Support from the GOP

**Attack on Davis-Bacon renews**

**by James Earp**
Managing Editor

The continued attack on the Davis-Bacon prevailing wage laws hit close to home again this month when two anti-prevailing wage bills were introduced by members of the California Legislature. The action follows closely on the heels of a campaign by right-wing forces in Utah last March that was successful in dumping the state's prevailing wage law for construction workers. With Nevada considering its own prevailing wage repeal, that makes three out of four states in Local 3's jurisdiction suffering from prevailing wage attacks by anti-union forces.

State Senator H.L. Bill Richardson—kingpin of the "Gunowners of California" political action committee—has submitted a bill (SB 814) that calls for the payment of prevailing wages on all contracts in excess of $3 million. This would effectively dismantle the existing law which provides for prevailing wages on construction projects undertaken in counties with a population of less than 500,000. These bills characterize the attack that is underway on the Davis-Bacon law throughout the country. Inspired by a Republican administration and a majority in the U.S. Senate, construction employers throughout the nation are rekindling the fight they have carried on for the past three years. The results are startling:

- State prevailing wage laws—sometimes called "Little Davis-Bacon Acts"—are currently under attack in at least 14 different states. A repeal bill passed both houses in New Mexico before the Governor finally vetoed it. In Colorado a repeal bill has passed the House and is now before the Senate. Bills to weaken or repeal the prevailing wage law are also being considered in Illinois, Kansas, Nevada, Oklahoma and Texas.
- In Washington, D.C., Senate oversight hearings this month called by Senator Don Nickles (R-Okl.) attracted a swarm of anti-union contractors from the Associated Builders and Contractors, which happened to be having its annual legislative conference at the same time that the hearings were in progress.
- Responding to pressure from contractor associations, Labor Secretary Raymond Donovan hinted this month that major policy changes are forthcoming in the federal Davis-Bacon Act. "Five and a half million man-hours of paperwork are generated by the requirements of the Davis-Bacon Act," he stated. "None of it is read—none of it—and we're going to have to do something about that."
- Subtle changes in the administration of the law are already taking place. This month Federal Highway Administrator Raymond Barnhart issued a notice stating that federal highway jobs in the 3R category—resurfacing, restoration and rehabilitation—are not considered "initial construction" and so are not subject to the Davis-Bacon Act. This groundwork for new opposition is under way.

Local 3 Business Manager Dale Marr receives award from OSHA Director Thorne G. Auchtter in recognition for his many accomplishments in the field of safety.
LOOKING AT LABOR

Someone once stated that a corporation is an "ingenious device for obtaining individual profit without individual responsibility." This is the thought that comes to my mind as the building trades once again experience another all-out assault on federal and state Davis-Bacon prevailing wage laws. The obsession of the construction industry's open shop sector to dismantle the prevailing wage concept is prime evidence of management's willingness to stab itself in the back while it tramples on the rank and file worker.

If this statement appears contradictory, you only have to look at the facts: For 50 years prevailing wage laws have given stability and fairness to employers and workers alike in the construction industry. In passing these laws, the government was forced to make surveys to determine what the "prevailing wage"—i.e., wage paid to a majority of construction workers—was for each craft in a given area. These determined wage rates were then written into bid specifications for all government contracts.

The concept was beneficial to everyone in the industry. It put all contractors on an equal footing when making bids on government construction projects and it protected the wage rates of construction workers. Because of this, the federal Davis-Bacon and state "Little Davis-Bacon" laws have enjoyed strong support among workers and fair union contractors alike.

Today, however, there is a growing movement of scab contractors who seek their "individual profit" while ignoring their "individual responsibility." They look upon the huge sector of public works construction as a juicy apple that they cannot have unless they first get rid of the Davis-Bacon Act.

They also ignore the fact that there are many fair union contractors throughout the industry who still support this vital law and resist having a group of anti-union employers undermine the entire industry.

It is alarming to me to see a growing number of employers who truly believe that the trade union movement and many of the laws we helped to establish are becoming "obsolete." Workers no longer need trade unions, they say, and laws like the Davis-Bacon Act and the Occupational Safety and Health Act are cumbersome regulations that only fuel our inflationary economy.

My suggestion to the anti-union people is this: If you are not intelligent enough to realize that the repeal of the Davis-Bacon Act will work to your own demise, then go ahead and give it your best shot. We will fight you every step of the way—in the legislatures, in public hearings and in the courts—and when it's all over, I think you'll find you lost a lot more than you gained.

(Continued from Page 1)

Local 3 hosts annual IUOE safety conference

(Courtesy of the United Steelworkers of America)

State Senate passes Foran gas tax bill

(Continued from Page 1)

Local 3 hosts annual IUOE safety conference

Some 600 AFSCME members attended the IUOE safety conference at the Westin St. Francis in San Francisco. The event featured a variety of speakers discussing safety issues and strategies.

Local 3 President Betty M. McMillan opened the conference with an address, followed by IUOE General President Jay Turner's keynote speech, which emphasized the importance of safety in the workplace. Turner underscored the IUOE's commitment to ensuring a safe working environment for all members.

The conference also featured a variety of workshops and sessions, with topics ranging from ergonomics to construction safety. Attendees had the opportunity to network with peers and share best practices in safety management.

In addition to the IUOE, several other organizations provided support and resources at the event. The AFSCME Local 1306 and the California AFL-CIO were among the partners who contributed to the success of the conference.

The IUOE and its partners are committed to continuously improving safety standards in the workplace and ensuring the well-being of all members. The annual safety conference is an essential part of this ongoing effort to create a safer working environment for all.

By DALL MARR, Business Manager
Highway project halted again
A federal judge has again halted engineering work on a long-stalled Hawaii expressway. The route, Interstate H3, would run 16 miles east from Honolulu through the island's rugged Windward Range. It has been in planning since the 1960s. In 1989 the Honolulu office of Parsons Brinckerhoff Quade & Douglas, engineers with longtime consultant Sam O. Hirota established an alignment through Maunalua Valley. It was then planned as a six-lane route estimated at $155 million. Opponents of the project have been trying to stop it for six years, they say, because it would cut through the Maunalua Valley and threaten the island's water supply.

The federal transportation department subsequently swung the route through the less pristine adjacent Halawa Valley and reduced it to four lanes. That plan recently won federal approval, with stringent conditions. A noncontroversial six miles of the route has been completed, including its interchange with Interstate H1 near Honolulu. The remainder is now estimated at $400 million. A still-developing estimate now includes the right-of-way costs, as well as the possibility of a toll road.

East Bay overpass scrapped
PINOLE—Although some state officials say there is still hope, a long-awaited second freeway overpass to relieve traffic congestion at Appen Way and Interstate 80 did not even get built due to lack of state money. But city officials say the project is so important they will be paying the state's share of the cost rather than settle for it. Those same city officials say they have been presented with a confusing web of conflicting information from various state transportation agencies about the project. The $2.72 million overpass project that would build a separate three-lane bridge to relieve traffic tie-ups on the present two-lane bridge.

The Appian overpass received its apparent death notice Feb. 11, when a report from the Metropolitan Transportation Commission put the project among those that could not be funded under the state's five-year projected transportation budget. The MTC projection was based upon a deficit prediction by its parent CTC that state gas tax revenues would produce a $2.4 billion state transportation deficit if any projects beyond those already planned for construction in 1982 were built. The Appian project is scheduled for 1983-84. Meanwhile, the overpass has assumed greater importance with the upcoming opening of Pinole Vista Shopping Center this spring just east of Interstate 80. Traffic generated by the center is expected to aggravate the already severe delays experienced by motorists entering, exiting or crossing the freeway.

Topping out ceremonies for 'Boomerang' building
SAN FRANCISCO—Construction of Civic Center Plaza by Turner Construction Co. forces is moving right along, with topping out ceremonies signalling delivery to the site of the first of the project's concrete structure panels which will cover the "boomerang-shaped" building. Civic Center Plaza, the new $31 million office building being developed at 7th and Market S., by Home Savings & Loan Association has its current concrete facade compatible with surrounding architecture.

The facility, located at 10 United Nations Plaza, the 76,000 sq. ft. building faces the U.N. plaza foundation.

Construction on the project began in Sept., 1980. The contractor is expected to complete work on October 1981. The building, which has an exterior of precast concrete panels, has been designed to provide natural light through solar gray tinted glass windows. Each upper floor contains 12,000 square feet of leasable office space, while the first floor will house 11,000 square feet of retail tenants. The ground floor lobby is paved with granite and brick.

Bank, San Jose developer plan $25 million complex
SAN JOSE—First Valley Bank and Macanan Investments, San Jose, have announced plans to build a $25 million, 12-story building to serve as the bank's administrative headquarters and main office. San Jose, which will be called the Pacific Valley Building, the financial-commercial complex and office tower will be located at 333 W. First Street. Groundbreaking of the Pacific Valley Building is expected to begin in 1983.

A Topping out ceremony will be held initially. The tower, with an asymetrical roof line and bronze facade, will be 20-foot-high windows shaded by a row of blue canopies. The lobby uses a "see through" concept with glass-enclosed walls and bridges at the mezzanine level. The lobby is complemented by special wall sculptures and a collection of light sculptures and wall hangings.

$40 million center planned to research synthetic fuels
FRANCISCO—Chevron Research Co. of California officials have unveiled plans here for a $40 million research center that will serve as the cornerstone of the company's exploration of synthetic fuel and research facilities. The 240-acre site will be located near the intersection of Standard Avenue and Castro Street to develop new fuel sources. The facility will concentrate on developing liquid fuels and synthetic gas from free oil shales and oil sand, and finding ways to make solar energy technology more affordable.

The Richmond facility is the only facility operated by Standard Oil of California that is researching synthetic fuels. A Southern California facility is currently undergoing environmental efforts on new methods of extracting oil from the earth.

Designed by MBT Associates of San Francisco, the 174,000 square foot facility will include three connecting six-story towers housing 40 laboratories, 240 offices and other services. The site will also include a landscaped parking lot and a 100-seat auditorium with a second building is already under construction and should be completed this summer. A $10 million five-story structure that will be used for testing fuel-efficient engines will be rent market value of $1.54 billion, Conger made his comments at the company's annual meeting in San Francisco on May 11.

The company has drilled more than 120 exploratory holes at the site, many of which have been drilled in the last two years. As of late May, the company now believes that the site has reserves of 2.5 billion gallons of oil of which 1 billion gallons can be recovered. The company has invested $25 million in the project to date.

Warm Springs work faces delay
Federal budget cuts may delay work on recreational facilities at Warm Springs Dam for at least a year, the Sonoma County Board of Supervisors learned this month.

Col. Paul Bazilwich of the Army Corps of Engineers said the recommended appropriation for work on the dam is $24.4 million, which is $2.4 million below the estimated cost of $24.4 million, Homestake Mining Co. of Napa County gold discovery.

Homestake Mining Co.'s Napa County gold discovery. Is at least three times bigger than was originally expected. The company's announced after the find was announced last August and is now valued at over $1.5 billion. Homestake president Harry M. Conner, has announced. The discovery, near Knox, about 20 miles north of Lake Berryessa, was initially believed to contain one million ounces of gold, which, with gold then selling for $633 an ounce, was worth $633 million.

New "conservative" estimates, based on the drilling of over 200 exploratory holes, Conner said, now put the size of the deposit at between 3.2 million ounces, which gives the project a current market value of $1.54 billion. Conner made his comments at the company's annual meeting in San Francisco on May 11.

He said drilling is continuing to determine the full extent of the discovery which has been named the McLaughlin Mine, after Homestake's retired board chairman, 89-year-old Donald H. McLaughlin, who was present at the meeting. The gold is in minuscule particles, not visible to the naked eye, and will be mined mostly by surface methods. Production is expected to begin in 1984 and should be 'considerably' larger than the 100,000 ounces a year that had been anticipated. The operation will require a workforce of about 200, but it is not certain exactly how much of the workforce that will be needed, Conner said. Homestake's "controls" roughly 40 square miles of property in the three-county area where the Napa, Lake and Yolo county lines meet.

Recapture dam, road authorized
The proposed Recapture Dam and Reservoir, to be located on Recapture Creek north of Blanding, Utah, was authorized for $5.5 million in construction funds by the Bureau of Reclamation at a recent meeting in Salt Lake City, Utah. The funds, when committed, will come from the Board of Commissioners and U.S. Shale Oil Company, which is estimated to cost $78 million, will provide water for about 1,300 acres of farmland and municipal and industrial uses in Blanding.

UPDATE
MAY 1981/ENGINEERS NEWS/PAGE 3
Master Drain canal issue heats up

A battle between agronomyists and environmentalists over the future of the million acre-foot San Joaquin Valley groundwater drainage canal has heated up.

The City of Dos Palos will receive $1.8 million from the U.S. Department of Housing to build a ten-mile-long pipeline along the Avenue League and O’Bannon Parks. The project will benefit approximately 2,000 families and be selected for funding based on a pre-application by the City. The grant will be for construction, rehabilitation and placement of sewer lines and water lines.

There will be approximately 7,500 linear feet of sewer lines and 3,400 feet of water line. Some street and alley paving will be done also.

Aburn Constructors is on schedule on their Kernco #2 job. The tunnel boring machine is being assembled and should be in operation by the end of the month. Aburn employs close to 70 local operators and tradesmen.

A proposal has been presented to the City of Corcoran for their Police and Miscellaneous Units. A negotiation meeting will be set at the City Council meeting on April 22.

Negotiations are in process for the Professional Unit in Madera County. "We have presented our demands and we hope the negotiations will have been finalized by the end of the month," said Oddon reporter.

Pre-negotiation meetings have been held with Grey Lift, Inc., Edward E. Bacon and Stuart Radiator Manufacturing Co. for their forthcoming contracts.

Unemployment Insurance

AB 649, carried by Assemblyman Wade Deddeh (Chula Vista) would provide that the one-week waiting period for unemployment insurance benefits be waived after 40 days. This bill was referred to the Assembly Finance, Insurance and Commerce Committee on March 29.

AB 968, carried by Assemblyman Robert J. Cam-
bell (D-Richmond) would provide unemployment insurance benefits to workers who have received $131,200 million from the state and who have not received their full period of unemployment.

AB 1233, carried by Assemblyman Richard Huber (D-La Mesa) would provide unemployment insurance benefits to workers who have received $131,200 million from the state and who have not received their full period of unemployment.

Greeting, on this beautiful sun-shiny day! We hope the morn-drought that was forecast for last winter is over. We all have received heavy rains and the water is placed in reservoirs, lakes and dams, are nearly full of water which is very welcome.

The most important order of business now is to get the jobs rolling again as soon as possible, so our brother and sister workers can’t lose any more time than they have to. We know that many families will be facing serious hardships if they are not called to work in the very near future.

Hundreds of representatives of California’s 1.7 mil-
ion AFL-CIO union members along with their officers attended the annual three day Joint Legislative Confer-
ence April 4 through 6 in Sacramento, sponsored by the California Labor Federation, the State Building and Construction Trades Council of California and the Cal-
ifornia State Council of Carpenters.

Key legislative leaders that addressed the confer-
ence included: Assembly Speaker Willie L. Brown, Jr. (D-S.F.); Senate President Pro Tem David Roberts (D-
Baldy); Assembly Minority Floor Leader Curley (R-Los Angeles County); and Senate Minority Floor Leader, William Campbell (R-Whittier).

We also heard reports on the number of bills that directly affect the health, wages, benefits and working conditions of millions of California workers.

All members of the California State Legislature were informed prior to the conference that representa-
tives of local unions and central bodies of the entire state would be visiting them in their Sacramento of-
ices during the conference. Our aim was to seek support for the broad range of legislation directed at improving the social and economic conditions of the California Labor Force. The visits with legislators are an integral part of the legislative conference.

Here is a brief description of some of the major Calif-
ifornia AFL-CIO legislation pending action during the 1981 legislative session.

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AB 1270, carried by Assemblyman Matthew Mar-
ton (D-Morello) would raise the maximum duration of unemployment insurance benefits from 26 to 29 weeks. It is before the F & C Committee.

SB 413, carried by Senator Bill Greene (D-L.A.) would reduce the state tax trigger for extended unemploy-
ment insurance benefits from 2 percent to 4.5 percent.

Auburn has submitted an unemployment insurance bid of $5.2 million to the City of Corcoran for their police department. The City Council has scheduled a hearing on Thursday, April 22.


district 11 election

On June 4, 1981, at 8:00 p.m., at the regular quarterly meeting the 1st District 11 Executive Board. Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Musicians Hall, 124 West Taylor, Reno, Nevada.

DISTRIC 10 ELECTION

On June 11, 1981, at 8:00 p.m., at the regular quarterly meeting the 10th District 10 Executive Board. Member to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the Board, 740 State Street, Ukiah, Cal.
The Nevada out-of-work list continues to grow as Spring nears, representing some 96 contracts as well as the work picture at present, ranging from fairly to $2 million. So far, we have never heard of this company prior to these bids and naturally, Rio Dell has the most work ahead. Sand & Gravel materials, backfill materials and others, then the wheels of the Sand & Gravel season.

Industry stopped dead in its tracks, as exists now, not only in Utah, but everywhere in our jurisdiction and the rest of America, the chief requirement on this job.

The actual work in progress is the stage that makes negotiations to some single function that the Union will perform on their behalf. The actual work requirements are difficult and lengthy. To each person involved.

The volume of between $30 to $35 million.

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The construction picture in Utah is somewhat better, as the huge mineral deposits and energy sources are beginning to be developed by private resources on a big way to supply power needs for the remote northeast corner of the state. Near Wendover where much of the uranium and phosphate is located at Moab Lake Project (Coal Fired Power Plant). That have been previously mentioned is now starting to take shape and a great deal of construction work will soon begin. For openers, the Site Preparation contract for the new cement plant at Crescent City is an $8 million company in the very near future. It looks as if the brothers requirement on this job.

Only over contracts on 180 begin to start after modifications to the system.

The annual Reno picnic is scheduled for August 1, 1981, at Deer Park. Please mark the date and plan to attend.

Nevada out-of-work list still high

Coast Marine of Coos Bay, Oregon, has begun driving pilings for the new boat storage facility at Fields Landing, south of Eureka, on behalf of Business Representative Jim Johnson of the Western Crane and Rigging Co. of Eel River at Garberville. As exists now, not only in Utah, but everywhere in our jurisdiction and the rest of America, the chief requirement on this job.

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Local 3 members working for Reliable Crane Service of Sacramento and Western Crane and Rigging of Reno set steel beam in place on the Centennial Coliseum in Reno.

Coast Marine begins pile driving

In the Crescent City area, North Coast Paving of Smith River is going to pick up a few small projects to get their paving crews started. The plant at Smith River is going back to a full crew for the first of next year. North Coast is also working for the weather to warm up so they can begin an overlay project at the Crescent City airport because that’s a temperature requirement on this job.

There is a good street repair job in Crescent City to be bid in May amounting to $2 million. Another good project being advertised in Crescent City is an $8 million storm drain replacement to be bid in the near future. Other jobs coming up are timber access roads near Orleans, water supply projects in Crescent City and Hoopa, sewer plant construction in McKinleyville, a timber access road at Patricks Creek north of Crescent City, and construction of a new road between Eureka and Arcata.

We recently won an N.L.R.B. election to represent the employees of a local scrap metal firm from 1971 to 1976. The company reports. “We won the election with 95% of the employees wanting representation, and will begin negotiating an agreement with this company in the very near future. The equipment dealers have had a good winter and are still quite busy.

HONORARY MEMBERSHIPS

At its meeting on April 12th the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3:

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<th>Name</th>
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<td>Orrin Cobb</td>
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Work picking up in Salt Lake

Work in the Salt Lake area is still picking up, reports Utah Asst. District Representative Don Strate. Peter Kiewit Sons' Co. completed a contract for the amount of $2,777,000 at the Salt Lake City Municipal Airport regarding one of the approach job for 36,000 sq. yds. of concrete.

It is expected to start on April 27th with a completion date of November 21st. The job will have some odd-ball shifts in order to accommodate the airport traffic.

Stuart, Manager and Dick Jensen, Superintendent, Salt Lake City Airport has a tremendous master plan for the future, which calls for a third terminal, a 10-mile extension of the road system, and in and out of the terminal. The long term plan calls for a total of five terminals and a second runway. At this time it looks as if there will have to be a limit on the number of private planes of 700 to 800. There is some discussion of acquiring the Tooele County Airport and developing it for private planes.

Rick Jensen Construction has started the Van Winkle Expressway improvement project. This job runs from 4500 South and 7th East to 6200 South and includes three inches of overlay. All interchanges will be widened to accommodate right and left turn lanes.

Business Representative Kay Leishman reports that the bid opening for the Jensen Unit, Tyczak Aqueduct of the Central Utah Project is set for this month. Engineer's estimates for the project are $20 million. Bids include work on the Tyczak Pumping Plant and Aqueduct and also some 10 miles of 39-inch Board of the Central Utah Project I Work picking up in Salt Lake

Temporary Disability

Part A of the claim form can be filed not later than 30 days after a disability occurs. The completed claim form should be completed and the form mailed to: Trust Fund UNIOFFICE. You should complete Part A of the form at the time of examination, when completed mail it to:

Physical Exam claims forms available at Hawaii district office

Physical Exam claims forms are available at the LOCAL UNION OFFICE. You should complete Part B of the form at the time of examination, when completed mail it to:

Temporary Disability Insurance (TDI)

Benefits are payable when you become disabled off the job by an accidental bodily injury or by a bodily overexertion which prevents you from performing your regular work. Claim forms are available at the LOCAL UNION OFFICE. You should complete Part A of the claim form, have your employer complete Part B of the form and your physician to complete Part C. When Claim Form has been completed, mail it to:

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Benefits are payable when you become disabled off the job by an accidental bodily injury or by a bodily overexertion which prevents you from performing your regular work. Claim forms are available at the LOCAL UNION OFFICE. You should complete Part A of the claim form, have your employer complete Part B of the form and your physician to complete Part C. When Claim Form has been completed, mail it to:

Physical Exam claims forms are available at the LOCAL UNION OFFICE. You should complete Part B of the form at the time of examination, when completed mail it to:

27th with a completion date of November 21st. The job will have some odd-ball shifts in order to accommodate the airport traffic.

Stuart, Manager and Dick Jensen, Superintendent, Salt Lake City Airport has a tremendous master plan for the future, which calls for a third terminal, a 10-mile extension of the road system, and in and out of the terminal. The long term plan calls for a total of five terminals and a second runway. At this time it looks as if there will have to be a limit on the number of private planes of 700 to 800. There is some discussion of acquiring the Tooele County Airport and developing it for private planes.

Rick Jensen Construction has started the Van Winkle Expressway improvement project. This job runs from 4500 South and 7th East to 6200 South and includes three inches of overlay. All interchanges will be widened to accommodate right and left turn lanes.

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Temporary Disability Insurance (TDI)

Benefits are payable when you become disabled off the job by an accidental bodily injury or by a bodily overexertion which prevents you from performing your regular work. Claim forms are available at the LOCAL UNION OFFICE. You should complete Part A of the claim form, have your employer complete Part B of the form and your physician to complete Part C. When Claim Form has been completed, mail it to:

Operating Engineers Local Union No. 514 1432 Middle Street Honolulu, Hawaii 96819 Attn: Benefit Department

The completed claim form should be mailed not later than 30 days from the date the physical examination is completed. (You may substitute an unsigned bill from the examining physician for the physical's portion (Part B) of the form)

Temporary Disability

Part A of the claim form can be filed not later than 30 days after a disability occurs. The completed claim form should be completed and the form mailed to: Trust Fund UNIOFFICE. You should complete Part A of the claim form, have your employer complete Part B of the form and your physician to complete Part C. When Claim Form has been completed, mail it to:

Warren, President, stated in testimony that homes, golf courses, commercial and light industrial zoning would be approved as long as they will not pose a health and safety hazard. The Grande Computer, Inc. in doing the entire project.

This project will also require a lot of dirt moving equipment which could mean employment for many Brother Engineers. Also starting up in the 400-foot residential development in the Enchanted Lakes Sub-Division, Lanai Hawaii Co., Inc. is doing the entire project.

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The Grove Farm master plan for the area shows about 700 acres of homes, golf courses, commercial centers, parks, schools to be developed over a 20 year span.

The small contractors are interested because Grove Farm is selling just lots in the Lahue development. This means plenty of work for individual contractors and small companies since no one giant construction company will be contracted to build all the homes, the contractors said. Under R-4 zoning, up to 164 homes could be built.

Grove Farm will develop the Pah site itself, with most of the housing reserved for retired and former Grove Farm employees. The shopping is mostly for prospective tenants of Grove Farm's Kuki Grove Shopping Center.

Grievance Committee Elections

At its meeting on April 22, 1981 the District 17 (Hilo) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers: Charles Peterson, Ichiro Matsumi and Carl Britto. At its meeting on April 24, 1981 the District 17 (Maui) membership elected the following to serve on its Grievance Committee for the ensuing year: Brothers: Robert Casburn, James P. Rust and Isaac Nakonka.
Drilling apprenticeship program undergoes validation process

Article & Photos by James Earp

Out of the dry sagebrush north of Las Vegas, a lone drilling rig pierces the desert monotony of the desert in midday. It makes the usual sounds of a drilling rig at work: the steady roar of powerful diesel engines, the clatter of metal chains and tools slamming against drill pipe and the intermittent shouts of crew members striving to be heard above the noise of machines.

But if you stick around a while, you'll notice that something is different about this operation. The crew seems to be constantly making trips in and out of the ground with very little actual drilling taking place. Every couple of hours, an entirely new driller comes on deck to man the controls, while the rest of the crew stays on. There are a number of men standing around on deck, notepads in hand observing everything that is going on.

This certainly doesn't look like a normal drilling operation, and as you might guess, it isn't. For the first time in the history of the industry, a union sponsored drilling apprenticeship program is taking shape.

Designed for oil, gas and geothermal drillers, this Drillers Apprenticeship Project is being conducted by Locals 3 and 12 of the International Union of Operating Engineers. It is designed to teach a "roughneck" how to become a driller—the top man in a drilling crew. Funded by CETA grant money from the U.S. Department of Labor, the program is also receiving support from the Department of Energy, which rented out one of its drilling rigs from the Nevada Test Site.

The contract for the cut development phase of the program began last summer when, following the awarding of a CETA grant, an advisory crew from Locals 3 and 12 was formed to devise a draft training program.

This advisory crew consisted of Mike Holt, a veteran Local 3 driller, who was called on to be a subject matter expert; Jim Cutshall, Local 12 subject matter expert; Mike Duval, project director and Lynn Nevel as administrative assistant. Overseeing the project is an advisory committee consisting of Local 3 vice president Bob Mayfield, Local 12 treasurer Freeman Roberts and IUOE training director Reese Hammond.

The crew's first task was to devise a "task bank," or a list of individual tasks that were considered to be essential in the day-to-day operations of a driller. "It took about 3/4 months to write the first draft of this report," Mike David recalls. This draft was then submitted for review to the International and minor revisions were made.

Basically the task bank divides the work of a driller into five areas: drilling, tripping in and out, casing, maintenance and flanging up. Each of these areas is then composed of a number of individual tasks. In this case, the complete task bank has over 180 individual items.

After the task bank was drafted came the crucial phase of the program development. In March, the two Operating Engineers locals "tested the test," that is, they observed how well the test bank stood up under the scrutiny of actual work conditions.

It was done like this: A crew of experienced roughnecks from Local 3 was selected as the control group. The responsibility of this crew—minus a driller—would be to perform a set of tasks that would encompass all the phases of a drilling operation. This crew would work with approximately 30 different drillers selected from throughout the two local unions.

This validation process would determine if the standards developed on paper were an actual measurement of the driller's performance. Three experts in the industry—Sid "Mutt" Cheatham, Ed Thomson and Max Beasley—were chosen to act as observers. Their job was to observe each driller go through his list of assigned tasks.

It took approximately two weeks to complete the validation part of the program. The Local 12 apprenticeship training facility near Las Vegas was used as the drilling site. This new facility points out that the future of the training program is still up in the air at this point. "There's some interest and some opposition to a drilling apprenticeship program in the industry right now," he observes.

"But I think everyone recognizes there is a tremendous need for better training," he says. Up to now, training in the industry has consisted strictly of coming off the street and onto the drilling rig. Never before has a proposed apprenticeship program progressed as far in the validation stage as the Operating Engineers program.

Local 3 drilling crew used to validate the drilling apprenticeship program are (left to right): Jim Morris, Motorman; Earl Gillian, Derrick man; Kenny Taylor, Wireline cker, Chuck Touman, Tong Hand and Mike Holt, driller and subject matter expert.

A recent boom in the drilling industry created by an escalated search for new gas and oil reserves has aggravated the problem. In the press for more and more production, roughnecks are being turned into drillers earlier and earlier—frequently before they are ready and able to take on the added responsibility. It used to take 13 to 12 years before a roughneck could become a driller. Holt commented. Some of the drillers nowadays have only been in the industry three or four years.

The intent ultimately of the drilling apprenticeship program is to alleviate some of these problems. It will give green hands a better idea of what to expect on the job, it will provide more effective safety training and it will improve the level of training in the industry.

The statistically date gathered during the testing in Las Vegas is currently being processed by the ARCO Corporation and modifications, if needed, will be implemented into a revised test. Local 3 Vice President Bob Mayfield points out that the future of the training program is still up in the air at this point. "There's some interest and some opposition to a drilling apprenticeship program in the industry right now," he observes.

"But I think everyone recognizes there is a tremendous need for better training," he says. Up to now, training in the industry has consisted strictly of coming off the street and onto the drilling rig. Never before has a proposed apprenticeship program progressed as far in the validation stage as the Operating Engineers program.

"Hopefully," Mayfield stresses, "with drilling negotiations coming up in a few months, we will be able to negotiate for the money that will be necessary to turn what I feel is an excellent potential training program into a fully operational one."

Mike Holt instructs test driller on operation of controls.

Ideco 37 drilling rig rented from the Nevada Test Site was set up at the Local 12 training facility near Las Vegas for the testing phase.

MAY 1981/ENGINEERS NEWS/PAGE 7
Long awaited sewer

While the Reagan budget proposal casts some doubt on future funding for San Francisco's massive $1.5 billion sewer project, work on the project's Westside phase is entering high gear.

A joint venture of Olsen, Ohbayashi, Zaketa and J.V. was awarded the largest of two contracts, a $50 million job calling for clearing, excavation and construction of a concrete box sewer line from Sloat Blvd. near the San Francisco Zoo to Lincoln at the Golden Gate Park. Approximately 34 Local 3 members are currently working on the job, which includes a crew of Buzz Haskins' men working on a manned rental basis clearing the sand dunes off the site, and a surveying crew. Construction got under way in early March and is expected to reach peak in August of this year with about 103 Operating Engineers. The entire project is slated for completion in March 1983.

Also working on the northern most section of the job is Moseman Construction Company's $4.6 million contract. Moseman's job, currently employing three Operating Engineers, has been under way since early February and is scheduled for completion in March 1982.

Also working on the job is Subgrade Construction Company, which has a contract for boring approximately 53 deep water well holes for lowering the water table. Spaced approximately 150 ft. apart, each hole measures 36 inches in diameter and 126 ft. deep. The 3-mile sewer line, which will vary from 17 ft. to 25 ft. in width is being built directly under the Great Highway paralleling the beach. Two 100-ft. long storage sections will be built at points intersecting the main line so that during storm periods, the excess flow can be decanted to hold back solids and floating material.

For a long time there were serious questions as to whether this phase of the City's sewer project would ever be built. Because of its location next to the San Francisco Beach, many environmentalists and citizens groups opposed the project, saying it would destroy the beauty and ecology of the area. They ignored the fact that this phase comprised a key portion of the project. The Westside sewer line, together with a $479 million southwest sewage treatment plant and a $162 million outfall jutting four miles into the Pacific.

Pictured above is the drilling crew for Subgrade Construction with Local 3 Business Agent Nate Davidson (far left).

Pictured top left are operator Rich Risso and oiller Don Leake. Operating a C-225 backhoe for Olsen-Ohbayashi (above right) are operator Lloyd Haskins and oiller Joe Oholini.

Local 3 member Bill Daugherty, operating Pettibone crane for Olsen-Ohbayashi (above), is a 15-year member working for Buzz Haskins. Al Tubb, operating loader, clears sand dunes off of project site.

Pictured left is Ralph Lakes operating Pettibone hydraulic crane equipped with a demolition ball, which is being used to break down concrete blocks at Fleishhacker Pool. Blade operator Jim Coleman (above) is a 15-year member working for Buzz Haskins. Al Tubb, operating loader, clears sand dunes off of project site.

Pictured above is the drilling crew for Subgrade Construction with Local 3 Business Agent Nate Davidson (far left).
r project gears up

Ocean, would yield the most positive by-products of the system—beach beautification, vast water quality improvements and a bonus for the city zoo.

Once the sewer line is completed, a separate contract will reconstruct a curving roadway where the Great Highway now stands. Views of the ocean will be created through sculptured dunes planted with coastal trees, grasses and wildflowers. There will also be trails for horses and bicycling, as well as pedestrians. The cost of the beautification project is estimated at $12 million.

Despite an initial rejection of the project by the Regional Coastal Commission two and one-half years ago, the project was eventually approved by the statewide commission and funding problems were finally resolved.

So today, while the sewer line is rapidly gearing up, preparations are also being made to begin work on the outfall line. A joint venture managed by Morrison-Knudsen Co. of Boise, Idaho last month was low bidder at $152 million on the project—$10 million below project estimate.

City officials believe the low winning bid was a result of the City's investment "in taking out the unknowns." As part of the $13-million design process, about $6 million was spent on geotechnical, oceanographic and seismic investigations to provide bidders with data on alignment and design of the outfall. As part of that work, two test trenches were dredged to explore ocean bottom conditions, and then monitored them to see how well they would stand up under ocean conditions.

The data apparently allowed bidders to minimize contingency allowances, says a City official.

Design of the 12-ft-dia, single-barrel outfall was scaled down from the original plan for a three-barrel line to bring skyrocketing costs back into the budget. The line will carry a blend of dry and wet weather flows during winter storms.

The shift makes for a cost saving of about $150 million over the former scheme, estimates Donald J. Birrer, executive director of the City program. Construction is scheduled to start in June and be completed in late 1984.

The extreme top photo is a view of the dump site for much of the beach sand that must be cleared of the project site before excavation can begin. Pat Carlin, operating a C-980 Loader for Buzz Haskins is pictured in the next photograph down. Rich Risso operates an FMC Linbelt backhoe (above photo), one of the largest backhoes in use on the coast. Pictured left are compactor operator Jerry Percy and dozer operator Ed Farwell in the process of filling Fleishhacker Pool.
OFFICE. cooperatives are largely responsible year after year. Hospital costs continue to dent. Hospitals are re-tooling with latest players all hoping to corner a piece of the action. There are also fewer hospitals, and the surplus capacity is fading. Sophisticated testing and treatments are increasingly concentrated and effective. The answer to the future of health care costs will lie with the old principles of supply and demand. If the demand for health care services remains relatively stable and the suppliers of those services are increased, the cost should drop because of competition. During the past few years, the health care field has attracted a large number of new players all hoping to corner a piece of the action and cash in on the high stakes. Medical schools are completely filled up with aspiring young med students. Hospitals are re-tooling with latest advanced medical equipment in order to specialize in particular fields of research and treatments.

Fringe Benefit Center Note: The Great States of Nevada, Utah and Hawaii have demanded equal time on outlook for their "active" health and welfare plans. Most of the administrative services are provided locally below is a listing of each type of claim and where to file. Separate claims forms are required for each plan and each type of claim. Claim forms are available at your district office.

<table>
<thead>
<tr>
<th>Type of Claim</th>
<th>Nevada</th>
<th>Utah</th>
<th>Hawaii</th>
</tr>
</thead>
<tbody>
<tr>
<td>Life Insurance/ Burial Expense</td>
<td>Nevada Operating Engineers Trust Fund, 1745 Vassar St., Reno, Nevada 89502</td>
<td>District Office for forwarding</td>
<td>Hawaii Office, 700 Bishop St., Rm. 700, Honolulu, HI 96813</td>
</tr>
<tr>
<td>Comprehensive Hospital/ Medical</td>
<td>Nevada Operating Engineers Trust Fund, 1745 Vassar St., Reno, Nevada 89502</td>
<td>District Office for forwarding</td>
<td>Hawaii Medical Service Association, P.O. Box 860, Honolulu, HI 96808</td>
</tr>
<tr>
<td>Dental Benefits</td>
<td>Nevada Operating Engineers Trust Fund, 1745 Vassar St., Reno, Nevada 89502</td>
<td>District Office for forwarding</td>
<td>Hawaii Dental Service, 700 Bishop St., Rm. 700, Honolulu, HI 96813</td>
</tr>
<tr>
<td>Vision Care</td>
<td>Vision Service Plan, P.O. Box 254500, Sacramento, CA 95825</td>
<td>Vision Service Plan, P.O. Box 254500, Sacramento, CA 95825</td>
<td></td>
</tr>
<tr>
<td>Prescription Drug</td>
<td>Nevada Operating Engineers Trust Fund, 1745 Vassar St., Reno, Nevada 89502</td>
<td>Operating Engineers Trust Funds, 50 Francisco St., Suite 100, San Francisco, CA 94133</td>
<td></td>
</tr>
<tr>
<td>Physical Exams</td>
<td>Operating Engineers Trust Funds, 50 Francisco St., Suite 100, San Francisco, CA 94133</td>
<td>Operating Engineers Trust Funds, 50 Francisco St., Suite 100, San Francisco, CA 94133</td>
<td>Nevada Operating Engineers Trust Fund, 1745 Vassar St., Reno, Nevada 89502</td>
</tr>
</tbody>
</table>

A look at the future cost of health care

Where is the cost of health care headed? During the past 10 years health care industries have experienced phenomenal growth. The cost of providing health care options for you will depend on your own personal circumstances. There are many factors like your age, your health, your family and your overall financial status that you must consider in order to select the best option.

There are two very important items to remember about the payment options available in your Pension Plan. First, each is very different in monthly benefit amount and guarantee. Second, each option is calculated to be equivalent—or equal in benefits everywhere else in the same plan. Remember, monthly Pension benefits are always guaranteed for the entire lifetime of the Retiree. Aside from that, the Plan offers a choice of three payment options which provide additional guarantees to beneficiaries. They are the Sixty-Month Guarantee and the Husband and Wife Option.

Under the Sixty-Month Guarantee a Retiree receives the full amount of monthly benefits for his lifetime. In the event of his death before a full 60 payments have been made, the balance of the 60 payments will be made to his beneficiary. There is no cost for this option.

Under the Ten-Year Guarantee a Retiree receives the full amount of monthly benefits for the first 24 months and a slightly reduced monthly amount for re- mainder of his lifetime. In the event of his death before a full 120 payments have been made the balance of the 120 payments will be made to his beneficiary. The cost of this option varies depending on the Retiree's age and type of retirement.

<table>
<thead>
<tr>
<th>TEN YEAR GUARANTEE AMOUNT</th>
<th>AGE</th>
<th>REGULAR/EARLY</th>
<th>DISABILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>93.3%</td>
<td>82.7%</td>
<td></td>
</tr>
<tr>
<td>64</td>
<td>94.2%</td>
<td>83.0%</td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>94.7%</td>
<td>83.3%</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>95.3%</td>
<td>83.5%</td>
<td></td>
</tr>
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<td>61</td>
<td>95.9%</td>
<td>83.7%</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>96.4%</td>
<td>83.8%</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>96.7%</td>
<td>84.1%</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>97.1%</td>
<td>84.4%</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>97.6%</td>
<td>84.8%</td>
<td></td>
</tr>
</tbody>
</table>

You must decide which option is the one that closely fits your needs. The best option for you will depend on your own personal calculation of the actual amounts payable under the option you select. The cost of care industries has not been a cor- responding increase in the number of po- tential patients. In fact, the reverse is true. There are less hospital bed patients today than there were ten years ago. There are also less hospitals, and the survi- vors must compete to get their share of the dwindling number of bed patients.

Hospitals are fledged with applicants and filled with eager students all hoping to become qualified physicians. The American Medical Association recently reported that there will be an abundance of doctors in this country by 1990. In fact, we may even be facing an overage of qualified physicians by that time. This would undoubtedly raise phy- sicians' standards, promote competition among doctors and halt spiraling professional fees.

The 7,000 plus hospitals in this country have changed their approach to health care in the 70's. Most hospitals now spe- cialize in an area of study and treatment and such a policy will require a major in- vestment. Therefore, hospitals have become more frugal in order to stay within their budget. As a result, patients receive more concentrated and effective treatments and care.

Outpatient surgery and emergency care are largely responsible for the reduction seen in the number of hospital bed patients. Out-patient surgery is a low cost alternative to more expensive hospital stay. Many medical cooperatives and clinics provide pre-admission screening, again reducing the number of days of confinement, thereby trimming health care costs. The smaller clinics are a much less expensive facility and have lower overheads then the larger mega-buck hospitals. As a result, patients are favoring their facilities in order to save cash.

Competition in the field of health insurance is also extremely keen. Most carriers offer a variety of plans at a variety of prices. The old principal of "take it or leave it" no longer applies. Insurance companies must now compete for their portion of the market. Even the giants in the industry are aggressively in- volved in soliciting every possible new client. America's population boom is over. With no new markets, insurance companies must take the reins of one another and this should drive costs down.

All of the signs are right for a slow- down in escalating health care costs. It certainly will not happen overnight, in fact, it may take several years to really come about. However, consider the fact that health care in the United States is not the same as it was 10 years ago. Medicare now pays about 15% of the total Consumer Price Index for the same year. In fact, we may be seeing only an acceleration or it could be the beginning of some long awaited relief in health care costs.

Under the Husband and Wife option the Retiree receives a reduced monthly benefit for his lifetime and in the event of his death the monthly benefit continues to his spouse for her lifetime.

HUSBAND AND WIFE AMOUNT

<table>
<thead>
<tr>
<th>Spouse</th>
<th>Normal/Early</th>
<th>Disability</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 years younger</td>
<td>80%</td>
<td>66%</td>
</tr>
<tr>
<td>5 years younger</td>
<td>83%</td>
<td>69%</td>
</tr>
<tr>
<td>Same Age</td>
<td>86%</td>
<td>73%</td>
</tr>
<tr>
<td>5 years older</td>
<td>89%</td>
<td>75%</td>
</tr>
</tbody>
</table>

Each Operating Engineer elects one of these payment options before monthly Pension benefits actually start up. The Trust Fund Office sends the Retiree a calculator to calculate the actual amounts payable under the option you select. It is up to the Retiree to choose his payment options before his circumstances, financial position, health, age and need for death benefit protection. They should select the one that best fits their needs.
AFL-CIO reforms labor/management group

WAS NUTON—Key leaders of organized labor and American business have announced the formation of a reconstituted LaborManagement Group outside the AFL-CIO, under which the panel will operate, the two sides agreed that "the legitimacy of our respective institutions is demonstrated in the process of free collective bargaining," and added, "We believe that both the democratic right of employees to determine the nature and the process of collective bargaining must not be threatened by the actions of excessive behavior by employers or unions."

The group intends to "explore a wide range of issues with particular emphasis on revitalizing the nation's economic base, reestablishing the private and public infrastructure on which our productive capacity as a nation depends, and stimulating an efficient means for meeting the nation's energy needs," the statement of purpose said.

The group will use the wider relationships its individual members have in the business and labor communities to broaden its knowledge of the issues involved and improve the overall labor-management climate, and to communicate the results of its deliberations to its respective associates.

Besides Kirkland, the group's leaders include Secretary of Labor John H.楽しng, Plumbers and Pipefitters President Martin J. Ward, Steelworkers President Martin T. Johnson, and Secretary-Treasurer Irving Shapiro and General Managers Chairman Roger B. Smith; Chairman Walter B. Wiston.

The panel has its antecedents in a formal advisory group established in January 1973 to consult with then-Treasury Sec. Schultz and Urquhart, who was chairman of the government's Cost of Living Council at the time. Since then, the committee has engaged in basically the same shape under the Ford and Carter Administrations, but for its status. From early 1976 through 1978, it was a private organization with no ties to the government, which is the character of the new group.

An effort to reconstitute the unit began about a year ago. Kirkland attributed its successful revival in large part to the commitment shown to it by two management members of the most recently dissolved group, Irving Shapiro and Reginald Jones, chief executive officers of DuPont and General Electric, respectively, who retire this year.

Kirkland told reporters that he expects the new group to invite individuals from government and administration with no ties to the government, which is the character of the new group.

Local 3 members aid disabled

SOFAR (South Fork American River Project) proponents, frustrated with bureaucratic roadblocks, are helping themselves while helping others in this, the International Year of the Disabled. As a symbolic gesture, a group of citizens recently sold 10 cords of firewood to the White House.

Local 3 Business Agent and Shine Representative Ernie Louis said, "We understand the needs and support local community programs such as the M.O.R.E. Sheltered Workshop, an employment center for the disabled. The workshop is sponsoring this 3,000-mile cross-country fund-raiser along with local loggers who cut the wood; cattlemen who donated the wood; contractors who donated the equipment; high school students who loaded the wood; a local business who donated signs; and residents who are still contributing money."
Underground starts up on canal jobs

Business Representative George Morgan reports that the work on the Marysville west side is starting to pick up. Underground construction is getting started on the three canal turnouts and pumping stations for the Orland-Aroa Water District. This will keep a few brothers busy for the season.

Ernest E. Ponsana, Inc., of San Jose, was low bidder on the 40-mile project at the Marysville west side. The work on 11.5 miles of water line for the Orland-Aroa project is starting.

Robinson Construction of Oroville was the lower bidder, approximately $2.5 million for the job at Highway 20, west of Williams at the Highway 16 turnoff. This project should start right away.

Burlick Construction of Sacramento is trying to get started AGAIN on their Sacramento Ave- "Ave." job in Chico. With all the "delays," this has been a hard job to get off the ground. Brother Jerry Dyren is the job stewart on this project.

Spring has come to the Sacramento area, and with it hopefully some work, reports District Representative Clem Hoover. The outlook isn't too good due to the slowdown in the housing industry. There seems to be plenty of subdivisions on the drawing boards of the interest rate will come down enough to allow the developers to proceed. "The present 17% is still too high," Hoover comments. "We need 12% or at least no more than 14% to get going."

"We have reformed LABA, (which was formerly the Contra Costa Laborer's Association)," Hoover added. "There were several members who belonged to CCA, and we would like to welcome them as members of LABA."

LABA was formed to protect the economic, social, and environmental elements that effect the Greater Sacramento area. ALABs project and the Highway 65 By-Pass are just two of the many projects and issues that Laba will be heavily involved in. Ray N. Bertelsen Co., Inc., has been awarded a $5.8 million project at the State Water Processing Disposal Facility to build some solid processing plants. M. L. Dubach Inc., was awarded $1.2 million to do the excavating work. Bertelsen will employ approximately five engineers and Dubach about 10 engineers.

Kimmel Construction, Inc., was awarded a $1.6 million project at the Wastewater Treatment Plant to build an Equipment Maintenance and Storage Precast Steel Building. Douglas-Seaberg will move the dirt on this job. SMI Corporation was awarded a $2.2 million project at Rancho Seco Nuclear Power Plant to build a Nuclear Service Electrical Building. Ed Mallory Construction will do the site work on this project. Campbell Construction was also awarded a $1.7 million project to build an American Hospital Supply Distribution Center in West Sacramento.

Continental Heller Corporation was awarded a $1.27 million project for the New State Building. Site I-C, on O Street between 5th and 15th Streets

Granite Construction was awarded a contract for repair of ramps and overpass on the Donner Park overcrossing near Truckee to the Nevada state line in the amount of $1.5 million. This should keep the brothers for Granite Construction busy for the summer months.

Centri Construction was awarded the contract for 4.65 miles of new construction 6.93 miles of reconstruction for the Tahoe Na- pales AHEAD of the pendants
nals. Repeat this procedure until the boom is dismantled.

In some instances the float that is being used to haul the boom sections can be used as a substitute for the blocking, but regardless of the procedure used, never walk under or work upon any crane boom. Stay on the outside.

Because this accident occurs so frequently to well-trained, experienced people it is also suggested that the pin connections themselves be modified in such a way that the person removing the pin cannot stand under the boom.

Once the boom is erected, the machine is ready to be placed to make its lifts. The machine should be selected to minimize all swinging and booming operations and so as to keep the machine working in its area of highest capacity (over the rear for carrier-mounted cranes).

High interest rates stall Sacramento housing projects

Call Underground Service Alert toll-free for information on where underground facilities are located. A lot of gas lines and electric cables lie harmlessly underground. Until someone carelessly digs them up.

Every year, workers risk injury or death because they neglect to check for buried electric lines or natural gas lines, before digging.

To make it easier to check, the Underground Service Alert (USA) was organized. Through its services, available in all central and northern counties, one toll-free phone call to (800) 642-2444, reaches a center in Pleasant Hill. Describe where you intend to dig, and then PG&E or any of the other 43 sponsors will tell you whether or not they have facilities in the area and if so approximately where they are located, or a representative will visit and mark the spot for you.

Remember, dial before you dig.

After all, your life could be on the line.

PG&E
Teaching Techs

Spring has sprung and there is a bit of back to work. Nothing spectacular but after being dead in the water for a couple of months even a little movement is nice. Got to be the time of April and had to open the Apprenticeship Out of List Books to new Apprentices because there were still a few Registered Apprentices on the Out Of List Book but those few were not willing to move to the peripheral areas where the job orders originated.

The year end statistics show that Surveyor work hours in 1980 were approximately 83% of work hours in 1979. There is reason to believe that 1981 hours will be even less. Heavy Construction and Building Construction appear to be holding up but subdivisions are at a slow walk. Subdivision Survey work surrounding the Met- roplex of San Francisco, Los Angeles, Monterey Bay, and San Jose has been a very healthy relationship that can keep all of California Operating Engineers Surveyors at the peak of excellence.

Recently, I had a chance to talk with John Thornton who administers the Local No. 3 Training Program in Utah. He is ordering more Surveyor Related Training Material in anticipation of the upcoming season. John has been building a solid core of qualified Surveyors over the past few years along with the Operators Training Program for the simple reason that an employer will pay a premium rate for a highly skilled workforce. As you know, Utah is blessed with the right to work for LESS laws. John is providing the employer with more profitable workers in spite of the higher cost they are in constant demand.

Got the Out of List Book Blues? Why not sign on with the Training Program? Be the one that is working—not the one that is waiting.

Talking to Techs

For years numerous anti-labor institutions ranging from the far-right Heritage Foundation to the New York Times have been on the attack for inflation on "big labor," claiming that we have imposed inflationary wage and price increases on the economy. Organizers and others have pointed the finger of blame for wage and benefit increases on the one hand and then are attacked by various schoolchildren charging the flames of inflation. Some recent Government figures reveal the dismal nonsense on which these attacks rest. According to the Labor Department wage settlements in major agreements have averaged 9.5% over the past year and the 12.5% inflation rate. The Com- mencement Department reports a decline in real income of 9% in 1980. And finally, David Stockman, the new budget slicing whiz kid who heads the Office of Management and Budget, reported on a "Face The Nation" TV interview that wage settlements have not and will not be a significant factor in the recent inflation crunch.

Congressional Conservatives

It's bad enough that the badweather has lasted longer than usual, and the interest rates haven't really come down enough where they can help the construction industry, not to mention the conservatives trying to do away with benefits that has organized labor years to attain.

Proposed legislation would weaken union strength in collective bargaining and organizing and reduce protection against on-the-job dangers to the workers' health and safety. Our labor lobbyists aren't sitting back on their laurels, but they have one hell-of-a-right on their hands. As members of the biggest construction union in the world can help by keeping ourselves informed on all issues that affect our union: whether it is on a local level or in Washington, D.C. Only through our being united can we beat the force that is out to tear us apart. We are ALL UNION AND WE ARE UNITED! A quote from Abraham Lincoln:

"All that harms labor is treason to America."

No line of labor has benefited these two.

If any man tells you he loves America, yet he hates labor, get him out of your sight.

If a man tells you he trusts America, yet fears labor, he is a fool.

Testing and Inspection

Testing and Inspection is, as usual, going full board again this year. The past rains apparently had little adverse effect on the work picture in the Testing and Inspection Industry. There have been quite a few new hires, and the labor unions are still looking for additional qualified Inspectors.

We are currently in negotiations with Cooper-Clark and Associates located in Palo Alto. A lengthy negotiation is not anticipated. Alex coming up for negotiations will be Pittsburg Testing Labs in Emeryville. Pre-negotiation meetings have been scheduled with Pittsburg Testing Labs.

In addition to these negotiations, we are currently negotiating with Bestor Civil Engineers located in Sacramento, California. We have informed the employees with the negotiations involving their respective Employers.

In the upcoming negotiations, we have four companies that we will be meeting with in the immediate future to decide on the Cost of Living increase provided for, and to determine the wage and fringe allocations that have been agreed to. These companies are Sacramento, Testing Engineers NDT Division, Nuclear Energy Services Inc. and Trans World Test Labs.

As a final wrap-up in the Testing and Inspection Industry this month, we would like to inform you that the Construction Inspectors Association is still attempting to introduce legislation that will allow them to continue their current operations. As of this writing, there has been no change since our last report. The C.I.A. people are still having difficulty in acquiring support for their current Senate Bill 250. We will keep you posted and informed of any change of status with this group.

Southern Counties Area

Survey work in the San Joaquin, Stanislaus and Mother-Lode areas are beginning to pick up, primarily due to the good weather conditions. The clearing work on the Columbia Dam Small Reservoir is proceeding quite well, and the Department will require an additional amount of survey work with respect to establishing a high water line. Due to begin sometime in late May or early June will be the Glory Hole Project. This project will include roads, boat ramps, ramping and picnic facilities. In Calaveras County the Parrots Fairy Road Project is scheduled to commence some time in mid or late summer. Throughout Sacramento, Santa Rosa and the major fifteen Bay County geographical areas, work is on going at a slower pace. Many of the developers have put their plans back hoping to hell somebody will come up with a crystal ball that will show a decrease in the interest rates that would spur the housing industry.

Organizing

Organizing, as many of you know, is difficult, slow and lot of hard work. This sometimes slow and hard work is beginning to pay off! We would like to make mention of the more recently organized firms: Delta Construction Staking in Santa Rosa Terry C. Sturp & Associates in Vacaville Trans-World Testing Labs Inc. in Oakland Charles L. Evans Land Surveyor in Vacaville United Engineers in Concord Western State Surveying Company in San Andress.

In the organizing area we are actively concentrating on six additional Survey firms that hopefully, by the time this article is printed, will be signatory.

Permit given for electric plant

An application for a preliminary permit for the construction of a hydroelectric plant on Joes Valley Dam has been filed by a Boise-based corporation. Continental Hydro Corporation of Massachusetts has submitted the request to the Federal Energy Regulatory Commission to study the feasibility of constructing a hydroelectric plant on the south end of the dam. The firm says the project would consist of building a conduit and a powerhouse near the southern bank of the dam. The conduit would be 650 feet long. The powerhouse would contain generating units and would have a total rated capacity of 20 megawatts. The company estimates the cost of the study to be under $50,000. After the three year period the company could request a construction permit.
Lawful union activity escapes trespass laws

In a decision handed down last month by the California Supreme Court, union representatives who enter a construction site to perform a work-related inspection do not violate California criminal trespass laws by refusing to leave at the owner's request.

The case arose when two representatives of the Local 95 Council of Carpenters went to a job site to inspect safety conditions after the local community council had labor contracts with three subcontractors at the site. The council had stipulated that union representatives could enter sites to conduct safety inspections and stipulated that union members could not work on a job site on which union representatives were not allowed. Both men had written authorization from the union to conduct the safety inspection. When they arrived, the owner asked them to leave. They refused.

The California Supreme Court ruled that union representatives engaged in lawful safety inspections are not guilty of criminal trespass, even if they refuse to leave the worksite.

Meanwhile, project costs have grown longer the project remains dead. Martin Luther, a former mayor, said the city's budget deficit would not allow it to undertake any major improvements.

The port's final plans will go for review to various agencies, including the San Francisco Port Commission and the Bay Conservation and Development Commission. The project is built, it would provide jobs for the local workforce in construction and operational phases.

Hydro plants proposed

In a move to encourage the commercial fishing industry rather than the recreational aspects of Fisherman's Wharf, the San Francisco Port Commission has unanimously approved an "action plan" that would radically alter the design of the wharf.

The most radical part of the plan would be an extension of the Port of San Francisco and the construction of a new 65 kilovolt transmission line. Utah Hydro has requested a three-year preliminary permit from the Federal Energy Regulatory Commission to prepare studies of the hydraulic, economic, environmental, historical and recreational aspects of the San Francisco Port Commission.

Road work due on highway

MARTINEZ—Contra Costa County could have more than $1 million in funds for a Bay highway improvement project by 1982, allowing it to begin widening a mile-wide stretch of Highway 4 in east county.

The port has long planned a $1.1 million project that would add a lane to the existing highway and help ease traffic congestion. The project is designed to improve safety and increase the capacity of the highway.

Meanwhile, project costs have increased due to inflation, which will continue to rise, according to the port's budget figures.
Attend Your Union Meetings

All District Meetings convene at 8 p.m., with the exception of Honolulu, Hilo and Maui, which for the month of April only will begin at 6 p.m.

May
5th - Stockton: Engineers Bldg., 2626 N. California St.
7th - Richmond: Point Marina Inn, 915 W. Cutting Blvd.
12th - Fresno: Engineers Bldg., 312 E. Olive St.
19th - Sacramento: Woodlake Quality Inn, Hwy. 160 & Canterbury Road

June
3rd - Provo: Provo City Power Bldg., 251 W. 800N
4th - Reno: Musicians Hall, 124 West Taylor St.
11th - Ukiah: Grange Hall, 749 State St.
18th - Watsonville: Veterans Bldg., 215 Third St.

Semi-annual Mtg.
Saturday, July 11, 11 a.m., Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA

Highway funding still up in air

The future of the federal highway program took a roller coaster course last month with the Reagan administration first appearing to support an increase in the road fuel tax, then suddenly quashing the idea. The Federal Highway Administration, according to Reporters, also seemed to have been taken for a ride. While he was testifying before Congress, the head of the Federal Public Works Committee that the fuel tax increase was still under discussion, senior White House officials were meeting to reject the idea.

And, while the budget authority levels submitted by the administration last week show a steady increase, the most significant figure in terms of the highway program’s funding will be the annual appropriation. Office of Management and Budget officials say that saying for fiscal 1982 almost certainly will be $15.6 billion, off substantially from this year.

OMB Director David A. Stockman favored the tax boost proposal, which was presented at a National Governors Association meeting in Washington, D.C., but Martin Anderson, White House domestic policy advisor, was angry that any tax increase was being touted and prevailed in killing the plan. At stake is the integrity of the Highway Trust Fund, which since last year has been losing money more than it takes in. While the balance is now $10.3 billion, receipts will fall short of expenditures, adding at least $1 billion a year to the federal deficit. "There is now no way to match the outlays at the program levels the administration wants without increasing revenues, and that means that we must have an increase in the gas tax," says one OMB official.

The result is that the tax increase will simply be delayed. Even with the stated intent of enforcing some highway programs to the states—the secondary, urban and safety programs—the administration plans will still require more than the four-cent-a-gal tax is providing. Industry officials speculate that the balance in the trust fund will be allowed to be drawn down probably for two years, and then the administration will seek a tax increase.

The fuel tax increase does seem to be a contradiction of the Reagan administration’s approach, which emphasizes tax cuts rather than increases—a point not lost on Washington lawmakers, both inside and outside the administration. But both Sen. Robert Staf- ford (R-Vt.) and Sen. Steven D. Symms (R-Idaho), chairman of the Senate Public Works Committee and its transportation subcommit- tee respectively, are behind continu- ation of the trust fund. It now appears that the Reagan administration will propose to extend the trust fund through 1989 and begin work on a major Interstate reconstruction in 1982.

New assault on Davis-Bacon

(Continued from Page 1)

 proving what we warned all along during the 1980 elections," Local 3 Business Manager Dan Kula said. "We are facing the most serious threat we have ever been confronted with on the Davis-Bacon Act, and we are going to have to act soon or face it head on. We cannot afford to let scale contractors whittle away at a law that has provided a solid barrier against open shop on public works construction.

The Davis-Bacon Act, little known or understood by those outside the construction industry, is one of the most important laws in the trade. Passed in 1931 during the depths of the depression, the federal Davis-Bacon Act was designed to protect workers and fair contractors against unscrupulous employers who undercut local wage standards in their attempt to obtain local government construction jobs.

In the past, prevailing wage law was soon followed by state “Little Davis-Bacon Acts” throughout the country which applied to state and locally funded construction projects. For 50 years these laws have provided stability to a very volatile industry.

In the past three years, however, these laws have come under an increased attack from both sides of the business sector. Appealing to budget-cutting legislators, basti- nals are blaming the unions as a major cause of inflation, in spite of the fact that major studies have proven to the contrary.

The driving force behind the Davis-Bacon reform movement are the open shop contractors, who seek a legal way to undercut union wage scales on the billions of dollars in government construction that are awarded every year. Historically, nonunion firms have received very little government work because they can rarely compete with union firms when they are forced to bid on equal footing. They realize that they will never get a foothold on this huge sector of the industry unless they can first dump the Davis-Bacon Act.

With the current political cli- mate, trade unionism cannot af- ford an ounce of apathy on this vital issue. Having learned from their recent failures, employers are trying a new approach against the wage law. Rather than seeking outright repeal, they are chipping away at the administrative regulations—seeking ways to weaken the law without going through the legislative process. Or they are doing what California legislators Richardson and Sebastiani are doing—gutting the law without actually repealing it. It’s a tactic that’s deceptive enough to be ex- tremely dangerous to construction trade unionists.

Reduced Clean Water program

President Reagan has sent to the Senate Environment and Public Works Committee a reform pack- age for the federal sewage treat- ment grants program that is bound to stir up considerable controversy in the next several weeks.

In an effort to rein in the increasingly costly and controversial grants program, the proposal focuses more on cutting costs than on regulatory reform.

Walter C. Barber, EPA acting administrator, says it is the administra- tion’s hope that the revived program would reduce the federal government’s commitment from a projected $5 billion to about $33 billion by “limiting funding to the highest priority projects.” A new formula for allocating grants and a significant cutback on eligible categories for the program would account for most of the savings. In addition, the administration pro- poses changes in some of the state-aside provisions of the program. The current grants formula is based on projected needs in 1980, half of which reflects demand for treatment plants and interceptor sewers. In its new proposal, the administration attempts to simplify the formula by basing allocations solely on 1980 needs, reflecting only backlogs in the program. The new formula would not accommo- date growth.

As a result, some states stand to lose as much as 90% of the funding they are now entitled to, while others will gain as much as 70% over their current allotments.

If the proposal is enacted, grants would be tied to the amount of un- obligated and unspent funds that a state has at the beginning of the fiscal year. This proposal is more drastic than a new set of regulations to re- form the program.

The Reagan administration also hopes to trim the federal gov- ernment’s commitment by limiting funds for new sewage plants and to new inter- ceptor lines. It would eliminate funding for new collection systems, replacement and rehabilita- tion of sewers and combined sewer projects.