



SPRING/SUMMER 2015

The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY

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An aerial photograph of a multi-lane highway with several lanes of traffic. The cars are moving away from the viewer, and the road is flanked by green grass and trees on the right side.

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The Monitor

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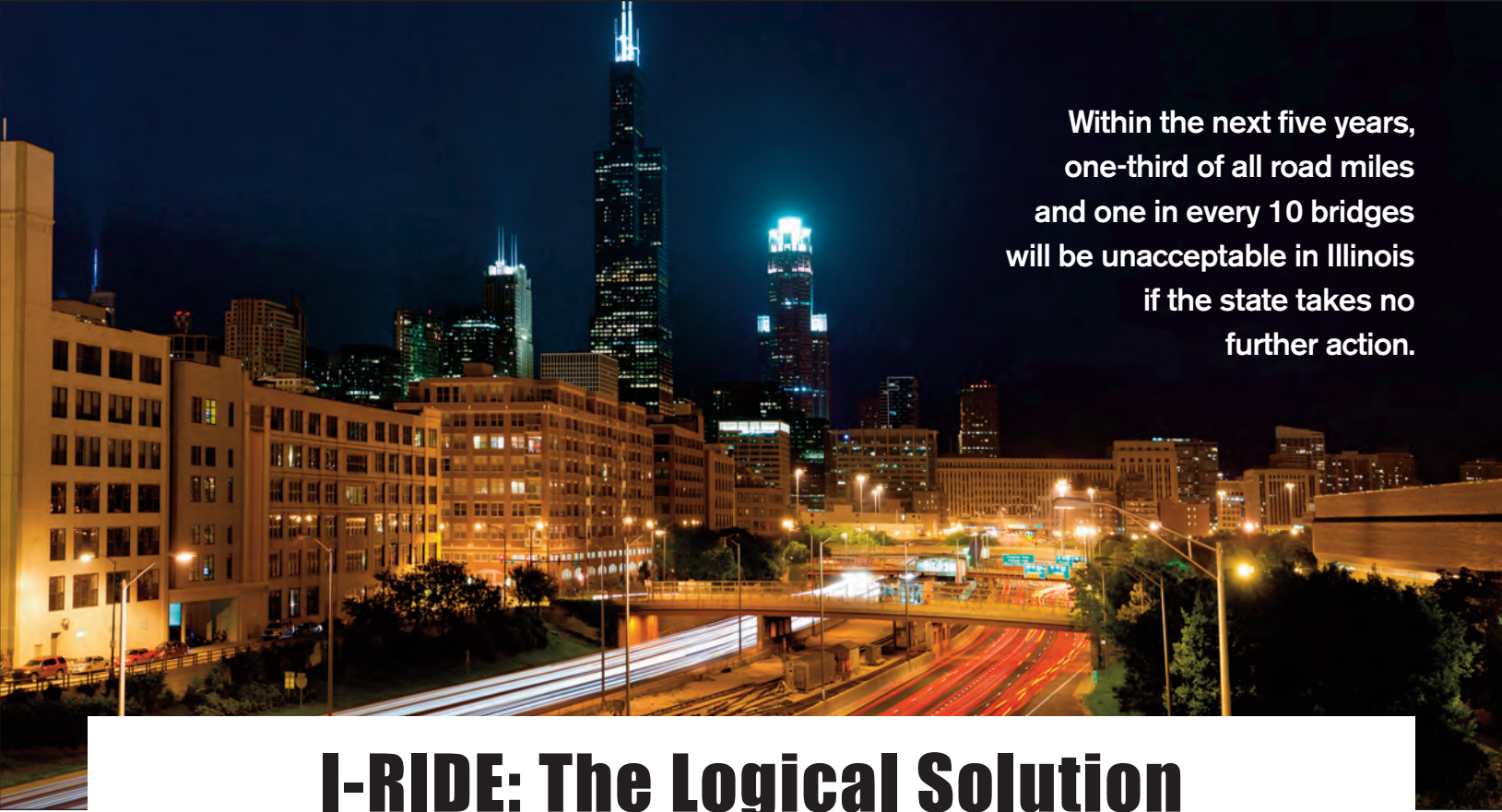
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Within the next five years,
one-third of all road miles
and one in every 10 bridges
will be unacceptable in Illinois
if the state takes no
further action.

I-RIDE: The Logical Solution

User-based revenue source would fund IL infrastructure

It is no secret that our nation's infrastructure needs major refurbishing. This is especially true in Illinois. Within the next five years, one-third of all road miles and one in every 10 bridges will be unacceptable in Illinois if the state takes no further action. As cars become more fuel efficient, motor fuel tax revenues become less and less sustainable as an option to fund infrastructure. As the need for infrastructure investment increases and as the motor fuel tax becomes an insufficient funding mechanism, Illinois needs to find another innovative policy.

The ILL FFC and the Illinois Economic Policy Institute ("ILEPI") have teamed together to draft a solution to this problem, called the Illinois Road Improvement Driver Enhancement (I-RIDE) program. The I-RIDE is a user charge based on vehicle miles traveled. In other words, a driver is charged for the amount of road that he or she actually uses.

Under the I-RIDE proposal, a motorist has the choice to use a device that measures a vehicle's miles traveled on public, non-tolled roads. For most drivers, this would be the most economical approach. As some individuals may have privacy concerns with this option, a driver may also choose to use a device that is essentially an odometer reading, but would include miles traveled on tolled and out-of-state roads. Finally, a driver may instead choose to pay a flat, "deluxe" fee and not report actual miles driven.

Because drivers already pay a tax at the pump, Illinois motorists would be credited back motor fuel tax contributions toward their I-RIDE user charge. Drivers would receive a monthly invoice spelling

out charges, credits, and fees- much like a cable or utility bill.

The total annual funding needed to maintain and operate the state infrastructure network has been estimated at \$5 billion. However, while maintaining the existing system is important, the state's infrastructure also needs to be modernized and expanded. The Illinois Department of Transportation has estimated that \$10.7 billion is needed over the next five years just to bring the state's highway and bridge system up to an acceptable performance level – or an additional \$2.1 billion per year.

Under the I-RIDE proposal, a "replacement-level" scenario charges motorists 1.5 cents per mile to drive on Illinois roads. This replacement-level scenario effectively replaces the motor fuel tax at a sustainable level, increasing revenue by \$300 million per year. However, "improvement" rates of 3.0 cents per mile and "full capacity" rates of 4.0 cents per mile would generate between \$1.7 billion and \$3 billion in additional revenue each year for the state, allowing Illinois to create a world-class infrastructure system unparalleled across the nation. Depending on the adopted rates, the I-RIDE program would at least stop the revenue bleeding or at best achieve record levels of infrastructure quality.

The I-RIDE proposal can be a reality. In fact, solutions have recently been introduced in Springfield. The I-RIDE is a smart, reliable, and sustainable plan that Illinois needs to fix and modernize our infrastructure. To find out more, visit the following link to I-RIDE proposal on ILEPI's website. ■



Long-term solution to infrastructure funding is needed

LETTER FROM THE Executive Director

Marc R. Poulos

**“At a time
when we should
be building more,
we’re building
less.”**

—Anthony Foxx
U.S. Transportation
Secretary

Despite the fact that transportation is an integral part of our nation’s economy, the problem of depleted federal transportation funds has repeatedly been pushed aside by Congress. Investments in infrastructure have been instrumental in developing America’s economy, such as when President Dwight Eisenhower signed the Federal Highway Act of 1956, adding 41,000 miles to the national highway system. Eisenhower recognized infrastructure development was essential to our national interests by improving road safety and promoting efficient cross-country travel.

Emphasis on infrastructure development has declined in recent decades even though Americans rely on their transportation system every day. Our country continues to face burdensome challenges with more than 40 percent of major U.S. urban highways congested.¹ America’s problems only continue to accumulate as nearly 32 percent of U.S. interstate and major highways are in poor condition and 45 percent of Americans lack access to transit.² In 2010, it was estimated that a typical motorist lost an average of 34 hours – nearly a week of work – sitting in traffic.³

Though lawmakers are conscious of the impending financial crisis surrounding infrastructure funding, they have yet to agree on a long-term solution to funding infrastructure. While Congress has approved a series of temporary patches, this series of short-term extensions is not enough. Congress will have to acknowledge that the 18.4 cents per gallon gas tax is no longer sufficient to fund the nation’s infrastructure needs.⁴ The gas tax has not been raised in twenty-two years and is relied on to pay for most infrastructure projects.⁵

The lack of funding leaves much uncertainty about

how Congress will finance road and transit programs for the rest of the 2015 construction season. Testifying before the House Transportation and Infrastructure Committee in February 2015, U.S. Transportation Secretary, Anthony Foxx discussed safety issues and stated that “at a time when we should be building more, we’re building less.”

President Obama has proposed the Grow America Act, a six-year transportation plan to modernize our nation’s highways, bridges, transit, and rail systems. While the bill proposes to spend \$478 billion on infrastructure, many transportation advocates contend that we need to spend as much as a trillion dollars to adequately fund our infrastructure renovations.

In the last half-century, we have made great strides in utilizing investments in national transportation to generate economic development and provide jobs. When Eisenhower implemented the Federal Highway Act of 1956, it was noted as the largest public works job in America’s history. We cannot lose sight of the importance of investing in building infrastructure for future generations.

¹ 2013 Report Card for America’s Infrastructure, American Society of Civil Engineers, <http://www.infrastructurereportcard.org/roads/>.

² *Id.*

³ *Id.*

⁴ Laing, K. *Ex-DOT chief raps Congress for highway patches*, May 19, 2015, <http://thehill.com/policy/transportation>.

⁵ *Id.*

TOTAL MAKEOVER

Four phase project to reconfigure I-55 and Lake Shore Drive interchange

HC Construction Companies has competitively bid and been contracted by IDOT to provide new bridge construction relating to the reconfiguration of the outbound bridges of the I-55 and Lake Shore Drive Interchange. This contract includes the removal, replacement, and widening of the ramp from northbound Lake Shore Drive to southbound I-55, the southbound Lake Shore Drive ramp to southbound I-55, and reconstruction and widening of the southbound I-55 structure.

Work will be sequenced in four phases in order to keep traffic flowing at all times and minimize the impact of construction to the motoring public. Additionally, many items of work will need to be performed on “off hours” due to the proximity of live traffic to the construction work zones. Coordination between IDOT, CDOT and local establishments, particularly McCormick Place, is imperative due to the convention events at this location and in other events in the downtown area of Chicago.

Demolition of the existing structure, by subcontractor Omega



Demolition Corporation of Elgin, Illinois, and erection of the new structure performed by S&J Construction Company of Oak Forest, Illinois have to be done within these phases of work and create many challenges relating to scheduling and specialized equipment needs.

The new structure’s foundation consists of 20 piers supported by 70 caissons which will be installed by subcontractor Michels Corporation of Park Ridge, Illinois. Caisson diameters vary from 4 ½ feet to 5 ½ feet with depths up to 90 feet. The new pier

heights vary from 15 feet to over 40 feet and include over 3,100 cubic yards of concrete. Approximately 8,000 tons of new structural steel will be supplied by local fabricator Industrial Steel Construction of Gary, Indiana. The new superstructure includes over 11,000 square feet of concrete deck consisting of over 7,300 cubic yards of concrete. All concrete for this project will be supplied by Ozinga Ready Mix of Chicago.

Work is projected to begin in June 2015 and is expected to be complete by November 2016. ■

DBRA

DAVIS-BACON AND RELATED ACTS

BIPARTISAN HOUSE VOTE SUPPORTS LOCAL CONTRACTORS

In May 2015, the U.S. House of Representatives voted decisively against an amendment to eliminate enforcement of Davis-Bacon provisions on military construction projects. Specifically, the amendment to The Military Construction and Veterans Affairs and Related Agencies Appropriations Act of 2016 would have prohibited the use of funds to implement, administer, or enforce

prevailing wage requirements on military construction projects.

The bipartisan majority included votes from 52 republican members, showing that both sides of the aisle recognize the importance of enforcing prevailing wage standards that promote a skilled and efficient workforce and support local contractors on federally-funded construction contracts. ■



Michael Lingl
SUPERVISOR

FOCUS ON
Illinois



The best in the business

ASIP training facility is huge ROI

UOE Local 150's Apprenticeship and Skill Improvement Program (ASIP) is located at a state-of-the-art training facility in Wilmington, Illinois. At the training site, apprentices learn the skills necessary to become operating engineers, and experienced operators have the opportunity to expand their skills on different pieces of equipment, as well as keep up with technological advances in the industry.

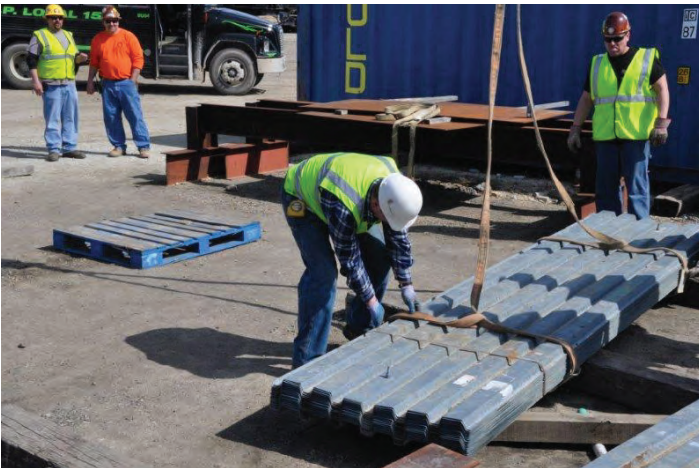
Located on a three hundred acre site, ASIP's facility has two hundred pieces of heavy equipment, over thirty instructors and classrooms, and an equipment simulator lab. To put in perspective how massive the facility is, imagine training in an arena that has the ability to operate eighteen large pieces of equipment at once. ASIP reflects the mentality of Local 150, focusing on hard work, ambition, and the bonds of brotherhood.

Creating this facility was made possible because 23,000 Local 150 members invested one percent of their gross income for seven years to help facilitate the construction and upkeep of the training site. This demonstrates the importance of training to Local 150 members. As a result, all members can utilize the classes offered at the facility, free of charge.

The training site focuses on integrating classroom instruction with hands on training so that when members walk onto a job site, they are ready to get the job done.

For many members of Local 150, their work is not just a job, it is a way of life. They are passionate about what they do and cannot envision themselves doing anything else other than helping build infrastructure. Safe and efficient transportation systems are essential to economic development, as strong infrastructure is critical to moving people and goods to market. Yet the reality is that our nation's infrastructure is crumbling. "[T]he infrastructure problem goes much deeper than pavement. [It's] crumbling concrete and corroded steel, [as well as] the fact that nearly 70,000 bridges in America – one out of every nine – is now considered to be structurally deficient."¹

With an expected shortage of skilled construction workers looming in the near future, Local 150 and signatory contractors knew it was critical to invest in training and the Wilmington facility opened on June 8, 2007. The Great Recession hit just months later, so the timing was right to give Operators a place to keep skills up to date and to learn new skills so that when it was time to go back to work, they would be ready. The training offered at the ASIP Program was essential since the recession changed the demographics of the



Equipment Technicians, Construction Building Inspectors, Geothermal/Well Drillers, Surveyors, Wind Turbine Service Technicians and Landscapers. Some of the most popular classes offered are crane operation, gas distribution, and GPS classes. Though rivalry between members is significant in the classes, it is all healthy competition as everyone works to help each other succeed. Similarly, ASIP instructors strive to ensure students succeed and are prepared to work on

construction industry. As a result, residential housing projects were basically eliminated and construction projects focused on roads, refineries, crane work, and gas distribution.

The training site focuses on integrating classroom instruction with hands on training so that when members walk onto a job site, they are ready to get the job done. ASIP has seven programs approved by and registered with the U.S. Department of Labor, including programs for Heavy Equipment Operators, Heavy

infrastructure projects across Indiana, Illinois and Iowa to create infrastructure that is safe and sturdy.

ASIP's training site is integral to preparing a highly skilled and safe workforce to work on projects that will improve the safety and efficiency of our infrastructure now and into the future. For more information, visit the ASIP website at www.asiplocal150.org. ■

¹ *Falling Apart: America's Neglected Infrastructure*, CBSNews.com, Nov. 23, 2014 (last visited May 18, 2015).



Dave Fagan
III FFC CHAIRMAN

FOCUS ON Indiana



**“CCW repeal
was a political
policy, not a
public policy.”**

Reflections from David Fagan, IUOE Local 150 Financial Secretary and III FFC Chairman

I have had the pleasure of being on the III FFC Board of Directors since approximately 2005 and have served as Chairman since 2008. Prior to being a Board Member and Chairman, I had numerous interactions with its staff, since just after its formation. The FFC has evolved over time and I would like to take this opportunity to thank the Executive Director and the staff for their dedication, commitment, and service to the organization. I would also like to thank the Labor and Management Trustees who perform the service of oversight without compensation that helps to make the III FFC a success.

In my opinion, the III FFC has a simple but important mission statement: to ensure fair contracting in the construction industry and to help ensure that end users such as private entities and public bodies are well informed on reputable contractors in the industry. Needless to say, reputable contractors comply with applicable federal and state laws, performing work on time and with the utmost safety. These qualities show a sense of responsibility not only for the contractors' employees, but for the general public as well.

I often state that we are a pro-business, pro-labor organization; the fact that labor and owners/managers work together at the III FFC reinforces that concept.

Recently, Indiana passed a bill repealing the Common Construction Wage (CCW) law. The passage of this bill was based on numerous fallacies including the assertion that the State of Indiana could save 20% on public works projects. Many of the contractors who testified in the House and Senate against repeal indicated that their labor cost for most public works projects was about 20%. As you can see, the alleged 20% savings per project does not mathematically add up.

CCW repeal was a political policy, not a public policy. The International Union of Operating Engineers Local 150, and other crafts, negotiate wage rates with contractors who openly compete in the free-market. Labor-Management cooperation through collective bargaining also results in investments to ensure a high level of safety on construction sites and millions of dollars invested in worker training through apprenticeship programs.

With CCW repeal, legislators in the State of Indiana have taken the position that they no longer want to protect the free-market wages negotiated privately or through collective bargaining within a geographical area; they want Indiana contractors and workers to compete with contractors throughout the country and possibly foreign guest workers. This will have a short term and long-term impact not only for the contractors and trades people now, but for younger people considering a career in construction in the future.

A likely effect of repeal will be to drive down worker wages, meaning these workers will have less money to spend, and the State will lose income and sales tax revenues. Thus, repeal will also have an impact on small businesses and communities throughout the State.

Other aspects of the repeal bill include a requirement that contractors on public works projects must have a drug testing program; however, the Budget Committee recently delayed the drug testing until 2016. It is worth noting that organized trades, including agreements between Local 150 and hundreds of contractors, implemented drug testing requirements more than ten years ago. Why, in all the wisdom of the State, the Budget Committee delayed drug testing requirements for contractors on public work projects is unknown. The purpose of drug testing is to ensure a drug-free workplace. Thus this delay is not in the best interest of workers or the public.

The repeal bill also includes new language for an E-Verify Program. This only applies to new employees who were hired for a specific public works project, and not necessarily to other employees already working for the contractor. It is obvious to most readers that this language is a major loophole for the utilization of non-reputable contractors to use non-documented foreign workers.

In addition, the repeal includes language that will likely increase government employment. It now allows some units of government to self-perform public works projects with an increased threshold up to \$250,000. It is highly probable that the result will be government entities hiring additional employees to perform work on public works projects. Again, this begs the question, where will the alleged cost-savings of repeal be found?



Local governments have an important mission to act in the best interest of the public. Public work construction projects are best left to the experience and expertise of the private sector. With this increased threshold, legislators are trying to undermine the private sector.

The ironic part of repeal is that the Indiana Common Construction Wage was a weak law to begin with, and exempted the Indiana Department of Transportation since its enactment 80 years ago. Historically, there has been very little, if any, enforcement by the State. In fact, in its fiscal impact statement, the Indiana Department of Labor indicated that just 1 and ½ persons at the Department overseeing CCW would be laid off upon repeal.

The only true enforcement mechanisms were lawsuits initiated by County Prosecutors and individuals pursuing a private right of action. However, these two enforcement mechanisms were few and far between.

What CCW did do was create a perception that fair wages on public construction projects mattered in Indiana, which could be enough to cause non-reputable contractors to be concerned and refrain from bidding; that perception will no longer exist.

Despite the setbacks created for local contractors, workers, and public bodies because of CCW repeal,

the III FFC will continue with its previous stated mission to educate end users to think about the short-term and long-term. It will also discuss the importance of doing business with reputable contractors, utilizing skilled tradesmen, performing work safely, and having a commitment to training, while performing work on time and on budget, with public and private entities.

The III FFC will continue to be on the forefront of talking to counties, cities, towns, and school boards about what they can do to protect the interest of their projects, their local contractors, local workers, and their communities.

In addition, the III FFC and Local 150 will continue to work with groups to pursue true economic growth, such as a permanent funding solution to rebuilding our state's and our country's infrastructure. If only Indiana had elected leadership at the state level that would have spent their energy on this type of public policy verses the aforementioned political policy, our state, our businesses, our workforce, and our communities would be better off long term.

Until we become serious about true economic growth, Indiana will remain the 38th state in the country for per capita income and may drop even further down on that list. ■

Thousands of construction workers gathered at a rally at the Indiana Statehouse to protest the repeal of Common Construction Wage.



John Freitag
SUPERVISOR

FOCUS ON
Iowa



Bi-partisan cooperation fuels progress

Bill to increase Gas Tax will fund Iowa infrastructure

The bill is far from perfect but it's the best we could get," said State Representative Jim Lykam from Davenport when describing the Iowa motor fuel tax bill, signed earlier this year. Representative Lykam is the ranking member on the House Transportation Committee and was the House Democratic bill manager. During the month of February the Iowa legislature came together on a bi-partisan basis to raise the Iowa motor fuel excise tax or "gas tax" by 10 cents a gallon. The motor fuel tax increase took effect on March 1st.

The legislature included intent language that describes the use for the dollars. Per Senate File 257, the additional dollars added to the Iowa Road Use Tax Fund are to be used for "critical road and bridge construction projects." Unlike many other states, Iowa's Road Use Tax Fund is a constitutionally protected fund dedicated to transportation needs. The "gas tax" funds may only be used to develop, support, and build road and infrastructure projects by state, local, and county governments.

The increase helps plug a massive \$215 million annual shortfall in the road use tax fund. The increase will only cost the average Iowa family \$60.00 per year. Additionally, almost 25% of the increased revenue will come from out of state drivers who use Iowa's highways, roads and bridges while traveling through Iowa.

"We are at a point of diminishing returns on fuel

taxes," Representative Lykam said. "It's what we had to do to get to 51 and 26," he said describing the constitutional majorities necessary in the house and senate to pass the law.

The 10 cent per gallon motor fuel excise tax increase is the first such increase in Iowa since 1989. The projected revenue flowing into the Iowa road fund will be \$204 million for fiscal year 2016, from July 1, 2015 to June 30, 2016.

Because there was an almost immediate effective date, there are additional dollars for FY 2015 as well. The Iowa DOT plans to start programming these dollars as early as the June 2015 monthly letting.

However, not everything is beer and pretzels, due to raising Corporate Average Fuel Economy (CAFE) standards. CAFE standards are federal regulations to improve the average fuel economy of passenger cars and light trucks (trucks, vans, and SUVs). The increase in fuel efficiency means less motor fuel tax revenue.

Motorists are traveling fewer miles and higher motor fuel efficiency will cause a decrease in the projected fuel tax revenues over time. This will cause a structural budget gap that will widen each year. Starting in FY 2016, there will be an \$11 million dollar budget shortfall that grows to a projected \$20 million by 2020. The legislature's attempt to fill the current \$215 million annual budget shortfall comes up just short of what the Iowa DOT estimates as necessary to maintain and improve Iowa's crumbling transportation infrastructure.

The Gas Tax increase has been a multi-year effort.

As far back as 2002 a coalition began working to bring more funding to Iowa's roads and bridges. The III FFC, IUOE Local 150, and signatory contractors assisted in the effort to increase revenue for Iowa's infrastructure. Contractors and members are uniquely positioned to see the day-to-day reality of our crumbling infrastructure. With a unified voice, the coalition has been working to educate legislators and the public on the need to ensure appropriate funding for our roads and bridges.

For years, the coalition fell short of assembling a bi-partisan legislative coalition and did not have a Governor willing to sign a gas tax increase into law. After very close attempts in recent years, the timing this year was perfect. A freshly re-elected Governor Branstad, who is expected by many not to seek another term, was in a political position to sign the tax increase. Governor Branstad had already crossed the gas tax bridge when he signed the last Act in 1989. In early 2015, the Governor's political freedom along with declining gas prices combined to create a new opportunity for legislative success.

Under the law, the road fund dollars are distributed by formula and impact projects statewide. Because the House Republican Caucus is overwhelmingly rural, certain funding accommodations were made to help attract their votes. The bill provided that the new funds would be distributed under the traditional funding formula established in the 1989 motor fuel act. This provided a slight departure from the previously agreed Time 21 formula from several years ago. Using the 1989 distribution formula favors rural road sources by 12.5%. The road fund is distributed 47.5% for the State, 32.5% for counties and 20% for cities. This means that there will be around \$25 million in additional dollars available at the local county level to shore up rural roads, bridges, and farm to market connections.

Additional bill provisions allow an oversized and overweight permit fee increase. Further, the State's ethanol and biodiesel tax incentives are clarified and continued within the bill. The renewable fuels tax incentives allow for a market share driven discount up to ten cents per gallon for both biodiesel and ethanol.



Almost 25% of the increased revenue will come from out of state drivers who use Iowa's highways, roads and bridges while traveling through Iowa.

Typically tax incentives translate into an at-the-pump discount for renewable fuel consumers, thereby creating an incentive to purchase fuel with renewable fuel blends. Finally, the excise on motor fuel including liquid petroleum, liquefied natural gas, and compressed natural gas were all increased to insure that all fuels are treated similarly. The added provisions in the bill were designed to gain votes, while controversial provisions were eliminated if they compromised votes.

The multi-tiered strategy paid off and a bi-partisan compromise was cast. The result is a funding source to improve and strengthen Iowa's infrastructure, supporting more efficient and safe transportation routes across the state.

Iowa Legislative Services Agency Additional Revenue Projects projected for FY 2016

Cedar County Total – \$897,020.00

City of Tipton's portion – \$53,825

Clinton County Total – \$1,504,872

City of Clinton's portion – \$449,267

Des Moines County Total – \$1,075,277

City of Burlington's Portion – \$428,112.00

Scott County Total – \$3,224,253

City of Davenport's Portion – \$1,665,806

City of Bettendorf's Portion – \$555,079

Lee County Total – \$1,114,057

City of Keokuk – \$180,141

City of Ft. Madison – \$184,670

Louisa County Total – \$581,667

Muscatine County Total – \$1,158,210

City of Muscatine's Portion – \$397,882

Argument for repealing Prevailing Wage doesn't add up

The Midwest is ground zero in the battle over prevailing wage policies. While legislation to repeal prevailing wage laws in Michigan and Wisconsin has not been successful to date, the debate continues with new discussions about prevailing wage reform in Wisconsin and a ballot initiative in Michigan.

This spring, the Indiana General Assembly passed House Bill 1019, repealing the state's common construction wage law. The bill passed despite testimony from Indiana contractors against repeal. Contractors who supported the common construction wage questioned the alleged savings predicted by repeal proponents. "At the minimum, the legislators used fuzzy math. At the maximum, they were disingenuous," stated Keith Rose, President of Rieth-Riley Construction Co.¹ Members of the General Assembly who voted to repeal the common construction wage law also ignored the voices of thousands of Indiana construction workers who gathered at a rally on April 13, 2015 to oppose the bill.²

Prevailing wage repeal is also on Illinois Governor Bruce Rauner's so-called "Turnaround Agenda." Like other proponents of repeal, Governor Rauner argues that prevailing wage requirements can increase project costs by 20 percent or more. However, the numbers of the alleged cost savings don't add up.

Labor costs account for around 22 percent of total construction costs on a public works construction project.³ On a \$1M project, if labor accounts for around \$220,000, a 10 percent reduction in wages (\$22,000), only accounts for a 2.2 percent savings in the overall project cost. To save 20% in labor costs you would have to eliminate workers from the project altogether.

Even a hypothetical cost savings of 2 percent ignores any effect prevailing wage laws have on worker productivity and safety, as well as factors such as on-time completion, cost overruns, and long-term maintenance costs.⁴ It also ignores lost state and income tax revenues



"At the minimum, the legislators used fuzzy math. At the maximum, they were disingenuous."

—Keith Rose

President, Rieth-Riley Construction Co.

as wages are driven down, or when out-of-state workers take their earnings to their home state when a project is completed. The bottom line is that proponents do not have the facts to support repeal. These initiatives must be recognized for what they are: an attack on middle class workers.

The purpose of prevailing wage laws, historically and today, is to pay workers fairly and to create a level economic playing field for contractors bidding on public works projects. Repealing prevailing wage laws not only undermines the wages paid to workers on these projects, it undermines the contractors who are committed to providing taxpayers with safe, high-quality infrastructure built by a well-trained and experienced workforce. ■

For more information about the economics of prevailing wage, visit the Illinois Economic Policy Institute's website at illinoiseipi.org and click on "Research."

¹ Officials warn of repeal ramifications, Post-Tribune, April 17, 2015 <http://www.chicagotribune.com/suburbs/post-tribune/news/>.

² Read more about CCW repeal in the *Focus on Indiana* article on page 8.

³ 2012 *Economic Census* by the U.S. Census Bureau, available at <http://www.census.gov/econ/census/>.

⁴ Dickson Quesada, Allison, et al.. *A Weakened State: The Economic and Social Impacts of Repeal of the Prevailing Wage Law in Illinois*. Labor Education Program, School of Labor and Employment Relations, University of Illinois at Urbana-Champaign. Full Report, 9–10 (2013) (reviewing prevailing wage studies and finding no statistically significant impact on total project costs; even if repeal and a resulting decrease in wages saves an estimated 1 to 2.25 percent on projects, this does not account for variables such as the number of hours worked, negative productivity changes or alterations in management practices of contractors submitting the lower bids).

Recipe for success: Experience, reliability, community involvement

For the past 46 years, Len Cox and Sons Excavating has provided the Chicagoland area with a variety of services enabling them to become one of the most reliable and respected contractors in the region.

The company began in 1969 when Len Cox Jr. took the opportunity to start his own family business. Initially, the company started out as Len Cox Jr. Excavating and Trucking, which was a small company that worked on local projects such as digging basements. Later, this company would turn into Len Cox and Sons Excavating and would include all of his four sons. While growing up, all four sons worked for the business and they continue to remain partners in the business today. Jason takes care of project management while John, Joe, and Jeff work as operators and foremen.

Len Cox and Sons Excavating is not only committed to working as a local contractor, but they also give back to the community. They often donate their time and materials to local non-profit organizations in the Joliet area. The company works with organizations such as Wish Upon A Star and Will County Habitat for Humanity, including helping with projects for those in need. Whether it's building a dog park or swimming pools for children with life threatening illnesses, or excavating a basement foundation for low-income families, Len Cox and Sons are committed to serving those in need.

In addition to their stewardship in the community, they provide a variety of services, which include: underground utilities, sanitary sewers, water mains, storm sewers, parking lots, snow removal, and hydro seeding. Past projects they have worked on throughout Illinois include Cedar Glen Subdivision Sanitary Sewer Improvements in



Len Cox and Sons installing water main on the Dearborn Street Reconstruction project in the City of Crest Hill, Ill.

Len Cox and Sons Excavating

Len Cox and Sons Excavating is not only committed to working as a local contractor, but they also give back to the community.

Oswego, Wet Weather Outfall Pipe in Joliet, and Transportation Building and Site Improvements for Palos East School District to name a few.

Len Cox and Sons Excavating have enjoyed great success as they have grown to become one of the oldest excavating contractors in the Will County area.

Current projects they are working on include the Lake Street Sewer Separation in Aurora and sanitary sewer/water main extensions for a new phase of the CenterPoint Intermodal Center in Joliet. Len Cox and Sons Excavating continues to see their business grow through the dependable service they provide to their clients on a daily basis. They look forward to many years of growth and success as they embrace their family roots and years of outstanding work experience. ■



DAVENPORT, IOWA

Investing in their future

In his annual State of the City Address, Mayor Bill Gluba of Davenport, Iowa, outlined the city's development and infrastructure plans for 2016. Although the city's road and sewer systems have been neglected in years past due to inadequate funding, Davenport has made great strides over the last eight years to put as much money as possible into improving its road and sewer systems.

The year 2016 is going to be promising for Davenport's residents as the city will be investing \$63 million into its Capital Improvement Budget, a significant increase of 52% over last year's budget. Of the \$63 million, a record sum of \$41 million will be allocated into Davenport's streets and sewers.

Mayor Gluba attributed the city's strong financial standing as the main reason for allowing all of the advancements in the city's expansion projects. These advancements are crucial to generate prosperity for Davenport's economic development and its goal of creating more jobs.

At the forefront of Mayor Gluba's agenda is infrastructure development through improving the city's roads and sewers. Davenport will spend \$13 million to extend Elmore Avenue to connect it with Veteran Memorial Drive to serve the new Rhythm City Casino, Mills Auto Dealership, as well as a new I-80/I-74 Commercial Reinvestment District. Once these areas are fully developed, it is expected to add \$250 million to Davenport's tax base and create more than 1,100 jobs.

For the upcoming year, Mayor Gluba will utilize \$13.8 million to renovate the sewers of Davenport. After allocating \$43 million to complete the West Side Sewer Division Tunnel that was needed to resolve the limitations of the city's sewer system, Gluba is now



Davenport Mayor Bill Gluba's agenda is focused on improving the city's roads and sewers.

working on expanding the system.¹ By installing a new sewer tunnel system, the city's problem of sewer overcharge will be resolved. It will also generate 20 square miles of new development and create a growth in tax base for new residents.²

The City also has a specific Sewer and Storm Sewer Capital Improvement Plan created as part of a consent decree requiring the City to comply with the Clean Water Act. Future projects include new pump stations and storm sewer separation projects. The City expects to spend approximately \$20 million through

2018–2019 to complete a number of projects. The funding source is general obligation bonds to be repaid with a portion of the City's local option sales tax.

For the upcoming year, Mayor Gluba is initiating projects aimed at rehabilitating Davenport's existing sewer systems. Projects such as the Individual Sewer Lateral Repair Grant Program will offer sewer system cleaning for residents who cannot afford to have them cleaned.

It is crucial to improve the city's infrastructure to attract more business, as well as tourists, which will generate revenue with Viking Cruise Lines docking in downtown Davenport. Through infrastructure improvements, Davenport will have new opportunities that will help make it a global destination. The city needs to be able to get a grip on its existing problems in order to handle both the residents and tourists of Davenport. ■

¹ Mayor Gluba Gives Davenport State of the City,

<http://www.ourquadcities.com/news/mayor-gluba-gives-davenport-state-of-the-city>, Apr. 6, 2014 (last visited June 8, 2015).

² *Id.*

A commitment to fairness

III FFC Supervisor Michael Lingl likes to play by the rules

Field Supervisor, Michael Lingl joined the III FFC staff in 2004 after a career with the Schaumburg Police Department. Lingl started out as a Compliance Monitor for Illinois and was promoted to Supervisor in April 2008. The investigation skills that he acquired through years with the police department continue to help Lingl when preparing prevailing wage complaints that resulted in tens of thousands of dollars in wages being recovered for workers on public works projects in Illinois. Lingl stated, "It is a satisfying feeling helping those workers and knowing the impact that those wages make in their lives." While Lingl is no longer a police officer, he still focuses on getting others to comply with the law.

Growing up, Lingl was raised in a family that was centered around hard work and community service. Born in Chicago, his family moved to the northwest suburbs in 1971. Lingl's mother raised her family to be very active in church and participate in numerous volunteer organizations. Being raised in this environment heightened Michael's desire to help others and this was why working in law enforcement and at the III FFC appealed to him.

More recently, Lingl and his team of Monitors have been working to level the playing field for the contractors that are playing



III FFC Supervisor Michael Lingl

by the rules in Illinois. This involves tracking upcoming projects in the northeast area of Illinois and presenting information to public bodies about contractors who might be cutting corners, as demonstrated by past prevailing wage and OSHA violations. This helps protect the hardworking contractors that play by the rules and their employees working on those projects.

Lingl is an outstanding individual who has instilled the values he was raised with into his three children. He has been very active in his children's lives, coaching their sports teams growing up as well as mentoring them for a life of success. He is the proud father of two

Michael has been involved in numerous cases that resulted in tens of thousands of dollars of wages being recovered for workers on prevailing wage projects in Illinois.

recent college graduates who both received significant scholarships to fund most of their college education. One of his daughters even received a scholarship to play college softball. His son is a high school senior and plans to continue his education as well as play college baseball. "I am very proud of my children and the fine adults they are becoming," says Lingl. Now that all of his children are starting their lives as adults, Lingl continues to mentor athletes through coaching. For the last four years, he has coached for feeder programs at the high school his children attended, which helps athletes in 5th through 8th grades prepare for high school sports.

Thinking of the future with the III FFC, Lingl says that he looks forward to continuing to work on initiatives to protect workers' wages and promote responsible contractors on prevailing wage projects in Illinois. He has a great team of Monitors that are all dedicated to workers' rights as well as helping protect contractors that play by the rules. ■

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