Caltrans this month made several requests for funding of major highway projects, that must be decided by the Transportation Commission.

State Transportation Director Adriana Gianurco has recommended that the California Transportation Commission approve an allocation of $2 million to repair winter storm damage to the Waldo Grade in Marin County.

The three mile section of Route 101 from north of the Golden Gate Bridge to the Waldo undercrossing near Sausalito was severely damaged by mud slides in January of this year. The "Hurricane Gulch" portion of the Waldo Grade was covered by a wall of mud when a portion of the slope above the highway collapsed. Subsequently, a large section of fill fell below the roadway, slipped, damaging the homes below.

The heavily traveled road from Marin County to San Francisco was impassable for two days, while Caltrans maintenance crews completed temporary repairs required to reopen the highway.

The emergency repairs, completed at a cost of $900,000, involved drilling through the existing road on the outside shoulders, median, and under-lying 40 steel I-beams to the underlying bedrock.

The permanent repairs, slated to begin within the next 75 days, will reestablish the stability of the slopes above and below the roadway by constructing retaining walls and improving drainage. The repairs will also include restoring the landscaping to its condition before the slumps. It is anticipated the repairs will be completed later this fall.

An allocation of $30 million to complete the third and final phase of construction on a 12-mile, four-lane stretch of Highway 101 between Morgan Hill and San Jose in Santa Clara County has been recommended to the California Transportation Commission.

"The completion of this final stage of the project will provide the people of Santa Clara County and the South Bay Area with a convenient, continuous free-way link from Gilroy to San Jose," explained Ms. Gianurco.

The final phase of the Highway 101 project will consist of installing electrical fixtures, paving the 12-mile route and signing the length of the project, from Cochran Road in Morgan Hill to Tantam Avenue in San Jose. The first two phases of the project, which started in 1979, included grading and constructing drainage facilities; frontage roads and major structures, such as overcrossings and bridges.

To date, a total of $452.2 million, $327.5 million for construction and $12.5 million for right-of-way acquisition, has been spent on the first two phases of the project. (Continued on Page 9)

More corrective work on San Luis Dam

The Bureau of Reclamation announced this month that construction work will be underway by fall on three sites at San Luis Dam identified for corrective work during repair of last September's slide at the dam.

Two areas were identified on the upstream face of the dam (at Station 58 near the dam's right abutment and Station 160 just north of the access bridge of the intake structure) and one area on the downstream face (at Station 163).

Total projected contract costs for the additional work are estimated at $6.5 million.

Work at Station 58 will be performed by the onsite contractor, Peter Kiewit Sons' Company, to avoid potential logistics problems of two contractors using the same haul road. The work, which involves about 350,000 cubic yards of embankment material, will be negotiated as an amendment to the existing Kiewit contract. Work at Station 58 will be accomplished during the months of August and September.

Work at Stations 160 and 164 will be formally advertised under a two-schedule contract proposal for award after completion of the Kiewit contract. About 500,000 cubic yards of material are involved in the Station 160 work and 450,000 cubic yards at Station 163. Both areas are scheduled for completion by February 1, 1983.

Concurrent with the construction work, Bureau drill crews will be installing extensive instrumentation in the already completed berm and will continue obtaining additional data to confirm the design work for the three new locations.

Timely completion of construction will again be a major concern for critical reservoir refill operations next spring. Reservoir storage is expected to be about elevation 430 (781,000 acre-feet) at completion of construction.

$6.5 million in additional construction

Caltrans requests funding for major highway jobs

In a very welcome move for building and construction tradesmen, the California Transportation Commission last month adopted a five-year, $10 billion state transportation master plan that includes a host of new highway projects.

"We have been pressing Sacramento to get a number of major highway projects off the shelf and underway so we can get our people to work," Local 3 Business Manager Dale Marr declared. "They finally admitted that with the additional money that will be made available from the gas tax bill we helped to pass, these projects can finally move ahead.

Overall, the 1982 state transportation program contains $4.35 billion to construct new highways, rebuild deteriorating roadways and improve the efficiency of existing freeways. An additional $1.9 billion is slated for highway maintenance.

The program also provides $392 million in state funds over the next five years for mass transit, including construction of light rail systems and operation of existing systems, a farce -less than Caltrans Director Adriana Gianurco had sought.

Gianurco, who had supported for alternatives to the automobile had led to bitter battles with lawmakers, said she was extremely distressed by the commission's action.

Commission Executive Director Michael Evanhoe replied, "Gianurco's fight is over because she got what she wanted."

The program adopted this month may be modified after an appeal period that extends through August. The entire program is more than $1 billion and more than two dozen new state highway projects including:

$40 million for the Highway 65 bypass in Roseville, contingent upon local government action to guide growth in the south end of the city.

The commission will review local government progress toward adoption of a plan to link job creation and construction of affordable housing.

The job-housing link is intended to (Continued on Page 9)

Transportation Commission adopts $10 billion highway spending plan

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By James Earp
Managing Editor

By Michael Evanhoe

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Building Trades file suit to protect Davis-Bacon

Building trades unions and the AFL-CIO have asked a federal court to block new Labor Dept. regulations that would undermine prevailing wage protections of the Davis-Bacon Act on government-funded construction.

Their suit contends that the regulations, scheduled to take effect July 27, violate the law they are intended to enforce and would push down wages.

At a news conference announcing the suit, challenge President Robert A. Georgine of the AFL-CIO Building & Construction Trades Dept. accused the plained and the Labor Dept. agreed to ""

The first county fair and exposition in the history of San Francisco was held this month in the recently completed Moscone Convention Center. Local labor unions were major participants, including the San Francisco District of Local 3. Pictured above is JAC coordinator Joe Oefelein and Business Representative Ray Helmick, who manned the booth during much of the three-day fair. The display included slides presentations and copies of Local 3 publications explaining the apprenticeship program and the local union.
Building Trades jamboree a smashing success

Business Representative Don Luba reports that the Santa Clara and San Mateo Counties Building Trades Family Jamboree held on Saturday, June 5, at the Santa Clara County Fairgrounds was a huge success. The San Jose Mercury News reported the attendance at 30,000 people. The exhibits, and craft displays were excellent. It is estimated that as many as eleven thousand people viewed the Union apprentice booths, and Union booths.

The various craft competitions drew tremendous crowds of Union men and women and families enjoying their friends and relatives who participated in these competitions.

The Iron workers had two types of competitions against the clock. The structural participants climbed 40 feet, that the feeling of unity and performance by singer Merle Haggard
tremendous crowds of Union men and women were present. “All week long since the crowd of fans who had to wait for a camaraderie was running high amongst Union men and women who were present. “All week long since the Jamboree took place we have heard nothing but compliments as to the Jamboree,” Luba said. “The only sour point it would appear was the poor performance by singer Merle Haggard himself, who showed up late for both of his presentations, disappointing a large crowd of fans who had to wait for a good while.”

Everyone who got involved in putting this year’s Jamboree together agrees enthusiastically that next year’s Jamboree should be bigger and better.

Final Scores

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<th>Participant</th>
<th>Total Elapsed Time</th>
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<tr>
<td>Bill Alger</td>
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<tr>
<td>Gordon Candee</td>
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<td>Lloyd Callendar</td>
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<td>Don Preley</td>
<td>12:10:12</td>
</tr>
<tr>
<td>Manuel Sims</td>
<td>12:34:11</td>
</tr>
</tbody>
</table>

List of those who made our own competitions the success.

“I’d like to take this opportunity to sincerely thank all those enthusiastic persons who worked hard and helped to make our own competition the successful events that they were, and special thanks to Brother Bud Lampley and his two sons, Bud, III, and Mike Lampley, who worked hard and diligently at rigging and topping off the 50-gallon barrels after each contestant,” Luba commented.

A special thanks to Brothers Gordon Candee, Walt Johnson, who rode shot gun on the 60-ton P&H, and Brothers Joe Bauer and Jack Minard who rode shot gun on the 80-ton Grove. Another special thanks to Art Algers, of Peninsula Crane & Rigging who donated the 80 Grove for our use, and Bob Kerst of Biggs Crane & Rigging who donated the 60-ton P&H for their use, and Leo Pelliciotti for the scraper tires.

The list of those who enthusiastically helped to put this event together is too numerous to print here, but to all of you a real THANK YOU from all of us in here in the San Jose Office. Without your help the Jamboree would not have been possible.

Neil White, First Place Winner of the crane competition, went home with a nice trophy and $2,000 richer as a result of the $10 entry fee collected.
A PERSONAL NOTE FROM THE PRESIDENT’S PEN

I personally thank all the brother and sister engineers who attended one of the “Specially Called Nominating Conferences for Candidates for Office or Position in the Local Union.” This was your opportunity to nominate and speak for the candidates of your choice. As your President, I appreciate your turnout and hope to see you at all the meetings.

My heart goes out to all our brother and sister engineers and their families, who have been out of work for the last six months. As your President, I appreciate the work you have done to get the work picture to change in the near future. We believe if interest rates would come down we would see a boom in the Housing and Construction Industries.

Calling 1982 the worst year for homebuilders since World War II, Lee Goldin, president of the California Builders Industry Association, pointed out that only about 36,000 homes will be built this year, compared to 283,000 in 1979, which was a bad year. This year, only about 36,000 of the homes will actually be built, and that was considered a bad year.

Goldin painted a bleaker picture when he said that between 15 and 20 percent of the permits taken out are never built so even if 45,000 permits are granted this year, only about 36,000 of the homes will actually be built.

I don’t know of any builders who will be building the rest of the year other than those who are participating in below-market-rate bond programs, the Malibu-based homebuilder said.

As a result, 31,000 construction jobs were lost last year and, Goldin said, “if you add in jobs lost in related industries such as lumber and wood products, the figure climbs to 32,000 and would increase enough to raise the state’s unemployment rate by 2.5 percentage points.”

Noting that less than 5 percent of the population in this country can afford to buy an average-priced house today, Goldin localized the figures.

“The price for the average home in California is now $120,000, requiring an income of $60,000 — more than twice the median income — to afford it,” that price, continued, “is also 50 percent higher than that of a comparable home built in any of the other 48 mainland states.”

At the state and local level, he added, builders face overregulation of the building industry, costly delays in governmental reviews, and agencies that don’t understand how the housing process works.

“Addition, our traditional sources of long-term mortgage financing are drying up,” the typical mortgage term has been five years instead of the usual 30 years, he said.

More businesses failed last week than in any week since the Depression of the 1930s, snapping a four-week streak in the casualty count, a private credit information service said.

The 532 failures in the week ended June 11 were up 36.8 percent from the 389 in the previous holiday-shortened week and soared 70.5 percent from the 312 out of every 10,000 companies, up 29 percent from the 1981 figure and the highest since the 100 per 10,000 rate of 1933.

For the year to date, the company reported 10,430 business failures, 44.3 percent from the 7,226 recorded in the same period last year.

There were 7,564 failures in all of 1979, 11,742 in 1980 and 17,040 last year.

During the first quarter of 1982, businesses were failing at a record pace that would produce 74,674 if continued for the entire year.

State may put up put for Cottonwood Creek dams

WASHINGTON — Under the Reagan administration's first major water project cost-sharing plan for California, the federal government's share is so small the state is considering building the entire project itself, the Sacramento Bee reports.

The project involves the construction of two earthen dams on Cottonwood Creek estimated to cost $694 million. The dams would impound the valley into the Sacramento River.

The state's share would be $588 million, and the federal government's $106 million.

The state has not yet taken a position, but Charles R. Shoemaker, assistant director of the Water Resources Department, said, "There is no apparent advantage to the state. We might as well do it ourselves."

Robert G. Eiland, special assistant to William R. Gianelli, who heads the U.S. Army Corps of Engineers, said the proposal financing plan was "a substantial change" from the past.

It also signals what the California water community and the thousands of landowners who buy irrigation water from the state might expect in the way of federal assistance on water projects, at least for the next three years.

Gianelli, who headed the Water Resources Department under then-Gov. Ronald Reagan, warned several weeks ago in favor of a more conservative grain of a more comprehensive view of the Stanislaus Valley's irrigation.

That's where the project sat until last month when the ReBeRe held a "little meeting up at Auburn and auctioned off the powerhouse," says an ebullient BuReB spokesman in Sacramento.

PrOJect ts going well in Stanislaus

The work situation in the Ceres area is looking up, after being the subject of a federal investigation into its dealings.

One of the upcoming projects of the future it is hoped will be the placement of asphalt concrete in Tuolumne County, near Yosemite National Park, and Yuba-Sutter County, near Marysville, and Yuba City, the last of which is planned for 1984.

Frankenheimer power project going well

Business Representative Bob Blagg reports that the Frankenheimer Power Project is going well in Stanislaus County. Erickson/Shaver and Underwood Construction have this project.

Granite Construction is going full four on their road project on 10th Street, widening out and overlaying this strip.

In the Groveland area, the realignment and resurfacing on Hwy 195 is going well, with the exception of the Rock, Sand & Gravel plants, after being virtually shut down for most of the winter, are now working a full week. The important thing now is to find the construction jobs to sell the materials to.

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Water agencies consider funding Auburn Dam project

Two California counties have expressed keen interest in funding part of the proposed $2-billion Auburn Dam on the North Fork American River.

The proposal, backed by serious financial backing, is aimed at full ownership of the powerhouse.

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Rigging Lines

By Bob Mayfield
A5st. Business Manager & Vice President

It certainly must be as discouraging to our Rank & File as it is to this writer, to see the movement to repeal the Davis-Bacon Act (and in many other areas where prevailing wages are involved). It seems as though on Federally Funded projects the Davis-Bacon Act has been in effect for many years and has served our country, the employers, the Unions, and even the non-Union workers well, and that now the true watchdog, a mandated certified payroll covering wages and, of course, fringe benefits, as well may in fact be headed to the same place as the dinosaur which, of course, is extinct.

President Reagan in various speeches before and after his inauguration, has indicated that as president, he and his administration would not disturb the Buildings Tradesman's greatest ally and guarantee of a fair day's wage for a good day's work. I'm told that certified payrolls on the types of public work projects may no longer be required yet this year.

It does not take too much imagination to understand that at almost once where a prevailing wage on a job or project, that really isn't just that, then very soon only non-Union, open shop, and cheat- ing employees may be doing work in Federally funded jobs where a law like Davis-Bacon has degenerated to a paper tiger. In effect, if this happens as described above then the law is as meaningless as outright repeal and signed out of law by the president.

The same types of attack are being made on the Wide Davis-Bacon Act. This could involve a State, County or City job, where prevailing wages on certain types of jobs which now rest in most places within Local No. 3's jurisdiction, but not entirely. Most States in this country have a law setting prevailing wages on their work, in a manner similar to the Federal Statute.

This past year in Utah, the law was totally repealed, leaving the Fair Employers and our members trying to compete with all such jobs only requiring in the bid specifications minimum wage ($3.55 per hour). I need not explain in any great detail the devastation caused whereas contractors soon become engaged in a "Dog Eat Dog" situation, and in effect, our members, too.

In case anybody hasn't noticed the same situation is now occurring right here in highly organized Northern California, and in individual City situations, where City Councils are voting prevailing wages out of their projects at an alarming rate. They are doing it with little resistance, apparently from the citizens involved.

This is a situation where signatory employers and Unions ought to be in hand in a common loud voice, opposing repeal of this law on a local city level. At this juncture, contractors are concerned, but haven't shown enough concern in most instances. I'm unaware of voiced opposition but union contractors even though abolition of prevailing wages give their non-Union competitors a clear cut advantage where minimum wage is all that is required.

In some ways perhaps this is an influence of the California A.G.C., who openly promoted an Open Shop approach. Perhaps this promotion has deeply hurt the signatory Union Contractor. At this time, the A.G.C. has refused to attend meetings in support of maintaining this vital law. I'm told the three cities in the Southern Peninsula of the Bay area have now repealed their prevailing wages this year. Two cities, I'm told, that fall in this category are Mountain View and Sunnyvale.

One place each of us can do our part to get things a little better back on target, is at the polls this November. If each of us do not do our part and vote for those candidates, or the important bond and job issues, then we do not have a single complaint. Are you and your family better off now than two years ago? What do the prospects appear to be a year from now?

In both cases, I'm certain that most people will answer, NO! I had a chance to interview a successful Utah State Assemblyman, the other day, who won by a single vote. My whole point is that every vote really does count, and the Unions and workers are being dealt a loss in business on a regular basis.

The tide can be changed with candidates who will support our cause.

These people are not all Democrats, but certainly not very many Republicans fit the right concept, in my opinion.

I reported last month that negotiations were imminent for two different units both in Utah, and am happy to report that at this time, half of those on tap are completed and negotiations are continuing on the other.

Subject to ratification by the members at the Coastal States Coal Mine, a pro-

(Continued on Page 12)

Small highway jobs cropping up

Work in Reno area is slowly picking up

"Work in the Reno district is slowly picking up," reports Dave Young, Business Representative. Robert L. Helms Const. is currently working at South Lake Tahoe and Incline Village. Helms was successful bidder for construction of asphalt concrete paving on Mae Anne Ave. at $128,923; 1982 fork, 47 miles north from Elko. Comp-...
OFFICIAL ELECTION NOTICE

Election of Officers and District Executive Board Members

Attention of all members of Operating Engineers Local Union No. 3 is directed to Article XII, Section 3 (Elections) of the Local Union Bylaws, as printed on pages 50 through 57 inclusive, and specifically the following portions:

Section 3

Elections.

(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which sections will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly Meeting of the Local Union Executive Board, which firm shall be directed by the certified public accountant to open by the certified public accountant.

(c) The Election Committee shall determine whether or not each candidate nominated is eligible. Any candidate found not to be eligible shall be declared ineligible by the Election Committee. The Member's decision shall be final and if the Member seeking to vote, shall be replaced by the nominate with the next highest number of votes and, be under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(d) The Election Committee shall responsible for the candidacies of each candidate and specifically for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots; the nomination for Business Manager first and the Constitutional Officers next; and other positions thereunder in the order in which they appear in Article VII, Section 1 of these By-Laws. The Election Committee shall make certain that the secrecy of the ballots.

(e) The certified public accountants shall mail the ballots and return envelopes to the eligible voters between August 16th and 18th preceding the election, and shall open the post office box for the first and last time on the following, at 10 o'clock a.m. of that day. In the event August 20th should be a Sunday or a holiday, the post office box shall be opened by the certified public accountants on the following day, at the same time.

The certified public accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

(f) The Election Committee shall declare the candidate for each Office and Position receiving a plurality of the votes voted, except that the three (3) candidates receiving the highest number of votes for the Office of Trustee and the Position of Auditor shall be declared elected. The certificate of the certified public accountant shall be published in the September edition of the Engineers News following the election.

(g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 10th.

(h) Every Member who is not suspended for nonpayment of dues as of August 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his Employer for payment to the Local Union pursuant to his voluntary authorization provided for in his Employer's agreement, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording Corresponding Secretary if is to be distributed other than by mail.

No such request shall be honored if made or after 6:00 p.m. Local Time, the 5th day of August next preceding the mailing of the ballots.

Section 7

Where any candidate duly nominated is unopposed for any office, the secret ballot vote shall be dispensed with and the Recording Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective Offices. Nomination and Acceptance of Nomination and election records — including but not limited to the list of eligible voters, the ballots cast and all challenges and challenged ballots, the certificate of the certified public accountants, copies of all requests for distribution of campaign literature with copies thereof, and envelopes in which mailed, if made, shall be opened by the Members of the Local Union. No such request shall be honored if made or after 6:00 p.m. Local Time, the 5th day of August next preceding the mailing of the ballots.

EXECUTIVE BOARD

District #1 Jim O'Brien
District #3 John Dorton
District #5 Marion Whitson
District #6 Robert L. "Bob" Christy
District #7 Wilfred A. Houghtby

SPECIAL ELECTION NOTICE

Unopposed candidates

Pursuant to Article XII, Section 7, first sentence: "When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective offices."

The Election Committee has found that the following Executive Board candidates have been duly nominated for their respective offices, and by virtue of Article XII, Section 7, the following candidates names will not appear on the Official Ballot:

EXECUTIVE BOARD

District #1 John Dorton
District #3 Marion Whitson
District #6 Robert L. "Bob" Christy
VOTING INSTRUCTIONS

In accordance with Article XII, Section 3(e) of the Local Union Bylaws, certified public accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day.

In an envelope marked "OFFICIAL BALLOT," you will receive a business reply envelope, ballot cards and a ballot envelope with voting instructions. When you receive your Official Ballot, open it, and remove the contents. Follow the voting instructions. When you have made your choices and marked the ballot cards accordingly, place the ballot cards in the secrecy envelope, seal it and insert it in the business reply envelope. Seal it and insert it in the business reply envelope.

IMPORTANT: Remove stubs from ballot cards before placing them in secrecy envelope. After you have sealed your ballot cards in the secrecy envelope and then in the business reply envelope, you must sign your name on the reverse side of the business reply envelope or your ballot will be voided (not counted). Your signature will only identify you as an eligible voter, but in no way will indicate how you voted.

You must deposit your ballot in the mail so that it will be received no later than 10:00 a.m., August 26, 1982 at the P.O. Box in San Francisco. You should vote and mail your ballot early. Ballots arriving in the P.O. Box after this time and date will not be counted.

Under no circumstances change the address on the business reply envelope. If you do, your ballot will not be counted. Do not mail dues payments or any other material with your ballot. You must deposit your ballot in the mail so that it will be counted. Your signature will only identify you as an eligible voter, but in no way will indicate how you voted.

NOTE: Ballots for each District Executive Board position will be as shown in the Sample Ballot to the right. The only differences will be in the District Number and the candidates names as shown.

NOTE: The Sample Ballots set out on this page are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason. There is no candidate for Sub-District Advisor to the Executive Board, so this position does not appear on the ballot.
Trends show that health expenditures continue to escalate over inflation rate

U.S. Department of Health and Human Services has released figures on National Health Care expenditures for 1980 and based on their trends the outlook for the rest of the decade is not good. In 1980, the nation spent $247.2 billion for Health Care, exceeding all previous predictions. At the current rate of growth in health care spending, the nation’s bill might double by 1985 and again by 1990.

In 1970 health care expenditures totaled about 75 billion dollars. During the ten years that followed, America's population got older and the bigger inflation out of passed growth and the electronics industry went through a major technological boom.

By 1976 health care costs had almost doubled spending just under 150 million dollars. This made it one of the leading industries for growth nationwide. In 1976 Americans spent 190 million and two years later just under one quarter of a trillion dollars.

Hospitals got the biggest share of the health care dollar, about 40%. Physicians followed and then others. After that Pharmaceuticals and Medical Supplies pulled off 8% as did Nursing Care Homes. Miscellaneous services totaled 70% and Dentists were last, only getting 6% of all dollars spent.

These percentages are based on national figures. They are not representative of what workers who are covered by Union company health plans spent. They do, however, reinforce the fact that a hospital confinement costs money.

Hospital care charges in 1980 equaled 200 million dollars. That is double what they were in 1975 and four times what they were in 1970.

Common Sense dictates that the hospital should get the biggest percentage of health care dollars. After all, they supply the bed, operating room, equipment and staff. This all cost money. Just look at an itemized hospital bill. The simple fact is that hospitals are a business and they are in business to make money.

Under the principles of business, some make more money than others. Some recent Bay Area report on hospital costs showed that typical hospital charges could vary as much as 100%. Most hospitals specialize in equipment and treatment. They do not openly compete for patients.

Physicians fees have gone up over the past 10 years but not as fast. In fact, the recent trend is that they are slowing measurably. This could be because of

WHERE TO FILE YOUR HEALTH & WELFARE FORMS

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Separate Claims Forms are required for each Plan and each type of Claim. Claim Forms are available at your District Office or Trust Fund Office.
Redding District continues to suffer from 'Reaganomics'

Reaganomics has Redding District, as in almost all districts, currently running 25% unemployed, reports District Representative Frank Cross. To those brothers out of work, the picture is not too bright. We have had it happen before where even with all the projects going on, there will not give full employment to all the brothers in the Redding District.

Easley Construction also picked up a nice job at Big Springs Road in Siskiyou County. We have a few brothers busy. Ferrante Construction has nearly all the men they will need on their Weed-Mt. Shasta-Dunsmuir project. The long waiting game is over for the 1-5 Operating Engineers going full bore. J. F. Shea Company is progressing nicely on the Redding project. C. M. Myers is working the Sacramento southbound lane bridge on the Sacramento River at Dunsmuir.

The advent of the M.S.H.A. Act revealed the some segments of the mining industry did not want to accept and give up regulations for adequate fire protection codes. Among them are metal, non-metal surface mining and equipment. The National Fire Protection Association was commissioned to produce these codes. After several months of committee work by many people from private industry, labor, and educational institutions and government across the nation, these codes received final action the first week in June 1982 at Denver, Colorado.

Thanks and appreciation is owed to all our members for the cooperation and vigilance in the safer working environment wherever they work.

Explaination of Lantanum Haist

This hoist is powered by electric motors built by Toshiba International Corp. It is manufactured by Lantanec Industries, Ltd., Langley, B.C. Canada. The load capacity is 80 tons.

This unit operates under 800 lbs. of pressure, up or down. It has planetary gears which are impossible to free fall any load on the hoist line. There is a constant pressure at all times in the gear. There is also a secondary air brake which controls the hoist drum, which operates at 90 to 120 lbs. of air pressure. The article in the Engineers News Record indicates one of these was the same type and another type hoist and another job site. In Menlo Park, the M.S.H.A. Act was put into effect. Regulation elevator in use light that no regulations or authority of the industry did not have specific or too many fireproof units.

The elevator and components, including elevator lights, cage, platform, gantry, and components, are ready for final action and will not be let out to bid this summer. Many districts across the nation, or were so fragmented that they are metal, non-metal surface mining and equipment. The National Fire Protection Association was commissioned to produce these codes. After several months of committee work by many people from private industry, labor, and educational institutions and government across the nation, these codes received final action the first week in June 1982 at Denver, Colorado.

Two areas may be susceptible to a slide similar to the one that occurred last September in the San Luis Dam area. According to earth samples taken from the San Luis Dam, the area of the site was far enough away to avoid any damage. Therefore, the brothers in the area have been given even more work to do out of the area and have taken local brothers with them to help.

For more information contact:

SACRAMENTO AREA:
Chuck Center ....................... 916/645-1920
Oakland Area:
Frank Cross ....................... 916/471-3327
Orin Center ....................... 916/782-7128
All Retires may contact:
Nick Carlson ....................... 415/685-2589
Sam Papetti ....................... 415/682-3605
Tony Brown ....................... 707/374-2651

Fresno area anticipates more work on San Luis Dam

Two areas may be susceptible to a slide similar to the one that occurred last September in the San Luis Dam area. According to earth samples taken from the San Luis Dam, the area of the site was far enough away to avoid any damage. Therefore, the brothers in the area have been given even more work to do out of the area and have taken local brothers with them to help.

Transporation board adopts spending plan

(Continued from Page 4)

Avoid transportation, air quality and housing problems that afflict such rapidly growing areas as Santa Clara and Orange County.

$2.2 million to widen the Mokelumne River Bridge on Highway 99 in the city of Stockton.

$1.4 million to widen sections of Highway 4 west of Stockton. The commission has approved a study of alternate routes to construct the Stockton cross-town freeway.

$22.2 million to build the Sonora Bridge on Highway 108 in Tuolumne County.

$4 million to acquire right-of-way on Highway 41 in Fresno from Ballard to the San Joaquin River.

In related developments, Caltrans has published its tentative three-month advertising schedule, which indicates that over $50 million in highway construction and maintenance projects are slated to be let out to bid this summer. Many of these projects consist of upgrading existing roadways, but there are also a number of major new construction projects currently in the works.

$3.3 million to construct a new interchange on Highway 44 in Redding.

$1.9 million to construct a new interchange on Highway 99 in Sacramento.

The City of Fresno is calling for bids for construction of Ballard Avenue to Tower Street. The project involves a $5,297,000 dollar range and the work is much needed in the Fresno area.

Additional projects include: $1.4 million to construct a new interchange on Highway 99 in Sacramento; $2.7 million to construct drainage and replace concrete pavement on 1-5 near Anderson; and $5.1 million to channelize, widen and restore portions of Highway 101 in Humboldt County.
Teaching Techs

Unemployment is rampant—money to insure safe drinking water, adequate sewage facilities and decent affordable housing has been cut off—the grand highway system that was produced over the past years is being gutted—the public debt is increasing—interest rates bar the working man and business man from entering the orderly process of survival—the great American dream is being shattered with devastating effects to personal family lifestyles. Exalted officials have caused this to happen.

It is hurting and hurting bad. At the same time there has been a recent Federal and State election conducted for the purpose of electing candidates for public offices who will be the final contenders in the November elections. In each official capacity, only one will be elected and represent you as he or she votes for or against an issue in your name. This is called a representative form of government. It is really only representative of those persons who take the time to vote.

It is our understanding that only a shade over 50% of the population eligible to vote actually took the time to cast a ballot on June 8. That is not 50% of the population but of those people who took the time to be registered to vote.

It appears that a very few people will elect a very few officials who will dictate the wage earners economic lifestyle for some years into the future. It appears that the Journeyman who busted his guts to build a better and more remunerative work place very simply tied from the pressure and the many years of personal activity and just plain burned out. Perhaps it is time for the younger and the newer to the trade to assume a major responsibility and personally involve themselves in building further on the structure that the many previous Technical Engineers have produced.

Any successful Old Timer will tell an Apprentice that it is extremely important to learn the theory in the classroom and the hands on skill in the field but that a whole lot more is to be learned and to survive and thrive. All the skills in the world are useless if there is no place to produce those skills for profit.

Everyone gets older and tireder. Younger persons can be very much a part of a career, responsibility and personally involve themselves in full participation on the structure that the many previous Technical Engineers have produced.

That statement of extra time and energy is true but perhaps it takes a bit more. ego, competitiveness, caring about the job and probably a whole lot of other things enter into the phenomenal participation of Local Union No. 3 Technical Engineers as they moved themselves into the mainstream of the Union Collective bargaining Agreements in northern California. Both the Union and Employer have demonstrated great respect for that individual participation.

But that is not the norm across the country. Your Federal Government Department of Labor has decreed that if you are cutting brush as a part of a preliminary survey then you are a laborer, but if you cut the same brush as a part of a construction survey team then you are a professional—in either case your hard earned fringe benefits are considered as the prevailing rate and your employer cannot afford to get the Federal job. Seems ridiculous but true.

Only a shade over 50% of the eligible voters cast their ballots to sort out the choices for the November election that will still cast personal and important economic issues that are of personal concern.

These are important matters that affect the well being of every Apprentice. There is a whole lifetime of working and enjoying the fruits of that work. You will have skills to sell—nurture that—protect your position—get off your butt, become a participator in your own future.

The NCSJAC provides a method by which you, as an individual, can gain the theories and skills necessary to be a successful wage earner if and when jobs are allowed to be. When the State and Federal elected officials determine that no jobs will be available, then it becomes the individual’s obligation to look long and hard at who is making such decisions.

Take a look at your earnings so far this year. We are about half way through the construction season. How does it look out ahead? Send a message to the Congress of the United States—VOTE in the November General Election.

The Congressional election is not the only game in town. State offices, boards of supervisors, city councils and don’t forget your own union election in now progress. Who will serve your best interests? If you don’t know then talk to people whose judgement you respect who have been around for a while and who have been participators.

If you are going to be a wage earner then use every advantage to succeed. The pyramids were not built in a day. They built a solid base and carefully added one stone at a time. And they were not built by one individual. Each person added his skills and strength to the whole.

They were not built by persons sitting the shade of the palm tree, musing dates and griping about the future. They were built by participators and the pyramids still stand today.

At first glance, your vote may not seem a lot, but your one vote can shake the world.

Be a participator—Vote for your future!

Talking to Techs

On May 27, 1982, Wally Schissler and Frank Morales, representing Operating Engineers Local Union No. 3, Tech Division, presented a 23-year pin and certificate to Albert “Herk” Norman at the firm of Bussell and Karn in San Leandro, just before his retirement on July 1, 1982. The company contributed to the occasion by having refreshments for Apprentice and Master Apprentices.

Albert “Herk” Norman served in the Navy from 1936 through 1947 and had the good fortune to be on the Lexington aircraft carrier “out I I” during the Pearl Harbor attack, but had the misfortune to be on the same ship during the battle of the Coral Sea, when it sank! He separated from the Navy in 1947 as Chief Warrant Officer. He then went to work for E.B.M.U.D. until 1951, at which time he became Chief of Party for Martin Engineering. The company consisted of a one-man crew and three people in the office. He was one of the building blocks of that firm, which today can boast of four offices and over 80 employees. They are now called Bussell and Karn.

“Herk” was a teacher in the apprenticeship program for the NCSJAC and participated in the first group of Chiefs of Party to be certified on June 13, 1962. “Herk” is returning to Fremont to get caught up on all the chores his wife Jean has been storing up for him. CHUCK SELLMAN took the Land Surveying Test in October and passed. At this time the Tech Department would like to congratulate Chuck, who works for P.R.C. Troups in Walnut Creek, on successfully passing the test.

The 1982 Santa Clara-Santa Cruz and San Mateo Counties Building Trades Jamboree, held at Santa Clara County’s Fairgrounds in San Jose, was a tremendous success. There was an estimated attendance of 30,000 people. This was the first time an event of this type has ever been attempted. All of the members of the various operating and business unions who participated in the various events and exhibits are a credit to their profession. On behalf of the Operating Engineers Local #3, we congratulate all of you on a job well done!

Current work picture

The work picture, as a whole, is still slow, with subdivisions almost a thing of the past. The Industrial and Business complexes, along with the Public Works projects, are the mainstay for the Operating Engineers. The work for the Techs is particularly slow, since there are no subdivision projects going on and the need for utilities, lot corners and cross is already at all, along with the new, updated equipment and field information supplied for the field crew when they hit a job. Hopefully, this situation will turn around and the expertise of the Techs will once more be needed, as the population grows, so will the need for more housing and subdivisions, both in the Bay and rural areas!

New wage scales

Pursuant to section 24.00.00 (Additional Increase $1.50) effective July 16, 1982 and August 1, 1982, and Section 25.00.00 (Cost of Living-6.5%) effective December 1, 1982 of the existing agreement between your Union and the Operating Engineers Local Union No. 3, the union’s Executive Board has made the following allocations effective on the dates set forth hereunder.

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(*Always $.30 per hour above Chief of Party)

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TOTAL: | $3.20 |
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### ATTEND YOUR UNION MEETINGS

**July**

- **13th**: Eureka: Engineers Bldg., 2806 Broadway
- **14th**: Redding: Engineers Bldg., 100 Lake Blvd.
- **15th**: Oroville: Village Inn, Oroville Dam Blvd.
- **22nd**: Fairfield: Holiday Inn, 1350 Holiday Lane
- **3rd**: Hilo: Kapalani School, 966 Kilauea Ave.
- **3rd**: Maui: Cameron Center Aud. Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

### Dues Schedule

<table>
<thead>
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<th>Date</th>
<th>Location</th>
<th>Salary</th>
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### CREDIT UNION INFORMATION

**Dear Credit Union:**

Send me the following brochures, kits or applications.

- Phone-A-Loan Application
- Tax-Savers Certificate
- Vacation Pay Kit
- Easy Way Transfer
- Loan Plus

**City, State & Zip Code**

**Social Security Number**

### Garofalo continued

(Continued from Page 8) Fusing to some Operating Engineers, the two most common questions are about the Accumulated Benefits statement. Accumulated Benefit shows the amount of monthly benefits you would receive if you retired at age 62 with an unredlined benefit. Pension Benefits are always expressed as a monthly amount based on what you would receive under normal retirement conditions. Accumulated Benefits includes all late hours shown on the report. It does not include any benefits that would be based on Past Service Credit — that is credits before the Plan was started for your unit. Past Service Credits are researched and credited at the time of retirement, normally not before. The reason is simple. Past Service Credit is based on Union Membership and work in the industry. This information is obtained automatically at the time of retirement.

### More from Bob Mayfield

(Continued from Page 5) Continuation agreement renewal has been nego-

(Continued from Page 1) tiated with the H.E. Lowdermilk Co. This union and the Building Traders [sic] had competed on this job head to head with the S & W Construction Co., which has an office in Salt Lake City, Utah (but really is from South Carolina). Their top operators only make from $7.00 to $9.00 per hour and Fringe Benefits are practically nonexistent. Laborers are to receive a company fringe package after 90 days of employment, and needless to say, these poor individuals for the most part are terminated after 80 days or so and, NEVER, never become eligible for this benefit.

It is only because of the quality and quantity of work that the Lowdermilk Company, and its Union Employees have performed so well that they have been able to compete as successful and thus far, have beenringe benefited when the wages and benefits are almost double, such as the case above, one can only wonder how long this can continue.

We hope a very long time, of course.

The other negotiations still in progress is an agreement with an additional right-of-way. This agreement primarily involves crane operators, which construct the major hotels and buildings in the metropolitan areas of Utah.

In concluding my article this month, I would like to mention the division of the allocation of money in the Utah Contract, and it makes me feel good to be able to say in this tough Right-to-Work State that we have an organized, highly organized Northern California. Last months' Engineers News showed both Northern California and Northern Nevada to me is amazing, as $1.50 wages alone was applied to members under that contract as applicable, and another 50 cents was actually effective 11/1/82, which, in fact, makes a net gain of nearly .50 cents per hour over California and Nevada.

### Caltrans projects

(Continued from Page 1) project.

If the Commission approves the Department's recommendation, construction will begin this fall and will be completed by mid-1984.

In its recommendation to the Transportation Commission Caltrans also requested a study analyzing transportation alternatives for Route 85 (West Valley Corridor) in Santa Clara County.

If approved, the Department's study of transportation alternatives — and "alternative analysis environmental impact statement" — would review the full range of options for Route 85 between Route 101 in San Jose and Stevens Creek Boulevard in Cupertino. Possible alternatives include a freeway, a two or four-lane expressway, light rail and high occupancy vehicle (HOV) lanes.

The Department's request to prepare an alternative analysis is the result of Chapter 1166, Statutes of 1981 (AB 1176). AB 1176 authorizes Caltrans to begin project development on projects which are not included in the Department's annual five-year transportation plan. Because of the significance of the West Valley Corridor and its strong support from local government and citizens, Caltrans has selected this project for inclusion on its project development list.

Initiation of project development work on the West Valley Corridor will enable Caltrans to determine the scope of the ultimate transportation facility. A Final Environmental Impact Statement, approved by Caltrans in 1981, recommended retention of all existing state-owned right-of-way and the purchase of additional right-of-way and as necessary to protect a 200 foot wide corridor. Caltrans currently owns about 54 percent of the right-of-way.

The 1982 State Transportation Plan included an allocation of $4 million towards the purchase of a portion of additional right-of-way. Total right-of-

### IMPORTANT

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SOC. SECURITY NO.

NAME

NEW ADDRESS

CITY & STATE ZIP

Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103. Incomplete forms will not be processed.

### ATTEND YOUR UNION MEETINGS

**August**

- **3rd**: Stockton: Engineers Bldg., 1910 N. Broadway
- **5th**: Sunol: Sunol Valley City Club, Hwy. 680 & Ardenrde Rd.
- **10th**: Fresno: Laborers' Hall, 5431 East Hedges
- **17th**: Sacramento: Woodlake Quality Inn, 2102 Almaden Rd.
- **September**:
  - **9th**: Santa Rosa: Veterans Blvd, 1351 Maple St.
  - **18th**: Salt Lake City: Engineers Bldg., 1958 W. Temple
  - **25th**: Reno: Musicians Hall, 224 West Taylor

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### Medical costs

(Continued from Page 8) Medical-technological improvements, advanced treatment techniques or even an enhancement in the public health. Doctors are not charging less so there must be less to charge for. The ratio of physicians within the population has increased over the past decade and soon there may even be an over abundance of quality medical practitioners. This would really slow the rate.

Prescription Drug charges have led the way in rising costs over the last decade from about 1 billion dollars annually to over 9 billion by 1980. This drastic increase is the result of several factors, medical and chemical technological has provided more types of drugs for more effective treatments.

Physicians are prescribing more drugs as an alternative to surgery or other treatment. Pharmaceutical manufacturers are passing on their research and development costs. The result is higher costs at the drug store, about 1,900% higher.

Dentists are actually lagging behind the other health care items increasing only 300% since 1970. The primary reason is quite simple. Over 75% of what was paid to dentists came straight out of consumer's pockets. Most Americans do not have dental insurance and this directly affects what dentists charge all of their patients.