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 Analyst’s Office contend, however, that clearing the way for legislation that will 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 $3 billion. Officials from the Legislative Analyst’s Office, however, that 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-sustaining.
- 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...

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...

(Continued on Page 6)
Utah House passes ‘Little Davis-Bacon’ repeal

By DALE MARR, Business Manager

An Open Letter

Dear Sirs:

In case you haven’t noticed, California’s highway system is running on empty. You believe that you are being tricked by 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” loiters 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.

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 tax. In 1963, when gas was about 28 cents a gallon, that mandated the pay-out 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, “McCord recanted.” 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 the highway program. Recent studies have concluded that prevailing wage laws do not significantly increase construction costs.

The Utah State AFL-CIO had earlier pressed petitions carrying thousands of names opposing repeal of the law.

The bill now goes to the Senate. Rep. Haddon who authored the bill expressed concern that opponents were attempting to use the bill as an anti-union. Later in the debate, he acknowledged his removal 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 historic drop in cost of living. With the reduction in prevailing wage rates, a field trip of more than 30,000 construction workers, 18,000 of them unionized. Rep. Considine criticized backers of the repeal for ignoring the law.

Utah enacted its prevailing wage law in 1953, following the measure that the federal law which was designed to help local contractors ward off cheap labor from out of state. “I think that what we are 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 era. “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 high cost of fuel. More people are carpooling, using mass transit or bicycling. They are demonstrating their ability to adapt to the new traffic 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 crippled the ability of governments to keep county and city roads maintained. Unlike the state, which has been blessed with a Highway Fund that cannot be raided for other programs, local governments have to fund most of their highway maintenance programs out of their own coffers. Proposition 13 wiped that money out and replaced it with a lot of potholes.

Those, in a nutshell, are the problems. The Governor’s Office has a much more detailed explanation, backed by graphs, surveys and consultants’ reports, of what has been going on. With that in mind, we cannot 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 Forin introducedSB 215 in an effort to head this crisis off. His bill is designed to bring into being a moderate increase in the gas tax, vehicle registration, driver’s license and truck weight fees. SB 215 will put back on the road.

We’re not talking about an enrichment program. No one is going to put up with the state with these moderate increases. What we’re talking about is just enough money to maintain what we already have and hopefully finish 15 Salt Lake City that are still vitally needed. We have a $15 billion investment in our highways. To those who would like to sandbag this legislation, Gianuzzi 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 immediate short-term benefit. It is based on the fantasy that society will function better without gas driven vehicles.

There are those for the repeal who would like to see the state’s highway program is facing a five-year depression days that prompted

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 permanent.

Utah enacted its prevailing wage law in 1953, following the decision of the state’s highest court five years after the Depression era Davis-Bacon Act remained on federal books.

The decision is yours, because you are in the driver’s seat.

Overall, labor accounts for just 10 percent of a new building’s costs, according to Rep. Ermes M. Shephard, D-Salt Lake City. He said what we think,” he advised. And, as long as the Depression-era Davis-Bacon Act remains on federal books, Utah’s repeal is permanent.

Utah enacted its prevailing wage law in 1953, following the decision of the state’s highest court five years after the Depression era Davis-Bacon Act remains on federal books.

The decision is yours, because you are in the driver’s seat.

Solving even a 1 percent cut in the wages of any 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 what the prevailing wage is reasonable—no union scale.” Rep. Skousen challenged, taking issue with sponsors. He said checks with contractors put the prevailing wage near main scale but without the fringe benefits.

Backers of the repeal bill have argued that it will help reduce unemployment in the state and increase economic growth. They estimated the prevailing wage adds $2 billion to Utah’s economy, particularly in rural Utah.

Rep. Jeff Fox, D-Salt Lake City, tried to picture a return to the Depression days that prompted then Governor John Steinbeck to write his book “The Grapes of Wrath.” “And the migrants stream along the highways... their hunger... their eyes... their need was in their eyes,” he quoted, reminding colleagues that the nation’s labor laws came about because workers were unorganized and abused.

PAGE 2/ENGINEERS NEWS/FEBRUARY 1981
Hydroelectric permit OK'd

The Federal Energy Regulatory Commission has denied the Solano Irrigation District a license to build a 12,000-kw plant at the foot of the Pico Riccio Dam, the structure that creates Lake Berryessa in Napa County. Napa County officials, who had waited several months to get the license, said they are preparing to appeal the FERC's ruling in federal court. FERC's decision was expected since SID's application for a preliminary permit more than a year before Napa filed a competing application April last year.

SID plans to construct a 10,000-kw power plant, head by Nevada Power Co. Construction is scheduled to begin this year. Because they filed after Solano, Napa County officials were required to comment with 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 Habiger said the county has spent about $100,000 trying to work the plant from SID and is prepared to spend another $200,000 for western Utah. "We've never gotten anything out of the lake, even 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 approval

In one of his final actions, departing Interior Secretary Cecil D. Andrus authorized the use of public lands for construction of the controverss 2,000-Mw Allen coal-fired powerplant in southwestern Nevada, but delayed approval of its companion 500-Mw Warner Valley project. Andrus said in a statement that the government must balance "potentially serious environmental problems" involved with the 500-Mw Warner Valley project, Andrus said in a statement. 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. "We know we can't let that happen," he says. A report just issued by General Motors Research Laboratory says that because of underfunding it would need $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 existing facilities, the report said.

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 the importance of road rehabilitation and rehabilitation work, but that brings some pointed words from Downey. "Status is putting more and more money on primary and secondary roads and daring us to let the Interstate collapse," he said.

The newest report, in fact, will say that rebuilding the interstate system is a federal responsibility. Transportation Secretary-designate Andrew Lewis, Jr., expressed strong reservations 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 state and legislative efforts to protect the environment. The measure authorizes $30 million for federal government purchase of the environment-sensitive land. And although the bill was weakened in the Senate, it still empowers public authorities to condemn improved and unimproved property in the basin.

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. Leo 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 values. 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 local, county and regional authorities. The measure also excludes recreation, tourism, education, conservation and cultural establishment. In addition, the bill mandates a public hearing on condemnation proceedings, and the developer says it will incorporate energy saving features such as computerized building control systems, high-efficiency double-pane windows, and an underground parking for 1,000 cars and will install outdoor lighting and undertake extensive landscaping to improve the lake's visual impact in the late Summer or early Autumn of 1982.

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 Air-Port-Oakland. The building will have 288,500 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 and high-efficiency double-pane windows. The building is scheduled for completion in late Summer or early Autumn of 1982.

Twenty-two public works contracts, ranging from $1 million upwards in cost estimates, will be advertised in the next month in Oakland. The contracts will improve on several freeways, including the BART, KE subway interlines, Oakland, $1 million.

- BART, KE MacArthur crossovers, main line, turnarounds, switches, Oakland, $1 million.
- Lawrence Berkeley Laboratories, Biomedical Laboratory II, $4 million.
- State Water Resources Control Board, reclaimed wastewater outfall, San Jose, $2.3 million.
- State Water Resources Control Board, subregional plant, Bethel Island, $3.4 million.
- State Water Resources Control Board, South Marin Sewage Agency, $16 million.
- State Water Resources Control Board, San Mateo County, $3.1 million.
- State Water Resources Control Board, Santa Clara, $4.0 million.
- San Mateo County, $3.4 million.
- State Water Resources Control Board, Calif., $3.4 million.
- State Water Resources Control Board, South Marin Sewage Agency, $16 million.
- State Water Resources Control Board, South Marin Sewage Agency, $2.3 million.
May I take this opportunity to personally thank all the officials who attended the Semi-
Annual Meeting held in San Francisco on January 10-
1981. We appreciate the United States Secretary of Labor,
who in a short time turned out from his busy business
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.

For those who are in Congress two years ago is in-
tended 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 6.6 percent, up from 6.3 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 $27,900 in
  the new year.

The result of these two changes is an increase in the
maximum tax for an individual from $919,755 to $955,215,
and for a family of $1,588.

Persons whose earnings were high enough that they
paid the maximum tax before 1980 ended and who
withholding had stopped once the maximum was
reached, will have the tax automatically withheld again
on their new year paychecks.

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, at the
higher percentage. The 6.6 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 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 Social Security ben-
efits that will be available without reducing their benefits.

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 earn-
ings, up from $3,850 last year.

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,
gave high priority to an effort to put the Social
Security program on a sound financial footing, and the
take that effect on January 1 is part of that plan,
as finally approved by Congress. But--therefore
he has driven up the cost of the program by increasing ben-
efits 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 maximum payment to a 65 year old worker reting
this year is now $660 a month. The minimum monthly pay-
ment 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 is not done. It is known 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.

Helping the new administration may attempt a dif-
ferent approach. Although President-elect Ronald Re-
agan promised during the recent campaign not to tamper
with Social Security, he has named a member of his Social
Security task force, Rita Ricardo, said some changes are
being considered that could hold down the costs.

The task force's plan would be to gradually 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 in-
crease in the Consumer Price Index.

But any changes would be subject to congressional
approval and the administration won't fight on its hands. Rep. Claude Pepper, D-Fla., chairman of the House
Committee on aging, has said he would oppose
raising the eligibility age or changing the cost-of-
living computation because they might only be the first
stepping stones in a total ravaging.

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

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

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Photo by HAROLD HUSTON, President

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A new business rep. is joining our ranks:

HAROLD HUSTON, President

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A personal note from the President's pen

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Photo by HAROLD HUSTON, President
The immediate past two news articles I have written probably have sounded a little repetitious in general not too different for Operating Engineers work opportunities in the area and immediately beyond. I still feel at this writing about the same but this month, I will try to add my remarks in hopefully a more positive direction.

For starters, I would say 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've been told it is primarily a power and water project that will serve the needs of the oil, shale development companies and their employees.

The District Representative from Utah, Les Lassiter, already has attended several project agreement meetings with the Jelco Co., a very large company that owns and operates the Intermountain Power Project (I.R.R.) and the Maple Lake Project. This company is one of the largest coal fired power plants in the world and is located in South West Utah in the town of St. George in the southern part of Utah.

This year, the company announced plans to increase its power generation capacity by over 3000 MW. This will require a good-sized crew of Operating Engineers.

The parties shake hands. The three contracts open that I am speaking on this project and are going on down the road in labor relations.

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

The teams of Operating Engineers and their contractors are working on the $44 million Ring Road project which is to be finished in 1981.

The project agreements on these huge industrial and power projects being negotiated and will all the rest of the Building Trade. The projects 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 would be handled to non-union company such as Daniels, Brown & Root, or any number of other Open Shop Companies now doing large projects in this area. At this time, we are working on a project agreement with the Union, which guarantees a Union construction Project is imminent, but the concerns of the Union are so great that the agreement will not last long.

The project agreement on the I.R.R. project is still going on which will be finished in April of this year, and this is the one that is more important to the Union. It is a $7 million contract and will require a good-sized crew of Operating Engineers.

The Operating Engineers, as a craft, even though illegal, are not very often, and have been by no means line 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 it is the one that is very few issues such as substance and work day remain outstanding. If this agreement is reached, 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.E. (Intermountain Power Project) and its potential construction in 1981, in some past articles. From all I can gather, it will be 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 Sloan-Leach Interests of Utah and project engineering and the Intermountain Power Project. This company is the one that is going to build this project.

The project agreement on the I.R.R. project is still going on that is more important to the Union. It is a $7 million contract and will require a good-sized crew of Operating Engineers.

McKenzie Construction is working on the Okland-Artesia Water District job which will consist of 40 miles of irrigation lines. This job will require a good-sized crew of Operating Engineers.

Mckenzie Construction is working on the 7-story Sierra Arts Building and the 5-story Virginia Street East Games Construction is doing the excavation and site work on the project.

Helms Construction has a small crew working on the recently awarded $4.4 million Ring Road job from Hwy. 935 North to Pyramid Way in Sparks. In Lovelock, Helms Construction is getting started on the 26-mile wildfire 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 site of 150 feet to start crushing material for the Elko Railroad Re-locating operations. The pipe crew is presently working to put in structure over the river on 5th Street in Elko.

In Wendover, the Parsons Construction crew is finishing up the road in a month 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 CTE and white paving as soon as the weather permits. They will go to the Wells I-80 Bypass to put down base rock CTE and white paving. Parsons has 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 on this job on Phase One which is due to go on line in October 1981. A lot of the operators 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 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.
More Project Update

State housing initiative?

State housing initiative? The Reagan administration is viewing the plan, which is submitted to the Carter administration as a base for a new budget to be submitted to Congress, as a very effective solution to federal social programs in the area of housing. The request for budget and funding for synthetic fuels. The overall budget envisions a possible adjustment in the amount paid by truck operators to the Highway Trust Fund. This, plus an additional cent, would go to the trust fund, Carter has said. However, the Reagan administration has been criticized for removing the Department of the Treasury from the budget process.

The Utah delegation traditionally has fought for the CUP because it provides a key to the federal share at 75%. However, the Utah DOT has not been able to negotiate a contract for the project. The Utah delegation traditionally has fought for the CUP because it provides a key to the federal share at 75%. However, the Utah DOT has not been able to negotiate a contract for the project.

Cut and slash' budget under Reagan?

The Utah DOT, after refusing to comply with the federal government's directions, has decided to proceed with the project. The Utah DOT has been criticized for removing the Department of the Treasury from the budget process. However, the Utah delegation traditionally has fought for the CUP because it provides a key to the federal share at 75%. However, the Utah DOT has not been able to negotiate a contract for the project.

Local 3 wins wage fight

Local 3 wins wage fight. Despite the Utah DOT's decision to proceed with the project, the union has continued to negotiate with the company. However, the Utah DOT has been criticized for removing the Department of the Treasury from the budget process. However, the Utah delegation traditionally has fought for the CUP because it provides a key to the federal share at 75%. However, the Utah DOT has not been able to negotiate a contract for the project.

Dowden confirmed (Continued from Page 1)

But Senator Edward M. Kennedy of Massachusetts, who has sponsored legislation to protect the CUP, confirmed that the Reagan administration was preparing to proceed with the project. However, the Utah delegation traditionally has fought for the CUP because it provides a key to the federal share at 75%. However, the Utah DOT has not been able to negotiate a contract for the project.

The vote by which the Senate confirmed the nomination of the CUP manager, said Senators, was a necessary step because the CUP... and all the other water projects are cut the same way, that's okay. I don't see anything wrong with that," said Hansen in a Washington interview with The Daily Herald.

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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 Tenmant Brany Road and Grasslake Road projects on Highway 97, east of Weed. Nelson Nickles Company along with Yates Construction has been able to get most of the excavation and piping done on the Redding Water Treatment Project. This project is headed probably one of the best production years in the Redding area, in that they have been able to work without much lost time due to the mild winter weather experienced this year.

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 since they have experienced very few labor problems on the job and Natkin/U.S. Steel may, because of the very good winter months enjoyed on this project, be awarded a contract 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.

Fred W. Pozar (Pacific Western Construction Company) was the successful low bidder on the Lithfield Highway 395 realignment job. Brother Jim Snyder will be the Project Manager on the job with Brother Robby 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 Lithfield, in Southeast Lassen County is no picnic with temperatures dropping below 20 degrees on weeks end.

Mitty G.E.E.B., Inc. Construction Company has progressed at a very satisfactory rate on the Stonies 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-

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 $51 million task 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 have taken an estimated 65 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 6 more 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 ½ 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-deep 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 over 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., of San Francisco, is installing the Japanese-manufactured wicks in about 13,000 locations with two 70-ton cranes fitted with vibratory hammers. Each hammer drives a pair of hollow mandrels that carry the wicks downward through the mud.

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, 34 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 1¾-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 is installed under the earth dike helps spread loads.

After pumping out the ponds overlying the mud, the contractor placed forcing 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.

At this point in construction, the wicks are installed—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 9 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 forcing fabrics and another 9 ft. of fill to achieve required volume without risking failure by overloading the material.

The fill has benching 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 Gales, De Silva's project manager.

More than half the job's fill has been placed, and Gales 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 to be converted into fishing piers.

(Continued on Page 12)
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 an 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 placement of the last segment of concrete lining was completed in January, 1982, "to be economic," 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, 3-ft-diameter diversion tunnel was excavated in 1979 and placement of the last segment of concrete lining was completed 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 sheepfoot 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 back 50,000 cu yd of material loose. This slide considerably extended the construction schedule.

Even with the relatively small size of the dam, 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.

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.
Moscone Center works hard to beat a tight schedule

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

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. The 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.

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MEDICARE is certainly not perfect. The hospital deductibles have been reduced to $105 for the past 15 years and the Part B premiums have also been raised. Increased medical allowances for Social Security recipients, increased allowances for those over a 65 years old, there are increased benefits for the disabled and for the handicapped. Medicare 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.

Eligibility and Coverage

Everyone who reaches age 65 is eligible for Social Security Retirement Benefits is eligible for MEDICARE. This also includes those who are permanently disabled and qualified for Social Security Disability. MEDICARE is available to people 24 month period. Those who continue to work, 65 age are eligible and can be covered.

MEDICARE provides a separate types of coverages. Part A covers hospitalization and Part B covers medical services. Part A is financed from a portion of all work-ers' Social Security taxes and coverage begins when they become eligible 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 work-ers' Social Security taxes and coverage begins when they become eligible at age 65.

Eligibility and Coverage

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), special diets, operation and recovery rooms, anesthesiologists, patholo-gists, lab and x-ray, blood (after the first 15 units), nursing supplies.

 Charges for therapy, alcohol detoxification and out-patient re-habilitation 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, drugs and medical supplies. Part A provides coverage for home health care visits by a home health agency for therapy, drugs and medical supplies. Part A provides coverage for home health care visits by a home health agency for therapy, drugs and medical supplies. Also, there is coverage for home health care visits by a home health agency for therapy, drugs and medical supplies.

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

MEDICARE does not cover services provided by the Veterans Administration at any other governmental agencies provided at no charge. Such services include medical supplies, therapy, 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 of payment in full.

MEDICARE has certain deductions that must be satisfied depending on the length of a hospital or convalescent hospital confinement.

The following is a schedule of the deductions that apply:

**PART A—HOSPITAL**

<table>
<thead>
<tr>
<th>Duration</th>
<th>Amount</th>
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<tr>
<td>1st - 60th day</td>
<td>$2,104</td>
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<tr>
<td>61st - 90th day</td>
<td>$1,104</td>
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<td>Lifetime Reserve (90 days)</td>
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**CONVALESCENT CARE**

<table>
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<tr>
<th>Duration</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>1st - 100th day</td>
<td>$2,505 per day</td>
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</table>

**PART B—Medical Services**

Part B medical coverage is available to all those eligible for Parts A, B and are a key element in the health care system. The monthly premium was $99.60 to be paid for Part B coverage.

Enrollment in MEDICARE is automatic for all those eligible. Part B premiums are withheld directly from monthly Social Security checks or are paid by the enrollee at the time of application.

What if you become disabled? Do you have any options? What about your health care? If you are unable to work because of the loss of your job, 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 the time comes for 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 the following issues:

- Disability Pensions
- 10-Year Guarantee Option
- Burial Expense Coverage
- Retirement Plan Improvements
- Active Health & Welfare Coverage

We have a couple of added attractions this year. Our office will have a few items which you can take home and determine 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 representatives from the Social Security and MEDICARE for your information.

The Annual Pension Statement is scheduled to be mailed to the Bay Area Local 3 members early in April. This is a letter from 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 Benefits Center will conduct a pre-retirement meeting for retirees and their wives. The program will be updated and streamlined. We will have a complete schedule as soon as possible.

You will receive a reminder the mail one week prior to your Chapter's meeting. A Representative from the Trust Fund Office will be on hand to answer any questions you may have.

**Proper attire 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 Odum. The plan is to divert water from the North Fork of the San Joaquin River at the 7,500 feet elevation near Iron Creek.

The water would be transported through tunnels to two power plants. One would be on the south fork of Iron Creek at a cost of approximately $1.5 million. Gentz Construction Company of Las Vegas, Nevada is the low bidder on this project. Additional work on this plan would begin in late April.
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 the voters to give the Peripheral Canal 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 for a special election to be held on April 14 this year.

The change came, Young said, because the Peripheral Canal is a larger more controversial 43-mile canal, which would carry Pyramid Lake water around the edge of the Sacramento-San Joaquin Delta for shipment to Los Angeles and the San Joaquin Valley.

Environmentalists and others who oppose the canal have forced a statewide election on SB 200, asserting that the construction of the controversial 43-mile canal, which would carry Pyramid Lake water around the edge of the Sacramento-San Joaquin Delta for shipment to Los Angeles and the San Joaquin Valley.

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 Pyramid Lake water around the edge of the Sacramento-San Joaquin Delta for shipment to Los Angeles and the San Joaquin Valley.

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.

<table>
<thead>
<tr>
<th>Name</th>
<th>Reg. No.</th>
<th>Initiated by Local #</th>
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</thead>
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<td>Charles Aldrich</td>
<td>322334</td>
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<td>George Babson</td>
<td>47906</td>
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<td>Fred C. Gerland</td>
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<td>P. W. Carey</td>
<td>49574</td>
<td>1/46</td>
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<td>Sam Cooper</td>
<td>52230</td>
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<tr>
<td>Howard Dougherty</td>
<td>48538</td>
<td>9/45</td>
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<tr>
<td>Mark Foster</td>
<td>40242</td>
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<tr>
<td>Floyd Jacobus</td>
<td>28394</td>
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<td>Fred A. Jacques</td>
<td>42267</td>
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<td>Robert J. Livermore</td>
<td>49671</td>
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<td>Dick Marazzo</td>
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<td>Walter Mortonese</td>
<td>36422</td>
<td>6/43</td>
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<td>L. M. Patryfman</td>
<td>46911</td>
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<td>Howard Coffin</td>
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<tr>
<td>Joe M. Parker</td>
<td>38604</td>
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<td>William G. Raney</td>
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<td>Edward Vernon Tension</td>
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<tr>
<td>Joseph W. Thompson</td>
<td>49107</td>
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<tr>
<td>Samuel E. Wacholder</td>
<td>36056</td>
<td>5/42</td>
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<tr>
<td>Floyd Tim Wissener</td>
<td>49749</td>
<td>1/46</td>
</tr>
</tbody>
</table>

**HONORARY MEMBERSHIPS**

**GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIPS**

- The Local 3 scholarships will impose no restrictions of any kind on the course of study.
- Scholarships 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.
- Scholarship winners will be announced as soon as possible, probably in the February issue of Engineers News, and the checks will be deposited in each winning student's name at the college or university he plans to attend.

**AWARDING SCHOLARSHIPS:**

- Upon receipt of the application and required forms, Local No. 3 will verify the membership of the applicant.
- 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 applicants.
- Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will award scholarships to the Local 3 Executive Board recommendation 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 the February issue of Engineers News, and the checks will be deposited in each winning student's name at the college or university he plans to attend.**

**INSTRUCTIONS:**

- The Applicant—To be filled out and returned by the Applicant.
- A 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 student completing it.
- Letters of Recommendation—Every Applicant must submit one or more letters of recommendation giving information about his character and abilities. These may be from teachers, community leaders, family friends or others who know the Applicant. These will be submitted with the application or sent directly by the writers to Local No. 3.
- Photograph—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written clearly on the back in pencil.

**Pat Johnston holds victory celebration**

Joining Assemblyman Pat Johnston in a victory celebration on February 14 were Stockton District Representa tive Ray 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 Fonde. (See December EM.)

**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 need 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 congressional committee chairmen, says 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-MI)—the task force advocates 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. That will require a new program and new direct funding," says the report.

The highway program is up for reauthorization next year, but if the bill does not pass, this year's budget and planning process will be uncertain.

On mass transit, Reagan appointees have been generally critical of a large program, and the task force called for reducing the overall level "significantly." Reagan officials have supported Sen. Richard Lugar's (R-Ind.) successful effort to prevent 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 expected to support any new rail starts, favoring buses instead, and will seek to reduce operating subsidies.

On airports, the new defunct ADAP program will probably be re-created. Sen. Howard Cannon's (D-Nev) call for "de-deregulation" of the nation's 72 large airports has the task force's support. So does his proposal that the 8 cent tax be sharply reduced.

The task force also recommends that $500 million go to smaller airports for general aviation in order to alleviate congestion at the hub-airports.
More from Redding

(Continued from Page 7)

Here are some examples of how these accidents occurred:


Slips and falls:
- By hand tools and moving parts:
- Lifting too much weight.
- Faulty exhaust

Total 34

BONUS AGAIN—You're earning 8% per-annum on your share savings account now! It's a 1.5% per-annum bonus dividend. You'll earn this on any money you now have in your account... or that you deposit or term deposit through June 30, 1981. If your bank or S&L is only paying you 5% or 5.5% per-annum, move your savings account to the Credit Union and get the 8%.

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Talking to Techs

The APL-CIO has just celebrated its 25th Anniversary! It is a very significant anniversary for today's America, economically, socially and politically. In 1955 the APL-CIO represented 23% of the total national work force. Today, we find a grand total of 52% which has come under the national times during the past two years is still in trouble, 25% is suffering 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, no Safety Laws. During the past twenty 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!

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

SOUTHERN AREAS

San Jose Water Works

Negotiations and ratification have been concluded with San Jose Water Works. The new two-year agreement will provide a wage increase of 12%. In addition to wages, the Health and Welfare, Retirement Plans have been greatly improved. The Tech Engineers Department would like to thank the Fricko's (You and Me) for his time and participation in these negotiations.

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**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-Hawaiian Highway, through North Halawa Valley.

District Representative Wallace Keahuokalani, Jr., of the U.S. Department of Transportation has approved the final environmental impact statement for the North Halawa Route for the project, which will run from the general area of Koolau Mountain through the Koolau mountains and ending in Kamehameha. This essential highway has been under study in eight years and for the past eight years both existing North-Koai 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-Koai Tunnel is over development on the windward side of the island, which now is agriculture.

**Future developments**

The governor has announced that he will 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 new city.

A draft development plan for the Ewa area is now before the City Council with the General Plan of 1977 as the basis for the area now primarily in agricultural production. This plan is one of eight drafted by the city's Department of General Planning to reregulate the 1977 city General Plan.

Highlights of the plan for the West Beach area include Creation of a specially designed urban area in the vicinity of Fort Weaver Road, Great 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 the take 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 approved the designation for 81 acres of agricultural land which would open the way for the construction of 4,800 new homes in Hawaii Ewa Marina. The developers MMS & Associates of Colorado propose building such homes, shops, hotels, and a yacht club on a total of 707 acres or more in Ewa.

This is in line with the kinds of development foreseen for Ewa in the draft development plan it does fit in with such plans. The state plans that restrictions should be put on permissible development until adequate public facilities such as sewers, water and transportation are available. This will 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 en- courage the distinct identity of the existing communities of Makakilo and Kapolei.

Building heights would be limited to 60 to 70 feet except in the middle and southern parts of 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 Papukoua area but they cannot yet begin to prepare and work on construction of the main Brickyard for the new Library Building.

On the Kona side of the island the work picture is better. 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 in Sea Cliff Condominium Project on Ail Drive in Kailua-Kona. General Construction is finishing up its road project for Mauna Lani Land in South Kohala.

The $3.2 billion liquefied nat- ral gas project once believed nec- essary to prevent an energy crunch and loss of about 700,000 California jobs may now be built.

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

"We are making no predictions way for a proposed 4,800-home in the near future."

And a proposed 4,800-home development of the West Beach area closed because of an accident.

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FOR SALE: 1953 CHEVROLET 6 passenger car, $1,400. Comp. N. 222 Spring 980/788.

FOR SALE: BRIDGE CRANE, 8 TON. Electrically driven, 360° rotation, $1,200. Peter McPhail, 9705 Lake. 980/482-5261.

FOR SALE: 1970 FORD F-100 4x4 pickup truck, $500. 24,000 miles. 302 V8, power disc brakes, power steering. License #15122425. 2/81.


FOR SALE: 1954 CASE 580C BACKHOE. 12/80. 1,400 hrs. 1 ft. bucket, 18 in. bucket, 24" back hoe, good condition. License #0738753. 2/81.

FOR SALE: 1980 FORD F-250. 4x4 truck, $4,750. 19,000 miles. 302 v8, good condition. License #1584710. 1/81.


FOR SALE: 1978 CASE 580C BACKhoe. 12/80. 1,400 hrs. 1 ft. bucket, 18 in. bucket, 24" backhoe, good condition. License #0738753. 2/81.

FOR SALE: 1980 INTL. 7400 semi. 12/80. 69,000 miles. 305 V8 engine. License #154371. 1/81.


FOR SALE: 1979 CASE 580C BACKhoe. 12/80. 1,400 hrs. 1 ft. bucket, 18 in. bucket, 24" backhoe, good condition. License #0738753. 2/81.


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FOR SALE: 1981 FORD 150 w/fiberglass shell 20,000 miles 1700 hrs., 4 buckets, new tires, air brakes, semi-new. License #1584710. 1/81.

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Local 3 backs Foran gas tax bill

(Continued from Page 14)

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 the State Finance Committee's Chairman Alfred Alquist, Air Transport 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. Director Adriaian Giambrone 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 funding highway crisis have not sprung up overnight. Reduced revenues created by rock-bottom gas prices caused by the OPEC oil embargo of 1973 and fuel shortages of the last two years have created a significant 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 Giambrone admitted the problem, in his view, had reached emergency proportions. Some of the major factors that have contributed to the current crisis are:

• Inflation/energy costs—Highway construction and maintenance costs have increased at a much higher rate than the other 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.

• Increased operational costs—Vehicle registration fees and drivers' license fees are no longer adequate to support the highway control and DMV, as called for in the State Constitution. These departments are running at least $320 million in the red.

• Loss of revenue to local governments—The gas tax revenue 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 what that amount." Businessman Dale Marr was adamantly 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."

"The gasoline tax had increased in line with the price of gasoline since it was last increased in 1963, Marly stated. "Obviously we are not going to press for anything 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 Scott-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."