a ghost of a chance on any State funded work.

"We urge each and every member to contact his State representatives and make them aware of

the disastrous consequences the passage of this bill would have on all the working people of Utah," Strate said. "We will be working hard at the sessions to defeat this Bill and I hope the membership will contact us and offer their help and support. The Utah Building Trades and the Utah State AFL-CIO, along with all organized workers, will be working hard in defeat of this Bill."

Kimmel Construction, Inc., has been awarded a \$1.5 million contract to construct a concrete tilt up building to be used as a mechanic shop for the regional wastewater treatment plant.

Both projects are expected to receive a notice to proceed on March 1, but because of the earth work, the actual start will depend on the weather.

Business Representative Steve Kuster reports that Teichert Const. is rolling right along at the old P.C.A. plant working on the first phase of a project that if completed will form a whole city.

"We have a lot of small rate contractors trying to under bid our good contractors," Kuster commented. "We need your help. If you see a job going and you don't recognize the name of the employer, give us a call."

The scrap business is still moving right along keeping our brothers out at Schnitzer Steel busy.

Brother Bud Mallet has SMF Corp. three months ahead on their five-story office building at Cal Expo. The mirror sided building is a new concept to Sacramento. SMF said it was a real problem getting approval for the design, but it has kept a few Teichert and Husky Crane hands busy for a while.

Business Representative Bill

Marshall reports that the Sugar Pine Dam's main structure, the dam embankment has been built and compacted to its maximum height of 173 feet. Chuck Mitchell, the project manager, says he hopes to get back into action around March, 1981, since they have a lot of work to complete the project. Remaining work includes the spillway structures, outlet works and crest bridge. The rockfill dam will create a 7,000 acre-foot reservoir, which will supply about 2,500 acre-feet of water to the community of Foresthill.

"We are hoping that Chevreux's plant gets back to work in a couple of weeks," Marshall said. At this time he has six members laid off for the first time ever in 27 years.

H. M. Byars is still plugging away at their mountain of rock on the ten miles of pipeline they started last summer and are hoping to be completed by November.

## Ceres area gets new business rep.

Faces and places have a way of changing and this is true for Operating Engineers as well. Phil Pruett is now the business representative for District 31, servicing Stanislaus and Tuolumne Counties. He comes to the Ceres area after working as a business representative for the last eight years in the San Francisco and San Mateo area, and says "I am looking forward to working with each and everyone of you out there in the coming work season."

Ray Morgan left District 31 to work out of Vice President Bob Mayfield's office, to organize and service the drilling industry. He takes with him the best wishes from this district for success in his new work.

Work in this area is naturally quite low this time of year. The plants and shops are running about normal for the season.

## Despite usual obstacles, SOFAR still making headway

District Representative Clem Hoover reports that work in the Sacramento area in 1980 was about normal. It was well below 1978 and 1979. There were a lot of small jobs which kept a lot of members coming in and going out of the dispatch hall all year on short jobs.

The SOFAR project in El Dorado County is still on schedule, which could see some work in 1981. "We are still having problems with Huey Johnson of the Water Resources Board," Hoover stated. "Hopefully with help from our Business Manager Dale Marr, we will be able to get Mr. Johnson off our back and keep this \$600 million project on schedule. Mr. Johnson wants a fence build around one of the reservoirs so the deer won't drown. I guess he doesn't know that deer can swim probably better than he can."

Local 3 is still fighting to get the Highway 65 By-Pass in Roseville. This project is not that large, but it

will turn loose a lot of work in the Industrial Park north of Roseville.

The union is also fighting to get approval for a \$40 million industrial development to be built in El Dorado County. Business Representative Ernie Louis appeared before the Planning Commission to assist in obtaining the permit, and he reports that a problem developed that may delay the project.

Business Representative Ken Allen reports that the best news in the south area is that Sacramento County has two good sized bids out. The first one is for expansion of Solid Storage Basins Battery 3. This will consist of excavating 800,000 cubic yards of earth, the placing of 20,000 tons rip rap, 20,000 tons of aggregate base and installation of 7½ miles of pipe. The apparent low bidder is Ray N. Bertelsen Co., Inc. of Marysville with a bid of \$5,825,000. M.L. Dubach is listed as the grading and paving subcontractor.

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to: Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103 Please send me: A Membership card for the Magic Kingdom Club My name is: (PLEASE PRINT ALL INFORMATION) Address: (Street number & name, or box number) City, State & Zip Code Social Security Number

By BOB MAYFIELD  
Vice-President

## Rigging Lines



The immediate past two news articles I have written probably have sounded quite pessimistic and in general not too bright as for Operating Engineers work opportunities in 1981 and immediately beyond. I still feel at this writing about the same but this month, I will try to address my remarks in hopefully a more positive direction.

For starters, I would begin by saying that in the State of Utah it looks as though a very large project is going to begin, maybe this year. It is called the "Moon Lake Project". I'm told it is primarily a power and water project that will serve the needs of the oil, shale and coal also, that is located in huge abundances in East Central & North Central parts of Utah in a swath covering an area from Green River, Utah to Grand Junction, Colorado, and then upward northerly, clear to and into the States of Wyoming and Colorado.

I'm told expenditures for a Power Plant, site locations and new road will run between \$700 Million and \$1 Billion for construction costs. The District Representative from Utah, Les Lassiter, already has attended several project agreement meetings with the Jelco Co. (who will apparently be the project engineers for the Moon Lake Project). This company is the one that served in a similar capacity for the past several years on Units 1 & 2 in Hunnington, Utah, on those huge coal fired plants owned by the Utah Power and Light Company. These units were done 100% Union and Units 3 & 4, now under construction by the Morrison-Knudsen Co., is also.

Jobs such as these have been high paying, year around employment, and we and all the rest of the Building Trades Crafts cannot afford to have this Moon Lake Project constructed any other way, but on a Union basis. Without a project agreement, in my opinion this job would be handed to non-union company such as Daniels, Brown & Root, or any number of other Open Shop Companies now doing like size projects in portions of this country, at this very moment. With a project agreement, we have no complete guarantee a Union Construction Project is imminent, but the chances of this are greatly enhanced. It means that any successful bidder would have to work under all rules negotiated by the parties (Building & Construction Trades of Utah & Jelco Agreement for the owner), which in my opinion, again lends the advantages to a Union Contractor.

It is absolutely essential, in these most difficult times that project agreements on these huge industrial and power projects be negotiated and lived up to by the parties. Work stoppages of any kind in this day and age are astronomically expensive and have been one of the chief contributors to owners awarding these type jobs to non-union employers, because of the assurance that continuity of work is assured. Certain specialty crafts have been the chief unions that have stopped, slowed down, or wobbled jobs far too often, and they are taking us (the Operating Engineers) right down the tubes, along with themselves.

We, the Operating Engineers, as a craft, even though illegal stoppages by us are very infrequent, have been by no means lily white and have participated in or honored or been a part of such acts. At any rate, I do think in talking to Lassiter that a project agreement will in very short order be reached with Jelco as only a very few issues such as subsistence and work day remain outstanding and hopefully in the next news article, I will be most happy to report total agreement has been reached. Further, I might even be so lucky as to report that a Union Contractor was the successful bidder.

I have mentioned the I.P.P. (Intermountain Power Project) and its potential construction in 1981, in some past articles. From all I can determine that if I.P.P. is constructed it will be the world's biggest coal fired power plant. It would be located in South West Utah, near the town of Delta and from all I can gather, is proceeding towards a construction date which still hopefully will be in 1981. It would be my hope, as the previous paragraphs had stated that the Building Trades of Utah and the owner could and would sit down and negotiate a project agreement. This would take care of the owners concern for a guarantee of complete work continuity and at the same time provide the most skilled craft work force available that again in my opinion can be obtained only from the Unions who gear their members towards being the best at what they do.

Since last month's article was written I have been almost daily engaged in heavy contract negotiations. Although none of three in progress are completed, I am most happy to report that I think all will be completed without any strikes, but, of course, one never knows for sure until that last "t" is crossed and the "i's" dotted, and the parties shake hands. The three contracts open that I am speaking about and am working very closely with those full time business agents servicing them are C.E.L.E. (Council of Laboratory Engineers). This Association has about 400 members that they employ at this time. Also, Heckett Engineering, which employs around 80 members in Utah, has had one meeting.

Lastly, we are bargaining for employees employed by the Northern Truck Service Co. (N.T.S. & N.T.I.), and these employees most recently chose Local No.3 to represent them at a recently conducted N.L.R.B. election. Hopefully, by next month's article, I will be able to report all three companies and ourselves to have reached an agreement and are going on down the road in labor peace in a productive manner for the next three year period.

## Beale AFB awards \$1.3 million project

Roebelen Construction from Sacramento was the low bidder on the aircraft shelter and pilot training facility at Beale Air Force Base, CA, for \$1,286,000, reports Marysville Business Rep. Dan Mostats.

O. K. Earl from Pasadena, CA is doing the work on the Financial Saving Building in Marysville. D.V. DeBrito Construction is still working between rains on the Oroville Project. Kirkwood-Bly, Inc. from Santa Rosa was low bidder on the Oroville-Wyandotte Irrigation District, Sly Creek Power Project, for \$7.5 million. This project should begin around May of this year.

Business Representative George Morgan reports that work on the West side is just like everywhere else—slow.

On Tuesday, January 27, 10:00 a.m., bids will be opened on the Orland-Artois Water District job which will consist of 40 miles of irrigation lines. This job will require a good-sized crew of Operating Engineers.

A. Teichert and Son is slow in getting started on their Highway 99 job from Lomo Crossing to Live Oak. This is a job to widen the existing lanes.

George Lund Construction is

moving right along on their water project in the Town of Maxwell. This project should move all winter.

Madonna Construction has been notified that their Highway 32 job

in Chico has been suspended until further notice. This job is connected with Burdick's storm drain job on Sacramento Avenue in Chico. That job is also having right-of-way difficulties.

At its meeting on December 21st the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated by	Local #
Wendell Batt	310678	7/41	3
Robert Bordessa	495988	12/45	3
B. T. Bowman	479819	5/45	3A
John Brodnansky	496052	12/45	3A
James F. Church	495994	12/45	3
Warren J. Curry	314230	8/41	3
Lloyd Dunkin	329116	11/41	3
Mike R. Fassino	473312	(3/45 initiated by 12A (12/45 transferred to 3A)	
John Edward Hamilton	441699	1/44	3
Robert Henley	494258	11/45	3
Howard Johnston	255039	10/37	45A
Carol Kirk	496013	12/45	3
Bishop E. Lawyer	484700	7/45	3A
Leland L. Lucas	496016	12/45	3
Ralph A. McGowan	290775	9/40	3
Jasper Muccia	488629	9/45	3
I. Jay Neeley	386105	10/42	3
George Poli	496073	12/45	3A
Glen Roberts	491012	10/45	3
Fay P. Williams	428232	(7/43 initiated by 819A (10/43 transferred to 3A)	
Wendell Wyatt	408157	2/43	3

## Out-of-Work list grows in Nevada

Work in Nevada continues to slow down and the out-of-work list continues to grow to nearly 400 people, reports Business Representative Ed Jones. There are still a few members working on commercial building and there is a small amount of subdivision work going on.

McKenzie Construction is working on the Reno Northwest High School which is to be completed this year and the 22-story Circus Circus tower. McKenzie is also working on the 7-story Sierra Arts Building on Virginia Street. Earl Games Construction is doing the excavation and site work on this.

Helms Construction has a small crew starting on the recently awarded \$4.4 million Ring Road job from Hwy. 395 North to Pyramid Way in Sparks. In Lovelock, Helms Construction is getting started on the 26-mile safety widening and overlay job on I-80 with a pipe crew extending pipe and a crusher crew running two shifts. Helms Construction is also getting started on the \$7 million I-80 Winnemucca Bypass with a crusher set up at the east end of the job.

In Battle Mountain, G. P. Construction has completed the grade and gravel on the I-80 Bypass. They are moving their crusher to a pit east of Elko to start crushing material for the Elko Railroad Relocation job on which a Max Riggs crew is presently working to put in structure over the river on 5th Street in Elko.

In Wendover, the Parsons Construction dirt crew is finishing up the moving of approximately 1.3 million cubic yards of dirt on the westbound lane of I-80 and putting on base rock to get ready for CTB and white paving as soon as the weather permits. They will go to the Wells I-80 Bypass to put down base rock CTB and white paving. Parsons Construction presently has a crusher crew working on the Wells I-80 Bypass. Both of these jobs will be completed later this year.

At the Valmy Power Plant, there are still about 40 engineers working this job on Phase One which is

due to go on line in October 1981. A lot of the operator jobs at the Power Plant will be finishing up in April of this year. At this time no definite starting date has been set for Phase Two of the Power Plant Project.

Two EIS public hearings were held on January 15th regarding the Reno-Sparks joint sewer plant expansion which is of great importance to the future growth of this area. "We had a very good turnout of Engineers at both meetings who spoke up in favor of going ahead with the sewer plant expansion so

this area can have continued, steady, and quality growth in the future," Jones said.

Cortez Gold Mine is located about 50 miles outside of Carlin in the Cortez Mountain range. It currently employs about 40 men. They have recently changed their recovery method from cyanide extraction to activated carbon extraction. They will be opening a new pit area this spring and plan to employ about 150 men at that time. The Cortez Gold Mine has long been organized and enjoys good labor relations.



Max Riggs Construction is pictured here building a pier to one of several overpasses on a railroad relocation job near Elko.

## More 'Project Update'

### State housing initiative?

If its backers can, between now and June, amass the 554,000 signatures required, a strongly pro-housing initiative measure could wind up on the California ballot. The measure was officially "titled" by the State Attorney General's Office and was sent to the Secretary of State on Jan. 8. This means that the clock is running and the proposal's backers have a total of 150 days in which to gather more than a half-million valid voter signatures asking that the initiative be submitted to the electorate.

Among other things, the proposal would prohibit the institution of housing moratoria; would make it illegal to create regulations which would specify fewer than five housing units per acre of land and would generally limit other restrictions which its backers say increase residential costs. It would also require local government to set aside "sufficient" land for residential development. California's coastal zone and the Lake Tahoe area would be excluded in all of this. Perhaps the most controversial feature of the initiative is a requirement that would have Legislature placing a general obligation bond issue on some future ballot. The

bond issue, if passed, would finance sewers, streets, water lines and other capital improvements needed in conjunction with developing residential subdivisions.

### McCarthy bill deals with over-regulation in construction

Assemblyman Leo T. McCarthy, D-San Francisco has introduced a bill to remedy situations where builders, after having filed tentative maps for their proposed subdivisions, find the rules have been changed on them. The former Assembly Speaker is confident of the support of construction associations. The California Building Industry Assn., in fact, has asked its members to provide McCarthy with data on the problem. In general, the bill would prevent local governments from delaying developments by making unnecessary late changes in criteria for approving applications. By prohibiting changes in subdivision requirements once a tentative map is approved, the bill would enable developers to pursue housing projects without fear of costly delays or unanticipated expenses, according to McCarthy.

### CUP cuts OK with Utah Rep.

Freshman Rep. James V. Hansen, R-Utah says he is so intent on cutting the federal budget even the Central Utah Project may not be exempt. Han-

sen said that if money for the giant water gathering project is part of reductions in other public works projects in order to slash government spending, that's fine with him. "If, in effect, we have to cut CUP... and all the other water projects are cut the same way, that's okay. I don't see anything wrong with that," Hansen said in a Washington interview with The Daily Herald.

The Utah delegation traditionally has fought for more money for the CUP, which is designed to move water from the Colorado River drainage to populous central Utah. Last year, the Carter administration agreed for the first time to a full CUP appropriation, \$92 million in fiscal 1981. Lynn Ludlow, CUP manager, said directors of the Central Utah Water Conservancy District have not yet made a formal budget request for fiscal 1982 "because there are too many uncertainties" caused by the burgeoning federal debt and the change in administrations.

Hansen said that in 1977, he opposed White House attempts to eliminate CUP funding because he disagreed with Carter contention that the project was wasteful. But if President-elect Ronald Reagan decides to cut all public work projects by 10 percent, for example, Hansen said, "the CUP ought to be part of that." Sen. Orrin Hatch, R-Utah, also has suggested a wholesale reduction in public works spending may be necessary to improve the ailing national economy.

## 'Cut and slash' budget under Reagan?

The Reagan administration is viewing the lame-duck spending plan submitted by the Carter administration as the base line for a new budget to be submitted next month calling for vastly slimmed down federal activities.

The ink was hardly dry on the proposed \$739.3-billion budget for the fiscal year starting Oct. 1 when David H. Stockman, the new Director of the Office of Management and Budget (OMB), declared it would have "to be revised from top to bottom." At the top of Stockman's list will be sharp cuts in direct federal funding for public works and other construction efforts.

The overall budget envisions a \$27.5-billion deficit and depends on Congress accepting some politically unpopular proposals, such as an additional 10-cents-a-gal tax on fuel.

If the Reagan administration is serious about dismantling the Department of Energy, its budget cutters could find a hunting ground for dollars to chop. Under the Carter budget, the agency would receive \$16.4 billion, 22% more than currently.

It is expected, however, that the new

administration will trim existing DOE programs, not dismember them. Targets for slashing will primarily be in the agency's \$922-million conservation budget, its \$4.5 billion for research and development and funding for synthetic fuels.

Reagan's transition team for energy recommends slicing conservation spending to \$230 million by killing government outlays to industry for undertaking process efficiency demonstration programs and trimming the various grant programs for hospitals, schools and municipal conservation planning.

In the R & D area, the \$1.5-billion fossil research budget is the most vulnerable. The transition team recommends that spending for that program be trimmed to \$7.35 billion. Additionally, the team favors transferring money of the synfuel projects nearing commercial viability away from DOE to the new Synthetic Fuels Corp.

Without waiting for the new administration's budget cutters, Carter proposed slashes in the solar energy budget to \$684 million, a 15% cut.

Carter has always been cool to water resource projects. There is reason to be-

lieve Reagan will have a similar view. Nevertheless, Carter proposed a modest spending increase. The budget calls for spending \$4.5 billion instead of this year's \$4.1 billion.

Interior's Water and Power Resources Service will maintain construction on 73 projects in 17 western states, with the largest being \$191 million for the Central Arizona Project, followed by \$86 million for the Central Valley Project in California and \$71 million for a Bonneville power unit in Utah.

The budget outlook for transportation spending is more confusing this year than in most. The plan spelled out by the Carter Department of Transportation takes into account certain changes that are included in soon-to-be-proposed highway legislation.

The Federal-aid highway program is down for a sizable hike from this year's \$8.75 billion, to more than \$11 billion. Of this total \$3.5 billion is earmarked for Interstate construction and \$1.4 billion for repairs. The repair budget is scheduled to climb to \$2.4 billion in fiscal 1986, with the federal share at 75%.

While Carter proposed to add 10 cents to the present four-cent gasoline tax, only two cents would go to the Highway Trust Fund. This, plus an adjustment in the amount paid by truck owners, would add \$1.4 billion per year to the trust fund.

These highway spending plans may be acceptable to the Reagan managers. But likely to draw their fire are proposals for mass transit spending. Carter has this category down for a funding level of \$5.5 billion—an increase of \$600 million.

Despite the suggested new spending level for sewage treatment—up to \$3.7 billion—the administration says "it continues to believe that there is an urgent need for program reforms to control long-term costs and to establish eligibility standards for selection projects with the greatest environmental benefit."

Higher defense spending means higher military construction spending. The Carter program calls for a hike of \$2.2 billion—up from the \$3.4 billion in the current fiscal year to \$5.6 billion in fiscal 1982. Despite the sharp increase, the Pentagon is saying that "only limited progress will be made toward reducing the substantial backlog of construction."

## Donovan confirmed

(Continued from Page 1)

But Senator Edward M. Kennedy of Massachusetts, the first Democrat to speak during the debate, said he would vote against the nomination.

"I believe that the record fails to show that the nominee possesses that degree of independence and sensitivity essential" for the job, said Kennedy. He added that even viewing the material "in the most favorable light for Mr. Donovan," he would vote against confirmation.

He cited as one reason Donovan's testimony that he was not told when a top employee of his firm, Schiavone Construction Co., was subpoenaed before a grand jury probing alleged labor extortion.

"Surely, even if we fully credit Mr. Donovan's testimony, we must believe that a responsible construction firm concerned about its integrity would be managed so that grand jury appearances of high-level employees are reported immediately to the chief officer of the firm with responsibility in the relevant area," Kennedy said.

Senator Thomas Eagleton, D-Mo., said he was prepared to vote against the nomination because of the range of allegations, "all of which in the aggregate cause me to oppose" Donovan.

Eagleton also said he found it "difficult to believe Mr. Donovan's testimony" involving the grand jury subpoena.

"I doubt whether the Senate would confirm him if the president had nominated him to be attorney general," he said.

The vote by which the Senate voted to confirm Donovan:

Responding to questions on labor issues, Donovan said he believes right-to-work legislation "is more of a state than a federal issue," and that he opposes common-situs picketing. He does not favor repeal of the Davis-Bacon prevailing-wage law, but would "tighten up" on its administration.

The new Labor Secretary also would like to see the Occupational Safety and Health Administration (OSHA) become "more result-oriented than program-oriented."

## Local 3 wins wage fight

(Continued from Page 1)

Despite these instructions, the Utah DOT refused to correct the wage rates in the bid specifications, saying they were under no obligation to make the change at the late date. They refused to acknowledge the fact that Local 3 had given the government ample notification of the new wage rates months before the bids for the project had been prepared.

The Utah DOT, after refusing to comply with the federal government's directive, held a bid opening for the project and awarded it to W.W. Clyde of Springville, Utah, who is signatory to Local 3's Master Agreement.

Local 3 attorneys immediately petitioned for a temporary restraining order with the U.S. District Court in Utah. Charging that the Utah DOT had acted in an incompetent manner, Local 3 requested the court to prevent the contract from proceeding until the wage rate modifications had been made.

On January 12, the judge, rather than

issuing a formal restraining order, gave verbal instruction to officials of the transportation department and W.W. Clyde not to proceed with the project until the court had a chance to receive arguments and make a ruling on the case.

In less than two weeks, the Utah DOT backed down and agreed to implement the correct wage rates after realizing that Local 3 appeared to have an airtight case against them.

Vice President Bob Mayfield expressed his satisfaction with the outcome of the dispute, but warned that these kinds of wage rate infractions are an increasing problem.

"We are being stabbed in the back more and more on Davis-Bacon violations by government bureaucrats," he charged. "Either through incompetence or downright subversion, these people are not recording the wage increases that we are negotiating for the members. It is going to require more surveillance on our part to see that we are not losing wages and jobs on federally funded projects."

## Redding area has enjoyed good year

The Redding area has enjoyed a very good work load this year with several highway improvement projects, sewage treatment facilities and potable water treatment plants, reports District Representative Ken Green. Some of the brothers in the Redding district have enjoyed their longest work season

(some approaching 2,000 hours).

J. F. Shea Company has completed the Tennant Bray Road and Grasslake project on Highway 97, east of Weed. Nielson Nickles Company along with Yates Construction has been able to get most of the excavation and piping done on the Redding Water Treatment project. They have experienced probably one of the best production years in the Redding area, in that they have been able to work without very much lost time due to the mild winter weather experienced this last year.

The Natkin/U.S. Steel Calaveras Cement modernization and improvement project in Mountain

Gate is nearly completed. This has been a terrific project for the area with as many as 100 to 150 building tradesmen employed for most of the year. They also have suffered very little lost time due to the weather.

The Project Manager for Natkin/U.S. Steel, Don Scott, reported that he has had the best building craftsmen on this project in all of his years of construction supervision. There were very few labor problems on the job and Natkin/U.S. Steel may, because of the labor relations enjoyed on this project, be awarded by negotiations similar but much larger contracts with Calaveras Cement

Company, San Andreas, California. This would hinge on orders received by Calaveras for cement (if the MX Missile project becomes a reality, those orders will be forthcoming).

Frank W. Pozar (Pacific Western Construction Company) was the successful low bidder on the Litchfield Highway 395 realignment job. Brother Jim Snyder will be the Project Manager on the job with Brother Bobby Hale, Grading Foreman. They hope to work through the winter on this project. Those who are familiar with the area will no doubt realize that a winter job in Litchfield, in Southeast Lassen County is no picnic

with temperatures dropping below zero for weeks on end.

Mittry-G.E.B., Inc. Construction Company has progressed at a very satisfactory rate on the Somes Bar-Forks of the Salmon Road widening project in Southwestern Siskiyou County. They still have some Ben-Wall to construct. Brother James Cross was injured very severely on this project when a large rock rolled free of the slope and crushed his leg. We wish him a speedy recovery.

Ken Gifford Construction has completed his phase of the new jail site preparation. "We are now wait-

(Continued on Page 12)

## Dumbarton Bridge project begins east end approach

The Dumbarton Bridge project has entered a new phase with the construction of the east end approach. Traversing unstable marsh land—some of which is below sea level—has posed a real challenge. Oliver deSilva, Inc. of Hayward, who has the \$10 million contract to construct the 2½ miles of approach road, has resorted to an innovative soil stabilization system to accomplish the task.

Fast-working polyvinyl chloride dewatering wicks installed 46 ft. in the earth are stabilizing the swampy soil. The wicks will complete settlement in a year. Without the wicks settlement would take an estimated 60 to 100 years, according to Ralph Sommariva, senior resident engineer for Caltrans.

In a 250 x 350-ft. test fill on 40-ft-deep mud last year, the wicks achieved more 6 ft. of settlement in just six months. Settlement averaging 4 ft. is anticipated on the job's total fill of 1.4-million cu yd.

The wicks, 4 in. wide and 3/16 in. thick, are supplied on reels and cut to length on the job. Although widely used in Japan and Europe, they have come to the U.S. only recently, says Caltrans' Sommariva.

Approach alignment extends across 4 to 5-ft-deep salt ponds atop 50-ft

depths of mud. After the ponds are pumped dry, pressure and capillary action force the water from the mud up through the wicks to drain through a rock blanket.

Even though the wicks cost less than sand drains, Caltrans specified them primarily because they are flexible, says H. Paul Hensley, project design manager. Unlike the wicks, sand drains on such a large job would shear and lose their function as soils moved in the accelerated settlement.

Rapid settlement is essential on the job because normal use of overload fill would cause displacement, sending a mud wave out several hundred ft. Also, the fast settlement eliminates long-term differential settlement, which would produce undesirable roadway undulations.

Local 3 members employed by subcontractor Malcolm Drilling Co., Inc., South San Francisco, is installing the Japanese-manufactured wicks in about 13,500 locations with two 70-ton cranes fitted with vibratory hammers. Each hammer drives a pair of hollow mandrels that carry the wicks downward within them.

A wick is held in its mandrel by a polyvinyl chloride retainer stapled to its down end. The retainer also keeps mud from entering the mandrel during driving. Each retainer is pointed and remains in the hole to anchor the wick when the mandrel is withdrawn.

The reel-fed wicks are installed on 4-ft. centers. Each newly inserted length is cut off at the top of its hole, clearing the way for another cycle to begin with the stapling of a retainer to carry the next wick down. Three lengths of mandrels are on the job. A cycle for each rig averages two minutes, as the mandrels insert wicks to 26, 36 and 46-ft. depths.

To assist wick drainage through the rock blanket, De Silva pumps water from 36-in.-dia. steel risers set in holes 10 to 15 ft. below grade. The risers, on 500-ft. centers, are connected by 1.5-in.-dia slotted pipe.

De Silva prepared for fill placement by first building an earth dike on one side of the alignment and using an existing approach road as a dike on the other side. A 50-ft-wide strip of semi-impermeable woven polypropylene reinforcing fabric under the earth dike helps spread loads.

After pumping out the ponds overlying the mud, the contractor placed reinforcing fabric across the dewatered containment area and covered it with 5 ft. of fill topped with an 8-in. rock blanket. A layer of nonwoven filter fabric below the blanket keeps it free of contaminants while water flows freely.



Fast working polyvinyl dewatering wicks are installed deep into the swampy ground with a pile driver. The wicks shorten the drainage period by up to 60 years. Average settlement of the soil is expected to be 4 ft.

At this point in construction, the wicks are inserted—the mandrels carry them down through the blanket, fabric, and fill into the mud.

At a later stage, the rock blanket is covered with a layer of filter fabric and another 8 ft. of fill. This fill is added at a controlled rate, going in over a period of time to permit dewatering by the wicks.

In two areas where the mud goes to 50 ft. deep, the contractor substituted 3 to 6-ft. layers of sawdust for fill to achieve required volume without risking failure by overloading the material.

The fill has benched sides and, when completed, it will be 80 ft. wide at the top and as wide as 225 ft. at the base.

Originally, Caltrans scheduled De Silva's contract for completion Oct. 1, this year. But the contractor has chosen

to expand a fleet of 55-ton haulers to increase production about 50% over state requirements, according to Rich Gates, De Silva's project manager.

More than half the job's fill has been placed, and Gates now targets this spring for contract completion.

The pavement to the east end approach will be constructed under a separate contract expected to be advertised in October of this year. The west approach will be built under two contracts to be let this year also.

The new Dumbarton Bridge will be opened to traffic in mid to late 1981, with traffic using existing approach roads until the new ones are completed in 1985. The steel truss sections to the old bridge will eventually be removed, leaving each end to be converted into fishing piers.



Local 3 member Dan Landis, an employee of Malcolm Drilling Co., operates the pile driver used in installing the unique wick drains.



As this photo of one of the abutments shows, operators had to work in very confined spaces in bringing up the embankment. Several landslides hampered progress, but the dam was still topped out on schedule.

pleted at the end of November, 1980.

Since the dam is being built in the Tahoe National Forest, the contractor had to use only upgraded existing 22-ft-wide roads for hauling most of the fill. This limited the contractor to over-the-road equipment for most hauls. Except for six 50-ton end dumps used in excavating the dam foundation and in excavating and hauling rock on 40-ft-wide haul roads from the borrow pit less than a mile away, trucks had a maximum capacity of 35 tons.

Placing and compacting materials around the risers for the 120 instruments presented continuing problems. A vibratory compactor and two sheepsfoot rollers were used in the compaction along with manual equipment for work close to the risers.

Five landslides that dumped nearly 80,000 cu yd of rock and dirt hampered progress. The first, and worst, slide occurred at the top of the spillway, setting 50,000 cu yd of material loose. This slide considerably extended the construction schedule.

Even with the relatively small size of the dump trucks, the concentration of equipment required to place the 1 million cu yd of fill made for severe traffic congestion. The valley was barely 100 ft wide at the base of the dam, which complicated traffic patterns during both excavation and earth placement.

Congestion became worse again at the top of the dam as the dump trucks rolled onto the narrowing embankment at a consistent six-per-minute clip.

## Sugar Pine Dam tops out on schedule

(Editor's Note: The following article is excerpted from the Jan. 22 *Engineering News Record*. Engineers News photos by James Earp.)

With a little help from unseasonably dry weather, the first dam designed by the Water and Power Resources Service since the catastrophic Teton Dam disaster has been topped out on schedule. The small but complex Sugar Pine Dam in northern California has the most comprehensive instrumentation and the most sophisticated design of any rockfill ever built by the federal agency, according to agency officials.

Earth placement was interrupted for a daytime shift every 30 ft. as the embankment rose to allow for installation of an array of instruments, some 300% greater in number than any pre-Teton Dam project. Throughout the job, the big hauling units and the compaction equipment had to work around as many as 14 risers installed in the dam to protect the various instruments.

The schedule was tight enough without the interruptions. Auburn Constructors began work on the \$19.1-million contract in January, 1979, and although the scheduled completion date is January, 1982, "to be economic," embankment placement had to be accomplished in two five-month construction seasons. Local 3 crews were on double shift for the entire season.

The contractor, a joint venture sponsored by Gordon H. Ball, Inc., Danville, Calif., and including Guy F. Atkinson Co., South San Francisco, and The Arundel Corp., Baltimore, expects to complete the job in the fall of 1981.

The \$28-million central core rockfill dam, on a tributary of the North Fork of the American River, is designed to store 7,000 acre-ft. of water to supply municipal, industrial and irrigation water to the Foresthill service area 24 miles away.

Located in the Foothills fault system that was found to be active in the 1975 Oroville earthquake, the dam is

designed to withstand the maximum credible earthquake on both nearby and distant faults. Seismic design calls for a number of special features to withstand quakes with magnitudes of 6.5 and 7.5 respectively, on the local Melones and Tahoe faults, and 8.5 on the San Andreas fault about 330 miles away, according to a WPRS official.

Sugar Pine is the first WPRS dam and one of the first in the U.S. to incorporate 5% of bentonite by weight into parts of the impervious core. The powdered bentonite is mechanically mixed into the core material for a 10-ft.-thick blanket along the bottom and upstream face of a cutoff trench and in the top 33 ft. of the core.

The higher plasticity produced by this mixture is expected to provide better resistance to cracking either from seismic movement or from differential or tensile cracking. The more plastic material will also protect the core against piping from erosive flows of water.

The slope of Sugar Pine Dam is considerably flattened compared to conventional dams, and the top of the dam is 39 ft wider rather than the 25 ft that would normally be specified by the agency.

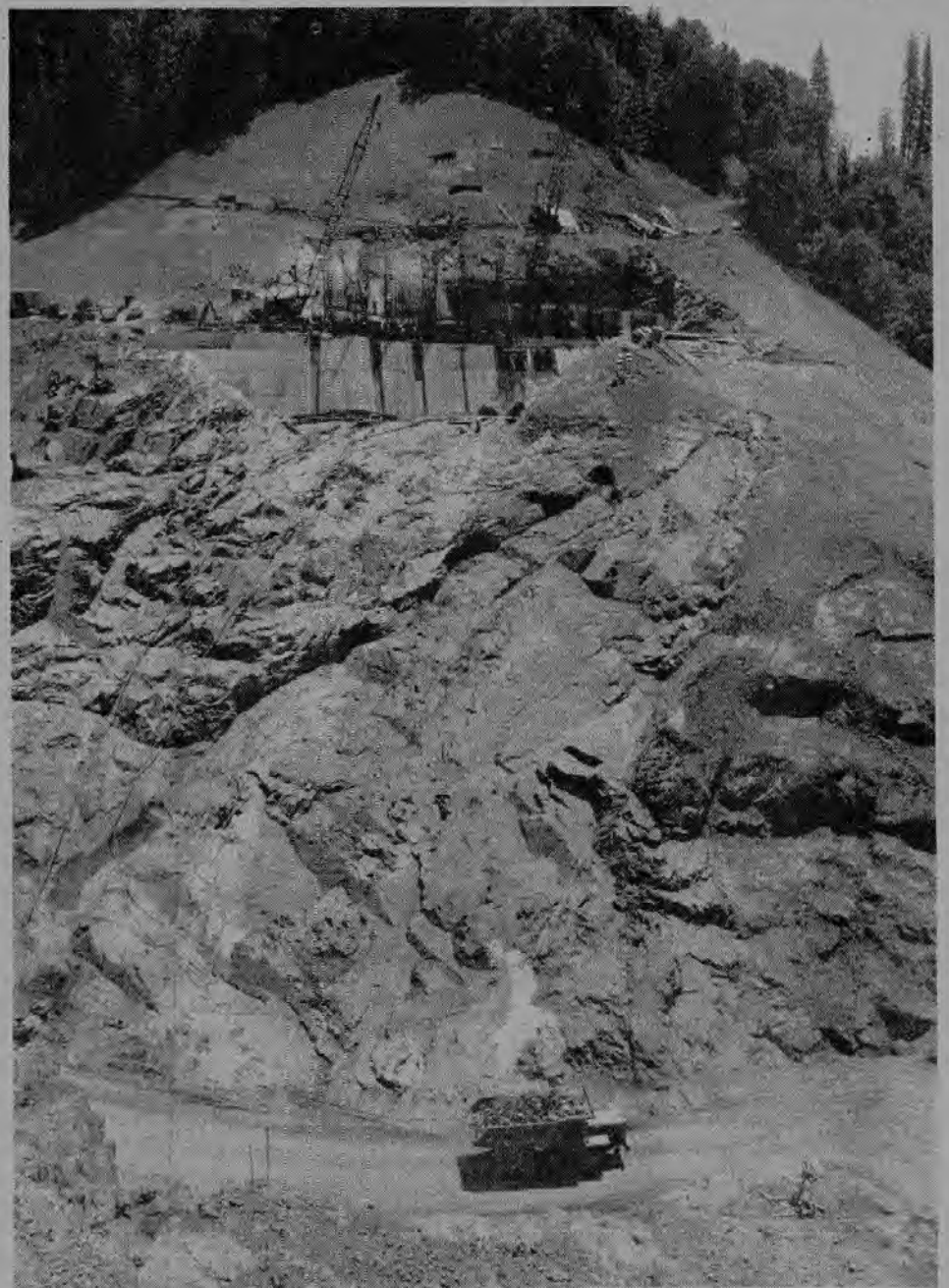
A major deterrent to earthquake damage is the increased mass of the rockfill shell material, which is several times greater than the tonnage on earlier dams.

While the initial specifications for bentonite called for 5% by volume, the owner agreed that this method was not feasible and a shift was made to 5% by weight.

Since the use of bentonite was a first for WPRS, both pelletized and powdered material were tried in the initial runs, and the fill samples were laboratory tested for moisture penetration, says Davidson. The powdered material was found to be the better performer.

In addition to using bentonite for the first time, the contractor's operations were confined by an assortment of special conditions. First, earthmoving

could not begin until June of each year, at the end of the winter runoff, because stream flows had to be diverted through a 12-in.-dia pipe during the construction season. A 745-ft-long, 9-ft-lined-diameter diversion tunnel was excavated in 1979 and placement of the last segment of concrete lining was com-







Working off one signalman, two Local 3 crane operators set the massive truss in place while iron workers secure it.



## Moscone Center works hard to beat a tight schedule

With a convention already booked for next October, no one is wasting any time to complete the \$100 million Moscone Convention Center in San Francisco. Work reached an important phase this month as the last two of four huge trusses were lifted into place by Local 3 crane operators working for Sheedy and Bigge crane companies.

Each one of these trusses, pictured above, weighs 64 tons and requires two crane operators making a double lift to be set in place. This is no task for a novice, as neither operator can see what the other is doing. Both rely on one strategically placed signalman to give them orders.

The trusses will span the entrance lobby and one of the smaller exhibit halls located adjacent to the main exhibit hall, which span the largest column-free space of its kind in the world.

Workers have also finished pouring most of the 16 massive concrete arches that span the 270,000 square-foot exhibit hall. Each arch is 280 feet long from toe to toe. As each pair of arches is completed, precast concrete T-beams are laid across them and secured into place. These will ultimately form the 800-ft. by 300-ft. roof. The

roof is designed to form the foundation of smaller building which will eventually be built over the underground convention center.

The first Ts were placed last March. Each one weighs 29 tons and is trucked from Napa where they are being prefabricated by Basalt Rock Co. Each bay between the concrete arches holds 28 Ts.

After all the Ts for one bay are placed, the stressing of the concrete arches is undertaken. This is the most critical part of the project. One end of each arch is stationary, but the other end is on a slide movement arrangement. Huge cables running along tubes inside the concrete arches are pulled to create the necessary stress that will allow the arches to support the weight of the roof.

The stressing moves the entire arch 3½ inches toward the center and up to 7 inches at the peak. Once the stressing is completed, the falsework supporting the structure is immediately taken down and moved over to the next location.

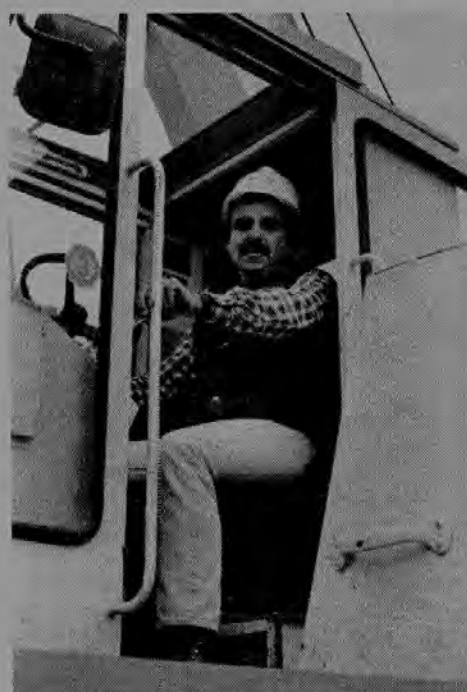
There are many challenges on this project. Earthquake and design specifications require so much reinforcing that work spaces are often confined. Over 130,000 yards of concrete have been placed on the 550-ft. by 850-ft. foundation alone.



Pictured left to right are Local 3 Business Representative Ray Helmick; Dan Calvin, a 13-year member and operator for Bigge Crane; and oiler Bruce DeJanzier, a 23-year member.



Operator Chuck Stephenson and oiler Harold Harrington of Sheedy Crane.



Jim Shurtleff operates 40-ton Warner-Swasey hydraulic crane.



Pete Jennings, 23-year member



Forklift operator Robert Mitchell

# Fringe Benefits Forum

By Art Garofalo,  
Fringe Benefits Director



You are over age 50 but by no means over the hill. You have a good job, the work is hard but it pays well and it's fairly steady. You are in pretty good shape but you are beginning to get a little concerned about the future. You know, like; How much can you get from your Pension Plan? When is the best time to retire?

What if you become disabled? Do you have any options? What about your health care?

If you are in that kind of a situation, we want to talk to you. Local 3 has developed a no-nonsense approach for members and their wives to get all of their questions answered before they retire. This year we will conduct Pre-Retirement Counseling sessions starting in late April. A complete schedule of all dates, times and locations will be printed in next month's Engineer's News for your convenience.

The program has been updated and streamlined. We have a 30 minute slide presentation about your benefits, including all of the latest changes such as:

- Disability Pensions
- 10 Year Guarantee Option
- Burial Expense Increase
- Retiree Welfare Plan Improvements
- Active Health & Welfare Coverages

We have a couple of added attractions this year. Our office has about 600 Retirement portfolios which contain valuable information for retirement planning. We

will have a limited supply of these at each meeting, so if you are interested, get there a little early. Also, we will have copies of the latest government brochures on your Social Security and Medicare for your information.

The Annual Pension Statement is scheduled to be mailed out in April. Be sure to bring your statement to the session, also bring your wife. We will have representatives from the Trust Fund Office to answer any questions you may have.

\* \* \*

**RETIREES AND WIVES.** The Fringe Benefit Center is in the process of completing our 1981 schedule for Retiree Association meetings for each chapter. Again, we will start in late April and meetings will be held in the morning or early afternoon. We will print a complete schedule as soon as possible. You will receive a reminder in the mail one week prior to your Chapter's meeting. A Representative from the Trust Fund Office will also be on hand to answer any questions or assist with any problems you may have.

## Medicare best bargain in health care

A little over 15 years ago, the Federal government introduced the MEDICARE system. The intent was to add a companion health plan to the Social Security Retirement and Disability Program and its job was to provide health care protection to the people who needed it most—the sick and the elderly. Since then, MEDICARE has paid out literally billions of dollars in health care benefits for disabled and retired workers. But MEDICARE is starting to get more and more criticism from the people they insure. Complaints about the program are at an all time high. Those covered under MEDICARE seem to feel that they are not getting their money's worth. *It costs too much! They raised the deductibles again! They don't pay as much as they are supposed to! They are too slow in paying benefits! It's another rip-off!*

Is MEDICARE really as bad as everyone claims? Or, is it possible that most people just don't understand the program and how it works?

Dollar for dollar, MEDICARE is the best bargain in health care today. It is federally sponsored but administered at the community level by private insurance companies. And, like any other national program of this size, it is going to have its ups and downs. **BUT**, the bottom line is that MEDICARE's benefits far and away exceed its shortcomings.

### Eligibility and Coverage

Everyone who reaches age 65 and is eligible for Social Security Retirement Benefits is eligible for MEDICARE. This also includes those who are permanently disabled and qualify for Social Security Disability Benefits after a 24 month period. Those who continue to work beyond age 65 are eligible and spouses are also covered at age 65.

MEDICARE has two separate types of coverages. Part A covers hospitalization and Part B covers medical services. Part A is financed from a portion of all workers' Social Security taxes and coverage begins when they become eligible at no cost. On the other hand, Part B is financed from monthly insurance premiums withheld directly from Social Security benefit checks. As of July, 1980 the monthly premium was \$9.60 to be insured for Part B coverage.

Enrollment in MEDICARE is automatic for all those eligible. Part B premiums are withheld directly from monthly Social Security checks. Individuals can elect

not to enroll in Part B. However, this is not recommended and can result in some rather costly penalties at a later time.

### Part A—Hospital

Part A provides coverage for hospitalization. The program covers up to a 90 day stay in a hospital for an illness. There is also an additional 60 day Lifetime reserve that can be used for a confinement beyond 90 days. Covered charges include a semi-private room (intensive care unit when necessary), meals, operating and recovery rooms, anesthesiologists, pathologists, lab and x-ray, blood (after three pints), drugs and medical supplies.

Charges for therapy, alcohol detoxification and out-patient rehabilitation care are also covered.

After hospitalization, Part A covers convalescent care for up to 100 days. This includes a semi-private room, board, nursing care, therapy, drugs and medical supplies. Also, there is coverage for home health care visits by a home health agency for therapy. Separate psychiatric benefits are also provided for Part A.

Excluded from Part A coverages are: Physician's fees (see Part B), private duty nurses, custodial care and personal comfort items such as private rooms, television, telephone and so forth.

Most hospitals actively participate in the program and will normally bill MEDICARE directly and usually accept their payment in full for the patient. Non-participating hospitals are not subject to those rules. They may bill the patient instead and they need not accept MEDICARE's assignment as payment in full.

MEDICARE has certain deductibles that must be satisfied depending on the length of a hospital or convalescent hospital confinement. The following is a schedule of the deductibles that apply:

PART A—HOSPITAL	
1st - 60th day	\$204 total
61st - 90th day	51 per day
Lifetime Reserve (60 days)	102 per day
CONVALESCENT CARE	
21st - 100th day	\$ 25.50 per day
PART B	
Annual medical deductible—	\$60 total

### Part B—Medical Services

Part B medical coverage is intended to complement the Part A hospital coverage. It covers charges made by a physician, surgeon, anesthesiologists, assistants or other health care providers including chiropractors. Services include diagnostic x-ray and lab tests, surgical dressings, splints and casts, ambulance, out-patient

services such as doctor office visits, therapy or treatment and pre-admission testing.

MEDICARE Part B has a \$60 annual deductible and pays 80% of covered charges provided they are reasonable. Physicians' fees must fall within 75% of the fees charged by other physicians in the same geographical area and in the same medical specialty. MEDICARE maintains separate schedules of allowances for each community which reflect the local cost of living, rate of inflation and other relevant factors. It is possible that one doctor's fee might be considered reasonable for the San Francisco Bay Area and unreasonable for Farmington, Utah.

Excluded from Part B coverages are: routine physical examinations, eye exams and glasses, hearing exams and hearing aids, immunizations, dental care, podiatry, cosmetic surgery and cases eligible for worker's compensation claims.

MEDICARE does not cover services provided by the Veterans Administration or other governmental agencies provided at no charge. Also, MEDICARE becomes the secondary insurer in any cases where benefits may be paid from a liability insurance policy such as your automobile liability coverage.

### Administration and Costs

MEDICARE is federally sponsored but unlike the Social Security system, it is administered at the local level by private insurance companies. Blue Cross, Blue Shield and Aetna are companies currently under contract with the government to pay MEDICARE claims. Because of the large number of MEDICARE partici-

pants and the tremendous volume of claims that are submitted, there can be delays in receiving payment. Also, claims service will vary from community to community.

At today's prices, health insurance is a bonafide necessity and it is rather expensive. The average worker pays about \$100 per month for his family's hospital-medical

plan. Comparatively, the cost of buying insurance at an older age—above age 65—or if disabled, would be much higher. MEDICARE Part A is free and Part B costs those insured \$9.60 per month. That's about one tenth of the average worker's premium for similar coverage. The difference between the premiums charged and the actual cost of the program is made up by the Federal government from taxes.

MEDICARE is certainly not perfect. The hospital deductibles have been increased steadily over the past 15 years and the Part B premiums have also been raised. Depending on which community a participant lives, MEDICARE's allowances on covered charges seem inadequate. Also, claims service may or may not be prompt depending on locale. However, MEDICARE today continues to provide retired and disabled workers with substantial catastrophic hospital and medical coverage at a price well within their reach—and that's just what it was intended to do.

## Proposed hydro-plant aired at Fresno hearing

A meeting to acquaint the public with a proposed \$3.6 million Hydroelectric Power Project in the upper San Joaquin River drainage area has been held in North Fork, reports District Representative Claude Odom. The plan is to divert water from the North Fork of the San Joaquin River at the 7,500 foot elevation near Iron Creek.

Water would be transported through tunnels to two power plants and dumped into the San Joaquin River at Mammoth pool. The lowest powerhouse would be at the 3,500 foot elevation. However, the project could be blocked by a proposal to put the San Joaquin North Fork into the National Wild and Scenic River System. Water also would be diverted from Cora Creek and the east, middle and west fork of Granite Creek.

The water would be impounded in a 100,000 acre-foot reservoir behind an earthfill dam at Jackass Meadow and in an 80,000 acre foot reservoir in Chiquito Creek Canyon behind an earth and rock fill dam. Each unit would have unattended twin 60,000 kw hour generators. If the project goes ahead Construction is not expected to start before 1984. The project is expected to take three to four years

## FRINGE ACTION

**QUESTION:** Is it possible to have my monthly Pension check sent to a Savings and Loan Association.

**ANSWER:** Of course. You may have New York Life Insurance Company send your monthly Pension checks to any Bank or Savings and Loan institution of your choice. Your checks must be deposited to a checking or savings account. We call to your attention that many Banks and Savings and Loan Associations now offer interest bearing checking accounts.

Having your Pension check sent directly to your account allows you the freedom of travel and provides you with a measure of safety against a lost or stolen check. Remember, Social Security checks can also be sent directly to your account.

Forms for direct deposit are available through both the Fringe Benefit Center and the Trust Fund Office.

to complete with 800 to 1000 workers on the job.

Kaweah Construction Company of Visalia is the low bidder on the Cutler-Orosi Wastewater treatment plant in December. The contract calls for constructing Manning Avenue into an expressway at a cost of approximately \$1.5 million.

Genz Construction Company of Fresno is the low bidder on Lac-Jac Avenue east of Selma. This contract is for grading and paving work on six miles of Lac-Jac Avenue at a cost of 1.1 million.

The City of Reedley is calling for bids later this month for remodeling of the City Wastewater Treatment Plant at an Engineers estimate of \$8 million. A pre-job conference was held on December 2nd with Fred J. Early Company to construct the 22 million dollar Pine Flat Power Plant. The Company estimates between 10 and 15 engineers will be employed for this 2-year project.

Guy F. Atkinson has started moving dirt on their Freeway 41 job. This is mostly a truck job with 20 engineers pushing, pulling and loading, the bottom dumps. The completion is scheduled for mid 1982.

## Another Peripheral Canal bill introduced into Legislature

Another bill calling for a special election on the Peripheral Canal has been introduced in the Legislature, while Gov. Brown has called on environmentalists to "take a second look at their opposition" to the canal.

Assemblyman Bruce Young, D-Cerritos, first introduced a bill that would set April 7 as the date—then amended it to April 14.

The change came, Young said, because he had learned a larger percentage of the electorate—16 percent—will be going to the polls on other issues April 14 than a week earlier.

Los Angeles will hold its municipal elections April 14, along with Oroville and Pacific Grove. Proponents of the canal favor holding the referendum to coincide with Southern California balloting on the theory that voters in the South are more likely to favor canal construction.

Assemblyman Ross Johnson, R-Anaheim, has introduced a bill that would set June 2, 1981, as a date for a special election. An aide said June 2 would coincide with only one municipal election, in Salinas.

The referendum will ask voters whether they want to repeal Senate Bill 200, which was passed by the Legislature and signed into law by the governor this year. SB 200 authorizes construction of the controversial 43-mile canal, which would carry Sacramento River water around the edge of the Sacramento-San Joaquin Delta for shipment to Southern California and the San Joaquin Valley.

Environmentalists and others who oppose the canal have forced a statewide election on SB 200, giving voters a chance to repeal it.

Young noted that unless a special election is called in 1981, the fate of the canal will be postponed until the June 1982 primary. Such a postponement, he said, would cause an increase of at least \$50 million in the cost of building the \$1 billion canal.

Young noted that a proposal to

end the state inheritance tax also could be included in the special election.

The Coalition to Stop the Peripheral Canal, which gathered more than 800,000 signatures to force the referendum, wants to wait until 1982 to provide more time to mount a political campaign and to assure a more balanced statewide vote on the issue.

Gov. Brown noted that the California Farm Bureau Federation, which supported SB 200, is considering support of the repeal attempt because Proposition 8, which was passed by the voters last month, would strengthen environmental controls in the Sacramento-San Joaquin Delta and make it more difficult to get North Coast water to ship south through the canal. If SB 200 is repealed, Proposition 8 will die with it.

Brown said he suspects that "some groups that are not in support of environmental causes believe they can wait me out."

## Pat Johnston holds victory celebration

Joining Assemblyman Pat Johnston in a victory celebration are Stockton District Representative Jay Victor (left) and Public Employee Representative George Matzek (right). Johnston's celebration came later than usual, due to the lengthy recount in which he edged out his Republican opponent Adrian Fondse (see December EN).



## Transportation subject of Reagan study

The Reagan administration will emphasize free-market forces wherever possible in its transportation policy. A report of the transportation issues task force says that

"direct federal financing of transportation investments or operations should be limited to those few cases where there is a clear and widely accepted requirement for concerted action in an area of high national priority."

Industry officials are generally pleased by the report, however, because of its support for the highway program, especially the Highway Trust Fund and airport development aid program (ADAP). On highways, the task force, headed by former Transportation Secretary Claude Brinegar, calls for a change in the trust fund's major revenue mechanism from the current flat 4 cents a gal tax on road fuel to some form of indexed tax.

On the issue of whether to complete the Interstate highway system—referred to as a "mirage" by Sen. James Stafford (R-Vt.)—the task force advocates not finishing the entire system as now planned, but upgrading the older parts instead. "The task force agrees that there is a federal responsibility to see that the Interstate system is properly maintained. This will require a new program and new direct funding," says the report.

The highway program is up for

reauthorization next year, but Stafford, incoming chairman of the Senate Environment and Public Works Committee, is not giving it a high priority on his agenda.

On mass transit, Reagan appointees have been generally critical of a large program, and the task force calls for reducing the overall level "significantly." Reagan forces supported Sen. Richard Lugar's (R-Ind.) successful effort that prevented the \$29.3-billion Surface Transportation Act of 1980 from reaching a Senate vote in the last days of the 96th Congress. Specifically, a Reagan administration is not expected to support any new rail starts, favoring buses instead, and will seek to reduce operating subsidies.

On airports, the now defunct ADAP program will probably be re-created. Sen. Howard Cannon's (D-Nev.) call for "defederalization" of the nation's 72 large airports has the task force's support. So does his proposal that the 8% ticket tax be sharply reduced. The task force also recommends building and upgrading the smaller reliever airports for general aviation in order to alleviate congestion at the hub-airports.

## HONORARY MEMBERSHIPS

At its meeting on January 10th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3.

Name	Reg. No.	Initiated by	Local #
Charles Aldrich	322334	9/41	3
George Babson	476982	4/45	3
Fred G. Brauer	498683	1/46	3
P. W. Carey	498754	1/46	3A
Sam Cooper	282200	1/46	3B
Howard Dougherty	488589	9/45	3
Mark Foster	402429	1/43	3
Floyd Jacobus	288904	8/40	3
Fred A. Jacques	429267	8/43	3A
Robert J. Livermore	498714	1/46	3
Nick Marazzo	498717	1/46	3
Walter Mortensen	384228	6/43	3C
L. M. Palfreyman	463911	11/44	3
Harold L. Parker	488633	9/45	3
Joe M. Parker	386304	10/42	3
William G. Raney	498727	1/46	3
Edward Vernon Tennison	498742	1/46	3
Joseph W. Thompson	491027	10/45	3
Samuel E. Wauchope	360856	5/42	3
Floyd Tim Wisener	498749	1/46	3

### GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1980-1981 SCHOOL YEAR

Two college scholarships of \$1,000.00 each will be awarded winners for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

Two college scholarships of \$500.00 each will be awarded 1st runners-up for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

#### WHO MAY APPLY:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

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

The applicants must be senior high school stu-

dents who have, or will be, graduate at the end of: either: (1) the Fall Semester (beginning in 1980), or: (2) the Spring Semester (beginning in 1981),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1981 and March 1, 1981.

#### AWARDING SCHOLARSHIPS:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

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

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

#### INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1981.

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

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

3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

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

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

James R. Ivy  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103

or to College Scholarships at the address shown above.



## WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

## A look at major causes of accidents last year

### More from Redding

(Continued from Page 7)

ing for the country to let the additional contracts for the jail structure and parking facilities sometime in early 1981," Green said. There are rumors that the federal government will contribute a large amount of money to this project in order to establish a federal court in Redding.

C.F.B. Construction has all but completed the South Bonneyview Sewer Pipeline with Titan Western Construction doing the bore at South Bonneyview and Eastside Road. This is a 36-inch Bore that must be placed beneath the S.P. Railroad tracks and Old Highway 99 and tie in with a man hole near the Oak Grove Club.

C.F.B. has had a tough time on this job with ground water and bad ground necessitating the use of a shell to protect the men and prevent major cave-ins. Progress was slower than anticipated at the time of the bid. Henry Friese (Owner) was asked why he didn't forfeit his bid when he found out how tough the job was going to be and that he obviously wasn't going to make any money on the project.

During the year 1979, throughout the jurisdiction of Local #3, there were 68 accidents. Last year, 1980, that figure was reduced to 41 accidents. This shows that our members are becoming more aware of safety measures. For the 41 total accidents, 11,502 man-hours were lost and over \$200,000.00 was lost in wages and fringes. Unfortunately, 82 percent of all accidents were due to human error.

Some of the major causes of accidents for 1980 were:

#### CAUSES OF ACCIDENTS

Slips and falls.	7
Laceration by hand tools and moving parts.	3
Crushed by falling object.	3
Pinched by unguarded machinery.	4
Backover by equipment.	2
Hit by flying object.	3
Equipment collision.	1
Rollovers.	3
Tipovers (Crane).	1
Lifting too much weight.	2
Runaway Equipment.	1
Burns by hot substance.	3
Faulty exhaust.	1
<b>Total</b>	<b>34</b>

Here are some examples of how these accidents occurred:

Operator put Blade in wrong gear on hillside road. Engine died, operator lost

control. Blade rolled over slope onto side. R.O.P. saved operator from serious injury.

Injured was attempting to install a belt guard on moving conveyor belt. Arm was caught in tail pulley. Injured suffered the loss of left arm.

Operator not watching his route of travel. Pneumatic roller went off fill 3 ft. high on 2-to-1 slope. R.O.P. prevented roller from going completely over onto operator. Crushed knee.

Injured was lubricating rollers on conveyor belt. Belt not locked out. Laborer engaged switch causing victim to fall 8 feet to ground. Broken hip.

Rollover 12-F Blade, R.O.P.S. and seat belt. No injury. No lost time.

Changing cutting edges on Scraper. Sprained back; too much weight.

Servicing 46-A Dozer. Loss of footing, fell 6 to 7 feet to ground. Sprained back, dizziness.

Injured was in process of turning welding machine off. His arm hit edge of rod can, resulting in laceration of arm.

Injured was cutting off broken hammer handle with radial saw. Not aware of hand position, cut off finger.

While assisting in the dismantling of Boom, section of Boom fell, fracturing left foot three places.

Mechanic checking alternator, came in contact with A.C. voltage from large generator. Burns on left forearm. Injured experienced dizziness, cold, and faint.

Checking engine on welding machine. Injured right hand came in contact with engine fan. Lacerated little finger, right hand.

Injured rigging up Crane. Foreman signaled operator to boom-up, causing oiler's hand to be pinched in sheave. Compound fracture, left hand.


Operating Sheep's Foot with faulty exhaust. Nauseated from fumes.

Injured was operating Crane. Crane tipped over throwing operator into glass of cab window. Cuts on left palm, minor abrasions to head.

Following is a list of accidents by classifications:


ACCIDENTS BY CLASSIFICATIONS	
1980	Total
Mechanic Welder	11
Equipment Operator	6
Crane Operator	2
Lubricating Engineer	2
Grade Setter	1
Plant Operator (Local 3)	1
Oiler	3
Apprentice	4
Plant Operator (Local 3D)	3
Public Employees	1
<b>Totals</b>	<b>34</b>

While our record of accidents for 1980 is greatly improved over past years, we should still strive for "zero" accidents, and this can be accomplished by thinking "SAFETY" at all times.



**Credit Union**

OPERATING ENGINEERS  
LOCAL UNION NO 3  
CREDIT UNION 6300 Village Parkway  
Dublin, California 94566  
415/829-4400



DALE HANAN  
General Manager

### by Coastal Commission

## Elk River wastewater plant OK'd

The North Coast Regional Coastal Commission has unanimously approved a permit for Eureka's Elk River wastewater treatment plant, reports District Representative Gene Lake.

No opposition to the treatment plant was registered at the commission's meeting in Eureka, although the Sierra Club did express caution about the precedent of allowing treatment plants in wetlands areas.

The proposed plant, which is being designed, won the unanimous approval of the California Coastal Commission for its marshland restoration plan December 3.

When the Elk River wetlands area was first selected as the site for the plant, the site violated the California Coastal Act because the plant would not be a "coastal-dependent" industry use.

But action last summer by the state Legislature amended the Coastal Act to allow for Eureka to go ahead with the plant as a demonstration project. No further road blocks are anticipated so this project can go to bid this coming season.

Rebuilding of six Humboldt County bridges has been recently approved by the Board of Supervisors. All of the bridges are eligible for federal funding which amounts to 80 percent of the replacement cost, with the county digging up the remaining 20 percent.

Most of these bridges are small and some are located in very remote areas, nevertheless, they require maintenance from time to time. The estimated cost of the six bridges is 4 million dollars.

The next Cal-Trans bridge project obviously will be the rebuilding of Highway 101 southbound overcrossing at College of the Redwoods which collapsed during the

recent earthquake. This project should go to bid shortly.

Due to the very mild winter season we are having here on the north coast the brothers who would normally be sitting on the out-of-work list are still working, reports Business Representative Jim Johnson.

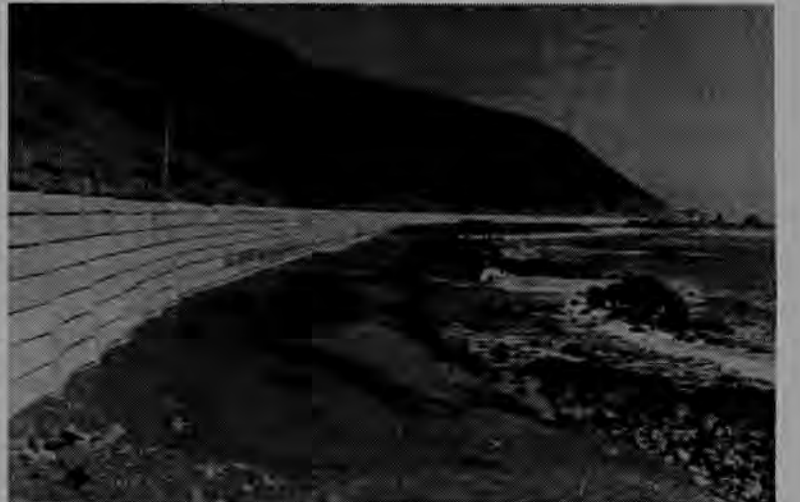
J&W Pipelines of San Jose are still working on their sewer project in Crescent City. The recent earthquake created a few new repairs for these hands to dig up and fix. This job should be completed shortly after the 1st of the year.

C. K. Moseman has also been helped by the good weather on their project on the South Fork of the Smith River. They have been able to get all of their steel out of the river with no mishap. This job will also be completed by early spring.

Stimpel-Baker and Assoc. out of Redding are progressing very well with the clearing portion of their realignment project on Hiway 36. The clearing should all be done this winter and be ready to begin moving dirt as soon as the weather will allow next spring.

H. M. Byars out of Reno, Nevada are doing very well on their crosstown sewer interceptor lines, by mid-February this project should be completed. This project has been plagued all the way from the start by the shortage of pipe and fittings.

The equipment dealers in the area had a good season and are still doing well with the loggers getting their equipment ready for the spring logging to start.



Pictured above is a sea wall constructed earlier this year by Hilfiker, Inc. of Eureka on Highway 1 about 35 miles south of Eureka. The project, a subcontract from Stimpel-Baker Assoc., is currently undergoing testing by the winter storms which every year have eroded the highway embankment. The face of the wall is 14 ft. high and 2,800 feet long. A total of 5,200 pieces each weighing 3,000 lbs. were fitted to form the wall. The \$850,000 contract under the supervision of brother Bob Burns was completed on time.

**BONUS AGAIN**—You're earning 8% per-annum on your share savings account right now. It's the 6.5% per-annum paid since 1974... plus a 1.5% per-annum bonus dividend.

You'll earn this on any money you now have in your account... or that you deposit by June 10th, if left on deposit through June 30, 1981.

If your bank or s & l is only paying you 5% or 5 1/2% per-annum, move your money to your Credit Union share savings account.

**LEAVE IT ALONE**—Your monthly Vacation Pay deposits to your share savings account will also earn the 8% per-annum rate... if left on deposit through June 30, 1981.

If you haven't saved before, leave your Vacation Pay alone. It's the easiest way you'll have to save... as thousands of Local Union No. 3 members have discovered... and it brings more rewards than ever before because of the bonus dividend and the tax break.

**TAX BREAK**—You won't pay federal income taxes on the first \$200 (\$400, if you file jointly) dividends you earn on your Credit Union share savings account in 1981 and 1982. If you want this tax break plus and excellent return on your savings, move your money to your share savings account today.

**WRITE YOUR CONGRESSMAN**—If you want more federal tax incentives to encourage people to save, write your congressman. Several congressmen are already preparing legislation to the U.S. Congress to offer additional tax incentives for savers. A flood of letters to Washington frequently helps push such legislation through.

**DON'T LET THEM LEAVE HOME WITHOUT IT**—Your children can join the Credit Union as long as they're still living at home with you. For information, call or write Roy Nord at the Credit Union.

**JOINT OWNER**—If you've had a change in your marital status, you may wish to add or change a joint owner on your Credit Union share savings account.

Joint owners have full rights of deposit, withdrawal and survivorship. They're also beneficiaries to any life insurance earned on the share savings accounts.

Insurable members can earn up to \$2,000 life insurance on their share savings accounts at no additional charge to them.

**SAVE YOUR REFUND**—A good place to start saving is your income tax refund. Instead of spending the money, have it deposited in your Credit Union share savings account.

Just endorse your Treasury Check and mark it "for deposit only at Operating Engineers Local Union No. 3 Credit Union."

We'll make your deposit and send you a receipt.

# INEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

## Teaching Techs

The Co-Chairman of the NCSJAC, Paul Schissler, and the Administrator were recently invited to attend the National Operating Engineers annual Apprenticeship Conference.



Persons were in attendance representing all aspects of training within the jurisdiction of the International Union of Operating Engineers: Union, Management, Administrators, Coordinators, Job Corps Representatives, members of JAC's, Trustees, Operating Engineers headquarters staff and the top ranking executive officers of the International Union all participated in the programming.

We found that there are some eight or more Local Union jurisdictions that involve the occupation of Surveying. We also found that California is unique as to its production of training programs for Technical Engineers that include new entrants to the occupation, upgrading & expanding skills of current journeymen and involving Job Corps as an affirmative effort toward preparing an otherwise neglected group of society for the rigors of the world of work.

We were not only placed on the agenda to speak to the subject, but were involved in many discussions in and around the meetings.

General President, J.C. Turner, found time to meet with us to discuss our approach to Technical Engineers problems as they may relate to Surveyors across the nation. Mr. Turner is well aware of the effects of the individual union member activity in the Local No. 3 Training Program.

We also met with one of Jay's top staff, Lou Brady (a Local No. 3 hand). One of Lou's responsibilities is to service the very difficult and tentative Davis-Bacon act that provides prevailing wages for workmen and mechanics performing Federal Public Works. Mr. Brady is currently attacking the Labor Department in the best interest of Local No. 3 Technical Engineers.

### Back on the home front!

Unfortunately the Training Program is a victim of stringent State and Federal regulation and bureaucratic lack of momentum. It has been our habit to deride the dastards when the bureaucratic B.S. has become offensive. It has also been our habit to say "you done good" when the bureaucrats have "done good."

Local No. 3 Technical Engineers Apprentices should be aware that there are some people on the Government payroll that do care about what is right and they should be applauded. Following is the substance of a letter sent off to the Chief of the Division of Apprenticeship Standards.

We are certain that the Chief of the Division of Apprenticeship Standards often hears complaints about his activities and the activities of those working in his Division. As a matter of fact, we have been rather vociferous from time to time on some issues.

However, fair is fair!

We recently had a discussion with you concerning implementation of the provisions of Section 1777.5 of the Labor Code. We want to relate to you that all the way up and down the line your employees have shown a great deal of interest in our project.

Gene Janvier and Rita Tsuda in headquarters have been developing a system that is both practical and cost effective.

Gene Berkebile has been personally conducting interviews and at the same time training consultants in the intricacies of the implementation process.

At the target area site, Bill Schmidt and Jim Foskett have been on the front line making the very important first contacts to educate employers to the provisions and to service the implementations.

The project has meant a great deal of extra time in all of their busy schedules. In spite of that we are getting good vibrations from all of them. It appears that the project is a positive one and their attitudes and efforts indicate their desire for excellence.

A special word for the crew in the Greater Fresno target area. It is one thing for some of us to devise grandiose schemes that will solve the problems of the world. It is quite another to man the trenches at the front line and make the scheme work.

Bill Schmidt has been our contact in Fresno. In our

opinion, Bill has been doing a fine job. He has a thorough knowledge of the Law, an innate ability to deal with personalities in uncomfortable circumstances and a great desire to get the job done quickly and correctly.

This task force is made up of a damn good crew that you should be proud of.

The system being developed will have a great impact on the Law as it affects all craft Training Programs. The DAS staff is doing a fine job on this project.

The Department of Industrial Relations has notified us that effective January 1, 1981, Veterans Benefits for eligible Veterans who are registered in State Approved Programs have been increased.

Period of Training	Effective January 1, 1981			
	No Dependents	One Dependent	Two Dependents	Each Additional Dependent(s)
1st 6 months	249	279	305	13
2nd 6 months	186	217	243	13
3rd 6 months	124	155	180	13
4th & any succeeding 6 months	62	92	119	13

Fred Seiji has been invited on board for his annual few weeks stint at rewriting and updating the Curricula Material utilized in the Related Classroom instruction for Tech Engineers.

For the newcomers—Fred is the Licensed Surveyor representative on the State of California Board that Registers Professional Engineers and Licenses Land Surveyors. He is also a member of Local Union No. 3, participates in the Operating Engineers Affirmative Action preparation program at Rancho Murieta Training Center, teaches the NCSJAC Related Training Class in Sacramento and in his spare time offers his skills to the NCSJAC by re-writing and updating material for the Surveyors Training Program.

Mr. Seiji has personally accepted the rather unique responsibility of insisting on the highest degree of professional capability at the Licensing level while at the same time participating in the raising and broadening of skills for the employees of the professional Registered Engineer and Licensed Land Surveyor at the working man production level.

It really makes a great deal of sense: A better consumer product and increased production, that leads to adequate profits, that leads to higher affordable wages for the Local No. 3 Technical Engineer. Everyone wins, all the way up and down the line.

A great number of Technical Engineers members of Local Union No. 3 have spent their personal time and energies over the past 20 years toward excellence of the workmen in the occupation of Field and Construction Surveying. Paychecks and the regularity of those paychecks have proven the worth of the investment.

If your name is currently on the Out of Work list, then raise up your head and look around. Some of those other guys seriously considered their future and made the investment and are ready to compete. We are now confronted with the economics of the year 1981. Are you prepared to compete?

YOU HAVE THE TIME—WE HAVE THE WAY

## Talking to Techs

The AFL-CIO has just celebrated its 25th Anniversary! It is without question an undeniable force in today's America; economically, socially and politically. In 1955 the AFL-CIO represented 23% of the total national work force. As we begin 1981 we find it accounts for 13% (keep in mind these percentages are national figures).

In many areas throughout California the union busters, open-shop contractors, etc., etc. are hiring consultants to discourage organizing efforts of workers. The Davis-Bacon Act which has come under fire numerous times during the past two years is still in troubled waters; to lose it would be a tremendous loss to the labor movement.

Reflecting back twenty-five years ago, the majority of union workers had no Health and Welfare Benefits, no Pension Benefits, no Training Programs to improve or upgrade their skills, not to mention Safety Laws. During the past twenty-five years improvements through Collective Bargaining were not graciously given to any of us. But, in fact, were hard fought and supported by a **STRONG MEMBERSHIP!**



Many retirees today can remember the hard times of yesterday, and today, even more, they realize the need for their personal participation. This is evident by their continued attendance at Union meetings, public hearings and by political involvement throughout their communities.

Today the real world has become extremely complex. Union busters are utilizing every loophole in the law books, promoting legislation to change laws that would be adverse to the working man/woman. We must now, more than ever, come together as a cohesive unit!!! Let's not take a step back in time, let's take a step forward! Invest in YOUR FUTURE! Be a UNION MEMBER 24 HOURS A DAY!

### SOFAR PROJECT

We would like to report on the status of the Sofar Project. It appears the time table has been set back, mainly due to environmental questions raised by State Agencies and legal costs. The El Dorado Irrigation District has already approved a \$12.4 million dollar contract for design and administration of the \$560 million project. Another delay has been caused by the election of two new Directors to SMUD. It appears that at least two State Agencies have raised questions about the project delayed environmental impact report. As of this writing the El Dorado Irrigation District and El Dorado Board of Supervisors have scheduled a joint meeting to be held on January 12 to consider the status of the project.

### SOUTHERN AREAS

In Calaveras and Tuolumne Counties most surveyors are still working due to the dry weather and absence of snow at the higher elevations. The North Fork Project is slightly ahead in the preliminary and control surveys. The Melones Dam clearing project has just started. This will provide work for a number of surveying crews.

Moving South to the Fresno area, work is still going strong, with the Piewarea Survey Company out of Colinga busy on the South East Fresno sewer trunk line. In addition to this work, the new Pine Flat Dam Power House has begun, the survey work being provided by Wilson-Hanna and Associates. This particular project has a projected duration of about 2½ years and should supply a substantial amount of work for the surveyors in the Fresno area.

### TESTING AND INSPECTION

By the time this article goes to press, the negotiations for the Testing and Inspection Industry will be in full swing! These negotiations, because of the economic picture, high interest rates, slow-down in construction, etc., will be extremely difficult. The Negotiating Committee is being chaired by Vice President Robert Mayfield. We are hopeful that these negotiations and ratification will be wrapped up by the expiration date March 1, 1981.

### SAN JOSE WATER WORKS

Negotiations and ratification have been concluded with San Jose Water Works. The new two-year agreement will provide wage increases of 20%. In addition to wages, the Health and Welfare, Retirement Plans have been greatly improved. The Tech Engineers Department would like to thank Al Erickson (Job Steward) for his time and participation in these negotiations.

### PERSONAL COMMENT

We would like to wish Don Phillips from MJM Surveyors in San Ramon a speedy recovery! Don was involved in an accident that involved a pick-up truck and a tree. From the looks of Don, who is suffering in great comfort at the Kaiser Hospital in Vallejo, the tree won! Hope to see you back on the job soon!

We would like to express our sincere condolences to the family and friends of Joseph Scime, who recently passed away. He is survived by his wife, Dolores. Joe was formerly employed by Testing Engineers in Santa Clara.



Local 3 member Howard Miller carries out a shear wave weld inspection for Herrick Iron Works of Hayward.

# New Hawaii governor favors H-3 project

Governor George Ariyoshi has announced that his administration intends to go ahead with construction of the long-delayed H-3, Trans-Koolau highway through North Halawa Valley.

District Representative Wallace K. Lean reports that the U.S. Department of Transportation has approved the final environmental impact statement on the North Halawa Route for the project, which will run from the general area of Aloha Stadium, tunneling through the Koolau mountains and ending in Kaneohe. This essential highway has been halted for eight years and for the past eight years both existing Trans-Koolau routes have been bumper to bumper during peak hours and sometimes closed because of an accident.

The greatest fear that is behind this passage of H-3 Trans-Koolau Tunnel is over development on the windward side of the island, which now is agriculture.

## Future developments

The City Council is about to take action on eight development plans which will form the planning blue-

prints for the various areas of Oahu through the year 2000. For some time now the Ewa plain has been considered as the location of Oahu's second city.

A draft development plan for the Ewa area is now before the City Council and maintains that role for the area now primarily in agricultural production. This plan is one of eight drafted by the city's Department of General Planning to reorganize the 1977 city General Plan.

Highlights of the plan for the Ewa area include: Creation of a specially designed urban area in the vicinity of Fort Weaver Road, Geiger Road and Mango Tree Road. This urbanized area would eventually house about 52,000 people.

Resort development of the West Beach area between Kahe Point Beach Park and the Campbell Industrial Park. The West Beach resort has been in the talking stages for some years.

The plan makes no specific mention of another major urbanization project slated for Ewa, the Ewa Marina project.

On Dec. 10 the state Land Use Commission granted an urban designation for 181 acres of agricultural land which would open the way for a proposed 4,800-home Ewa Marina. The developers MSM & Associates of Colorado propose a major complex of homes, shops, hotels, and a yacht club on a total of 707 acres or more in Ewa.

The project is in line with the kinds of development foreseen for Ewa in the draft development plan but does not fit in with specifics. The plan states that restrictions should be put even on permissible development until adequate public facilities such as sewers, water and transportation are available.

provide for the orderly and coordinated public and private development of Ewa as the secondary urban center. It adds that efforts should be made to protect and enhance the distinct identity of the existing communities of Makakilo and Ewa Beach.

Building heights would be limited to 60 to 70 feet except in special-design areas in the urban center where apartments or hotel structures up to 150 feet would be

permitted.

In the Hilo area, work is still slow on this side of the island and there is no sign of any great help in the near future.

Constructors Hawaii is well into their excavation of the Papaikou-Paukaa Sewage Treatment Plant here on the coast. So far, they have been fortunate in that the rains have not started yet.

M. Sonomura is nearing completion of its Panaewa Storm Drainage Project here in Hilo. They are also well past the half-way point of construction of the new Library Building for the University of Hawaii in Hilo.

On the Kona side of the island, the work picture is better. General Construction and Hawaiian Dredging are both busy at the present time. One sad note on that side is the cancellation of the Mauna Kea Beach Hotel additions. This was to have been a \$28 million job.

However, Hawaiian Dredging is starting its Sea Cliff Condominium Project on Alii Drive in Kailua-Kona. General Construction is finishing up its road project for Mauna Lani Land in South Kohala.

# LNG project may never be constructed

The \$3.2 billion Liquefied Natural Gas project once believed necessary to prevent an energy crunch and loss of about 700,000 California jobs may never be built.

Plans for the massive project were based on mid-1970s forecasts of an imminent natural gas shortage which never materialized.

As a result, Pacific Gas and Electric Co. has pulled back much of its financial commitments to LNG. And without PG&E's money, the project would never have become a serious possibility.

"We are making no predictions of a definite disaster if the LNG project is not built," says Ronald Rutkowski, a PG&E spokesman.

His statement is a marked change from 1977 warnings by gas companies and Gov. Brown's top aides. They warned then of economic catastrophe unless LNG was flowing by 1981.

PG&E announced last month  
(Continued on Page 15)

## Departed Members

Business Manager Dale Marr and the Officers of Local 3 extend their sympathy and condolences to the family and friends of the following deceased:

NAME/ADDRESS	DECEASED
Blome, Richard (Ella—Wife) 60 Alan Dr., Pleasant Hill, California	12-3-80
Burke, John R. (Frances—Wife) 4277-23rd St., San Francisco, California	12-22-80
Busalacchi, Dominic (Ninfa De Rosa—Sister) 616 Arkansas, San Francisco, California	12-16-80
Combo, Lois (Gerald & Thomas—Sons) 1150 Whyler Rd. #7, Yuba City, California	12-22-80
Erickson, Herbert (Shirley—Wife, Deborah—Dtr.) P.O. Box 1898, Glenwood Springs, Colorado	12-2-80
Franco, John (Donald—Son) 300 S 2nd St., San Jose, California	12-3-80
Franklin, Albert J. (Vera—Wife) P.O. Box 195, Seeley, California	12-5-80
Harrison, George (Florence—Wife) P.O. Box 87, Yucca Valley, California	12-2-80
Holcombe, Ralph E. (Leona—Wife) 831 N Beale Rd., Marysville, California	12-25-80
Hughes, Edwin (Sarah—Wife) P.O. Box 474, Ione, California	12-13-80
Kahaloa, Solomon (Emily—Wife) P.O. Box 6191, Inarajan, Guam	12-1-80
Kelley, John T. (Mary Sharp—Sister) 331 Edna St., San Francisco, California	12-1-80
Malhiot, Don E. (Grace—Wife) SR Box 70714, Fairbanks, Alaska	12-5-80
Massoni, Gene A. (Viola—Wife) 5010 Bonwell Dr., Concord, California	12-2-80
Mendiola, David Sr. (Gail—Dtr.) 95651 Naholoholo, Mililani Town, Hawaii	12-14-80
Petersen, Charles (Clara Meyer—Sister) 49 Blanca Lane #99, Watsonville, California	12-17-80
Poor, James E. (Jean—Wife) P.O. Box 835, Columbia, California	12-5-80
Pyle, Stance (Ross & Idabelle—Son & Dtr.) P.O. Box 272, Mokelumne HI, California	11-27-80
Sager, Maurice (Gertrude—Wife) P.O. Box 2895, Flagstaff, Arizona	12-11-80
Scime, Joseph (Dolores—Wife) 510 W McKinley, Sunnyvale, California	12-16-80
Simpson, Charles W. (Loretta, Adale & Irene—Dtrs.) 2732 Virginia Dr., National City, California	12-13-80
Sinclair, Dewey R. (Corrine—Wife) 68 Bay Dr., Pittsburg, California	12-3-80
Spencer, Jack (Edith—Wife) 2616 N 1st, Fresno, California	12-16-80
Tafolla, Alfred (Leafy—Wife) 7520 Hwy 120 #8, Jamestown, California	12-22-80

89 Deceased MemberS October 1980 thru December 1980  
4 Industrial Accidents October 1980 thru December 1980

## DECEASED DEPENDENTS

Ferrarini, Jeannett—Deceased December 23, 1980 Wife of Bert Ferrarini	
Hufstutter, Yvonne—Deceased November 24, 1980 Wife of H. W. Hufstutter	
Ramirez, Esther R.—Deceased December 15, 1980 Wife of Luis Ramirez	
Schneider, Ann E.—Deceased December 11, 1980 Wife of Jess Schneider	

NAME/ADDRESS	DECEASED
Bean, Ernest H. (Ernest L. Bean—Son) 1225 Truman, Redwood City, California	10-23-80
Berry, Clyde R. (Gylia—Wife) Rt. 3, Box 373 A, Muskogee, Oklahoma	11-20-80
Boyd, Leland M. (Frances—Wife) 1000 Caulfield Lane, Petaluma, California	10-22-80
Bridges, Ed. (Matt Younger—Sister) P.O. Box 44, No. San Juan, California	10-13-80
Caglia, James (Deborah—Wife) P.O. Box 28434, San Jose, California	11-23-80
Clancy, Roy Wm. (Barbara—Wife) 1148 Danville, Blvd., Alamo, California	11-6-80
Cordner, Leroy (Claire—Wife) 1365 E 1st No., Sandy, Utah	11-10-80
Cox, Utah (Carol—Wife) 5665 Sebastopol, Sebastopol, California	11-16-80
Cranmer, Joseph M. (Faye—Wife) 129 N 2nd East, Springville, Utah	11-22-80
Davis, Ewell T. (Ettie Pearl—Wife) 24937 Muir, Hayward, California	11-15-80
Deardorff, Corliss (Marilyn—Wife) P.O. Box 692, Felton, California	11-4-80
Designori, Lee (Ronald—Son) 4201 Crows Landing, Modesto, California	10-30-80
Dorsey, Gene F. (Esther Workman—Friend) Rt 1, Box 918 A, Red Bluff, California	11-17-80
Fetch, Leo (Elsie Swigert—Sister) 451 North Main, Payson, Utah	11-21-80
Gladney, Amos (Bernice—Wife) 1409 Stannage, Berkeley, California	11-11-80
Gonzales, Freddy (Rose Vasques— Common-law-wife) 350 E Vassar, Fresno, California	11-26-80
Graf, Joseph (Sylvia—Wife) 1267 Rosier Way, Placerville, California	11-20-80
Gregoire, Eddi (Florence Times—Mother) 56 Cole Dr., Marin City, California	10-25-80
Hall, John H. (Clara—Wife) 24531 Townsend Aveune, Hayward, California	10-29-80
Hart, Charles (Florence—Wife) 1419 Upland Dr., Yuba City, California	10-30-80
Hodges, Paul (Juanita—Wife) 695 Bundy Ave., San Jose, California	11-18-80
Irvine, Thomas (Leona—Mother) 864 Akuma St., Kailua, Hawaii	10-29-80
Jones, Blake (Wanda—Wife) 15385 Lone Hill Rd., Los Gatos, California	11-24-80
Jorgensen, Carl (Hazel—Wife) 16782 S Sexton, Escalon, California	11-8-80

Kirch, Fred (Faye—Wife) 3380 Gaines Lane, Anderson, California	10-21-80
Lash, Gerland (Hallie—Wife) 6344 Lazy Oaks Drive, Paradise, California	11-13-80
Love, Lloyd (Irene—Wife) P. O. Box 622, Lower Lake, California	11-1-80
Marlar, Elmer W. (Ethel—Wife) 3131 Homestead #80, Santa Clara, California	11-24-80
Michalak, Ervine J. (Irene—Wife) 802 Denman #5, Penngrove, California	10-28-80
Montague, Hurber (Doris—Wife) 1816 Weber Avenue, Fresno, California	11-3-80
Nugent, James (Marian—Wife) 3939 Central #119, Ceres, California	11-9-80
Olson, Robert E. (Adine—Wife) 224 Maitland Dr., Alameda, California	11-16-80
Penticuff, Cledes (Sandra—Wife) 3272 Loma Alta Dr., Santa Clara, California	11-28-80
Rodrigues, Antone (Rita—Wife) 418 B Keaniani St., Katlua, Hawaii	10-22-80
Small, Virgil (Angela—Wife) 16781 El Balcom, San Leandro, California	11-18-80
Smith, Richard (Audra—Wife) P.O. Box 27, Dunsuir, California	11-15-80
Sowby, Marcus (Marie—Wife) 1731 Edison St., Salt Lake, Utah	10-29-80
Stratton, Albert (Lulu—Wife) 110 Flame Dr., Pacheco, California	11-17-80
Thornton, Sherman W. (Marina Vasquez— Daughter) 5787 Argoga Rd., Marysville, California	11-14-80
Wixson, Lawrence (Daisy—Wife) 6674 - 42 Pentz Rd., Paradise, California	11-25-80
Yocum, Norman (Ima Gene—Wife) 5062 Happy Valley Rd., Anderson, California	11-27-80

114 Deceased Members September 1, 1980 thru November 1980  
3 Industrial accidents September 1, 1980 thru November 1980

## DECEASED DEPENDENTS November 1980

Brown, Ester—Deceased November 12, 1980 Wife of Daniel Brown	
Davidson, Corlene—Deceased November 5, 1980 Wife of James Davidson	
Hunt, Robert Leroy—Deceased July 28, 1980 Son of Paul T. Hunt	
Jeppson, Brett Neal—Deceased November 8, 1980 Son of Lynn Jeppson	
Lee, Myrtle—Deceased October 16, 1980 Wife of Howard Lee	
Licon, Tracy—Deceased November 2, 1980 Wife of Richard Licon	
Rogers, Jennifer Anne—Deceased November 23, 1980 Wife of Thomas Rogers	
Stoehr, Alan—Deceased November 12, 1980 Son of Lawrence Stoehr	
Straight, Agnes—Deceased November 17, 1980 Wife of Harold Straight	



# Attend Your Union Meetings Local 3 backs Foran gas tax bill

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

## February

- 10th Stockton: Engineers Bldg., 2626 No. California St.
- 12th Oakland: Labor Temple, 23rd & Valdez St.
- 17th Fresno: Engineers Bldg., 3121 E. Olive St.
- 24th Sacramento: Woodlake Quality Inn, Hwy. 160 & Canterbury Road

## March

- 4th Salt Lake City: Engineers Bldg., 1958 W. North Temple
- 5th Reno: Musicians Hall, 124 West Taylor
- 12th Santa Rosa: Veterans Bldg., 1351 Maple Street
- 19th San Jose: Labor Temple, 2102 Almaden Rd.

(Continued from Page 1)

who were briefed by the senator on the bill's measures several days before it was introduced. Foran said the bill also has the support of Senate Finance Committee Chairman Alfred Alquist, Assembly Transportation Committee Chairman Bruce Young, and Assemblymen Walt Ingalls and Ray Johnson.

Governor Brown has not yet indicated his stance on the measure. In the past, however, he has opposed any increase in the state gas tax. Transportation Director Adriana Gianturco has also opposed gas tax increases, preferring instead to cut down on the number of planned highway projects as a means of saving money.

Fears of a state highway funding crisis have not sprung up overnight. Reduced revenues created by rocketing gas prices created by the OPEC oil embargo of 1973 and fuel shortages of the last two years have drastically reduced the amount of driving among Californians. This has resulted in corresponding reductions in revenues generated by the gas tax.

However, it has only been within the last four months that Caltrans Director Gianturco admitted the problem has reached emergency proportions. Some of the major factors that have contributed to the current crisis are:

- **Inflationary/construction costs**—Highway construction and maintenance costs have increased at a much higher rate than the average rate of inflation. The highway construction cost index has risen at an average annual rate of 18 percent during the past six years.

- **Deterioration of the highway system**—Many of the highways in the state are in need of major repair

or reconstruction. The state has not kept pace with road maintenance needs, meaning that the cost of finally making the repairs is much higher.

- **Increasing operational costs**—Vehicle registration fees and drivers' license fees are no longer adequate to support the Highway Patrol and DMV, as called for in the State Constitution. These departments are running at least \$320 million in the red annually.

- **Loss of revenue to local governments**—the gas tax revenues to cities and counties are declining, yet the costs of maintaining local governments are no longer able to fund their road maintenance programs. Some counties for the first time in history have begun converting paved roads into gravel because of a lack of funds.

"We have invested over \$15 billion in our state highway system," Senator Foran explains. "If we were to replace that system today, the cost would be four or five times that amount."

Business Manager Dale Marr was adamant in his criticism of the

current highway program. "The people of Caltrans are living in a fairyland if they honestly believe we can maintain a viable highway program with levels of funding that are 18 years old," he charged. "We will not allow them to slowly but steadily strangle our highway system."

If the gasoline tax had increased in line with the price of gasoline since it was last increased in 1963, "we would be paying a 30-cent per gallon state gas tax," Marr stated. "Obviously we are not going to press for anywhere near that kind of increase. But it goes to show you how desperate our current financial condition is."

Marr pointed out that the trucking industry has not received an increase in weight fees for 18 years.

"Basically, we have all been getting off Scot-free when it comes to paying our share of the highway system," Marr said. "The time for paying the debt has come. In light of the outrageous price hikes the oil companies keep foisting on us, a 2-cent gas tax increase is not very much to ask."

## DUES SCHEDULE FOR PERIOD 10/1/80—9/30/81

Local 3	\$120.	(Per Qtr.)
Local 3A	\$117.	(Per Qtr.)
Local 3B	\$120.	(Per Qtr.)
Local 3C	\$117.	(Per Qtr.)
Local 3E	\$117.	(Per Qtr.)
Local 3R	\$117.	(Per Qtr.)
Local 3D	*Variable by Unit	

The dues rates for the periods as indicated above apply regardless of when payment is made.

\*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

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## LNG project hopes dim

(Continued from Page 15)

bigger than anyone thought it would be, which is why our forecasts were off. But it will burst. Our estimate is that the present supply situation won't last more than about three to five years. That's why we absolutely must have the LNG in place by 1987."

PG&E doesn't see things quite the same way.

"If we can get the supplies we now project, we should be able to meet the needs of all our customers except power plants through 1990," said Rutkowski. PG&E's supply picture is so rosy, in fact, that the firm plans to sell off any LNG it brings in before 1990.

After 1990, it would use the LNG. But if there were no LNG, Rutkowski said, PG&E would simply try to expand its present agreements for purchase of Canadian natural gas from wells in Alberta.

And what of the consumers? If the project goes ahead, they'll pay the interest expense on the \$2.4 billion in bank loans that would be needed to pay for construction. The gas brought in through the project would cost about the same as other supplies not subject to federal price controls.

But consumers could end up paying the two gas companies as much as \$500 million yearly in additional rates simply because of the firms' investments in the project.

That figure results from the approximately 15 percent rate of return each company now is allowed on capital investments.

## 1981 GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1981. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District	Date	Meeting Place
3 Stockton	Feb. 10th	Engineers Bldg., 2626 N. California St., Stockton
2 Oakland	Feb. 12th	Labor Temple, 23rd & Valdez Sts., Oakland
5 Fresno	Feb. 17th	Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento	Feb. 24th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
12 Salt Lake City	Mar. 4th	Engineers Bldg., 1958 N.W. Temple, Salt Lake City
11 Reno	Mar. 5th	Musicians Hall, 124 W. Taylor, Reno
10 Santa Rosa	Mar. 12th	Veterans Bldg., 1351 Maple St., Santa Rosa
9 San Jose	Mar. 19th	Labor Temple, 2101 Almaden Rd., San Jose

Pertinent excerpts from Article X of the Local Union By-Laws, Grievance Committees:

### Section 1

District and Sub-district Grievance Committee.

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

### Section 4.

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:

- (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;  
(b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination.  
(c) if he is an Officer of, or is on the full-time payroll of the Local Union; and  
(d) if he is an owner-operator or a contractor.

No member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

### Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.