



The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY

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The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY



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America's Infrastructure First Policy

Will it work?

While the 2016 General Election resulted in a new direction with President-Elect Donald Trump leading the country, revitalizing our transportation and infrastructure remains at the forefront of the country's needs. On the campaign trail, both Hillary Clinton and Donald Trump reiterated the vital role transportation plays in our economy and agreed that growing the economy begins with fixing our crumbling bridges, roads, and airports.

President-Elect Trump's infrastructure plan pursues an "America's Infrastructure First" policy which supports investments in infrastructure, clean water, a modern and reliable electricity grid, telecommunications, security infrastructure, and other pressing domestic infrastructure needs. Trump's administration says it wants to focus on infrastructure investments to strengthen our economy, while also creating millions of jobs for working Americans.

Though President-Elect Trump's infrastructure vision lists the goals he hopes to accomplish during his administration, he has yet to release a comprehensive plan on how he plans to fix America's infrastructure problems. It appears that the Trump administration strategy to finance his infrastructure plan is through full-scale privatization. The federal government would provide \$137 billion in tax credits to private companies interested in building highways, bridges, airports, and water systems.¹ Through privatization, Trump seeks to create an incentive for private companies to spend an estimated \$167 billion, with the majority of the transportation funds being financed through private companies.²

The Trump administration's goal is to generate \$1 trillion in

infrastructure investments with only a small fraction coming from federal money. The \$137 billion that would come from federal dollars "would be neutralized by the increased tax revenue that infrastructure projects would supposedly generate, through jobs and sources like highway tolls and rate payments."³ A major concern with privatization, as the main method of funding infrastructure projects, is that the incentive private investors will have in infrastructure is to build toll roads. An example of the difficulties of private investors funding projects is the Indiana Toll Road. The Indiana Toll Road was managed by private investors that did not result in profits to its investors because not enough users utilized the toll road. In a similar example, the Texas State Highway 130 Tollway was the state's first public-private toll road, but the traffic on the highway was lower than expected and, as a result, the debt repayment plan was unsustainable.⁴

While not much is known of President-Elect Trump's infrastructure plan, full-scale privatization of federal transportation dollars has not been attempted before. Some states have attempted privatized projects, but President-Elect Trump's policy will be the first of its kind on a national scale.

1. Bliss, Laura. "The Road Ahead for Transportation Policy." CityLab. 2016. Accessed November 29, 2016. <http://www.citylab.com/politics/2016/11/what-transportation-policy-could-look-like-under-trump/507239/>.

2. Ibid.

3. Wolf, Carol. "The Public-Private Indiana Toll Road Is in Trouble." Bloomberg.com. Accessed November 29, 2016. <http://www.bloomberg.com/news/articles/2011-07-07/the-public-private-indiana-toll-road-is-in-trouble>.

4. Editor, TheNewspaper. "Texas Toll Road Failure Raises Question Of PPP Viability." TheNewspaper.com: Front Page. Accessed November 29, 2016. <https://www.thenewspaper.com/news/49/4914.asp>.



LETTER
FROM THE

Executive Director

Marc R. Poulos

**The Republicans
now have a
majority in the
House and
Senate, which will
make President-
Elect Trump one
of the most
powerful
Presidents in
history.**



Voters demand for change creates uncertainty

The 2016 General Election was a historic one indeed. Republican candidate, Donald Trump defeated Democratic candidate, Hillary Clinton by winning 306 electoral votes to her 232. President-Elect Trump campaigned on the promise to rebuild the country's infrastructure, strengthen the military, renegotiate trade deals, and bring back jobs that were lost through deindustrialization, in an effort to "Make America Great Again." The Republicans now have a majority in the U.S. House of Representatives and U.S. Senate, which will make President-Elect Trump one of the most powerful presidents in history. As for President-Elect Trump's Cabinet, Elaine Chao has been picked as the next U.S. Transportation Secretary in which she would manage the agency's \$98.1 billion budget and oversee 56,000 employees.

Historically, Illinois votes Democratic in presidential elections. Democratic candidate Hillary Clinton won the state's twenty electoral votes. In the Senate race, Democrat Tammy Duckworth defeated Republican Mark Kirk. In addition, Illinois passed the Safe Roads constitutional amendment that will ensure transportation dollars are only utilized for transportation purposes, meaning revenue can no longer be diverted from the road fund.

With Indiana Governor Mike Pence as his running mate, President-Elect Trump picked up Indiana's eleven electoral votes. As for the U.S. Senate race, Republican Todd Young won his seat with 52 percent of the vote and Republican gubernatorial candidate, Eric Holcomb, defeated Democratic candidate, John Gregg, with 52 percent of the vote.

The new Holcomb administration must focus on rebuilding Indiana's crumbling infrastructure to boost

the Hoosier state's economy and implement long-term solutions that will bring Indiana's "D+" infrastructure rating to acceptable levels. In the past, the state has wasted \$71 million on faulty asphalt and needs to fix over 1,900 structurally deficient bridges.¹ With a new administration, Indiana will need to come together to tackle the state's crumbling infrastructure and implement a long term sustainable solution.

In Iowa, President Elect-Trump won the state's six electoral votes. The Iowa Senate race resulted in Republican Charles Grassley defeating two other candidates with 60 percent of the vote.² Iowa must focus on rebuilding its infrastructure considering the state has the highest number of structurally deficient bridges in the country, which averages out to more than 5,000 structurally deficient bridges.³

While uncertainty remains as to President-Elect Trump's policies due to the lack of any definitive comprehensive plans, what is certain is that this historic election has demonstrated the American people's desire for change.

1. "Deficient Bridges by Highway System." U.S. Department of Transportation, Federal Highway Administration. Accessed December 1, 2016. <https://www.fhwa.dot.gov/bridge/nbi/no10/defbr14.cfm>.
2. "Grassley cruises to seventh U.S. Senate term." The Des Moines Register. Accessed December 1, 2016. <http://www.desmoinesregister.com/story/news/politics/2016/11/08/grassley-cruises-seventh-us-senate-term/93087588/>.
3. "Six Maps That Show the Anatomy of America's Vast Infrastructure." The Washington Post. Accessed December 02, 2016. <https://www.washingtonpost.com/graphics/national/maps-of-american-infrastructure/>.

Springfield Politics is Business as Usual: Inaction at the Cost of Residents

Earlier this year, the III FFC reported that Senate Bill 2964, amending the Illinois Prevailing Wage Act, was passed by an overwhelming majority in both the House and Senate with bi-partisan support. However, the Governor subsequently issued an amendatory veto of the bill. Called for a vote to override the veto in November, Senate Bill 2964 passed through the Senate with seventy percent of members voting in favor of the bill, but missed the required 3/5 majority vote required to pass in the House - by just one vote.

Needless to say, this was a disappointing outcome. The goal of SB 2964 was to streamline the process of determining prevailing wage rates on public works construction projects, and would have codified the Illinois Department of Labor's (IDOL's) long-standing practice of relying on collective bargaining agreements (CBAs) to establish these rates. IDOL's decision to historically rely on CBAs under both Democratic and Republican administrations was based on a recognition that work on public construction projects throughout the state are overwhelmingly performed by workers employed by contractors that are signatory to CBAs.

The current state of 2016 prevailing wage rates clearly illustrates the need to streamline the process. As of December 1, 2016, the Department's website continued to post rates from July 2015 – nearly a year and a half old - on its website. Presumably, a large part of the delay in posting updated rates is a result of the Department's unilateral implementation of an entirely different survey process in June 2016.

As previously reported, a troubling component of the 2016 survey was IDOL's adoption of an entirely new classification system based on the federal Standard Occupational Classification (SOC) system used by the U.S. Department of Labor, Bureau of Labor Statistics. While it is important to have a standardized system, it is unclear why IDOL abandoned the classifications and

descriptions in place for over a decade and replaced it with a system that requires interested parties to submit information that does not necessarily reflect the construction practices in Illinois.

Another unanticipated change to the survey process was IDOL's refusal to accept information from contractor associations. In the past, IDOL allowed contractor associations to submit certified wage information and collective bargaining agreements on behalf of their member contractors. Allowing associations to submit information streamlined the process for thousands of contractors who did not have to worry about the administrative burden of responding to a survey during the height of the summer construction season.

Another disappointing outcome of the veto session was the decision by just a couple Representatives to switch their vote from "yea," in support of the bill, to "nay" or "present." Senate Bill 2964 passed through the House with a strong, bi-partisan 3/5 majority in May. Had these votes remained consistent in November, the veto would have been overridden and the bill enacted.

Beyond the outcome of Senate Bill 2964, the failure to override the amendatory veto with bi-partisan action signals that legislative action in Springfield will continue to result in a stalemate. Most residents are well aware that this deadlock has left the State without a budget for nearly two years. On the line are infrastructure improvements, school funding, and social services which significantly impact children and the elderly, to name a few.

The III FFC will continue its outreach educating and working with lawmakers on issues that impact workers, contractors, and public bodies throughout the State. Unfortunately, with the failure to pass a common-sense proposal like the prevailing wage bill, it looks like 2017 will be business as usual in Springfield. ■

The current state of 2016 prevailing wage rates clearly illustrates the need to streamline the process.



Melissa Binetti
Counsel for the
III FFC



Kara Principe
Counsel for the
III FFC



Michael Lingl
REGIONAL DIRECTOR



FOCUS ON
Illinois

Illinois Safe Roads Amendment Passes in Landslide

After an arduous spring legislative session, where the III FFC assisted in leading an effort to constitutionally protect transportation funds, the legislature passed the Safe Roads Amendment sending

the issue to the Illinois voters. At the General Election on November 8, 2016, Illinois voters overwhelmingly approved the addition of the Safe Roads Amendment to the Illinois Constitution. Through approving the Safe Roads Amendment, Illinoisans are ensured that motor fuel taxes, fees for vehicle registrations and license plates, and other transportation related taxes and fees will be spent to maintain, repair, and build roads, highways, mass transit, and other transportation systems in our communities.

In other words, transportation dollars can no longer be diverted to any other cause except transportation. With nearly 80 percent of Illinois voters approving the Safe Roads Amendment, Illinoisans have spoken up on the dire need to fix our crumbling roads and bridges.

Over the past ten years, nearly six billions dollars has been swept from the transportation fund in Illinois. According to the Illinois Economic Policy Institute (ILEPI), Illinois usage of highways, roads, and bridges over the past two and a half decades have increased by nearly 25 percent. If the Illinois' Road Fund had been properly utilized, an additional ten billion dollars of

revenue could have been spent on transportation infrastructure needs throughout the state. The passing of the Safe Roads Amendment ensures that revenue from transportation related taxes and fees are spent on what they were meant for.

As the transportation hub of the nation, Illinois needs infrastructure to be able to keep up with the demand of workers, families, tourists, and businesses who use Illinois roads. With millions of cars, trucks, trains, boats, and flights carrying freight and passengers throughout the state, our roads, bridges, and infrastructure need to be able to keep up with the demand.

Thank you to the Illinois citizens who voted to approve the Safe Roads Amendment. By investing in our infrastructure, our economy will not only be able to keep up with the high demands of traffic that come through Illinois, but our economy will also prosper. Illinois voters spoke out on General Election Day, knowing that the best path to growing our economy and keeping up with our infrastructure needs was through approving the Safe Roads Amendment. ■



Transportation dollars can no longer be diverted to any other cause except transportation.



LOVES PARK, ILLINOIS

The City with a Heart

Loves Park, Illinois has experienced tremendous growth in development thanks to the hard-working men and women in the construction industry who are key participants in its success.

Recognizing the importance of a highly skilled and trained construction workforce, Loves Park adopted a Responsible Bidder Ordinance (RBO) on March 3, 2014. An RBO is an important tool to protect taxpayer's money for public works projects in Loves Park as well as throughout Illinois.

RBOs ensure that prospective bidders comply with all state and local laws including having proper credentials for conducting business in Illinois, maintaining registrations and insurance, disclosing any violations of laws, providing for the prevention of substance abuse, showing evidence of participation in apprenticeship and training programs approved by the U. S. Department of Labor, and demonstrating appropriate staffing capabilities.

Mayor Darryl Lindberg knows it's imperative to have a sound RBO in place in order to compete in a local and global marketplace. "Loves Park has made sizeable investments in infrastructure in order to assist companies like Woodward and Komax in their business expansion plans, which resulted in thousands of quality jobs during these tough economic times," Mayor Lindberg said. "Loves Park's partnerships have resulted in providing roads and bridges in order to promote the expansion of both indoor and outdoor



*Loves Park, Illinois
Mayor Darryl Lindberg*

recreational athletic facilities for the Rockford Park District, which has helped the greater Rockford area retain its dominance in tourism and economic development by bringing in much needed revenues for our region."

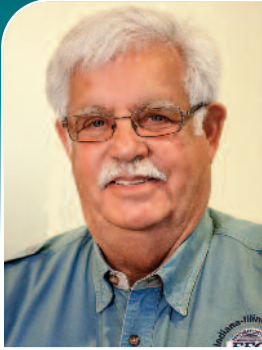
Woodward, an industry leader in aviation research, development, and manufacturing, chose Loves Park over many other locations to build a new 450,000 square foot state-of-the-art facility. Komax Medtech, a developer of machine systems primarily for the automatic assembly of mass-produced medical devices, recently relocated to a new industrial building supported by the newly

extended I-90 corridor. A primary factor in both companies' decision making was the availability of a qualified workforce, both in the manufacturing and construction sectors, and especially in being able to deliver buildings and infrastructure in a high-quality, timely fashion.

Mayor Lindberg sums up the importance of an RBO to the City of Loves Park when he says, "the city expends substantial funds for the construction of public works, and a large portion of that money is derived from taxes paid by residents. The RBO assures the efficient use of those taxpayer dollars, as well as promotes public safety."

Congratulations to the City of Loves Park, Illinois for adopting a fair process that hires accountable, well-trained, law-abiding contractors who are most qualified for the job. ■





Tom Frailey
REGIONAL DIRECTOR

FOCUS ON Indiana

**III FFC
Construction
Analysts have
been successful
in using bid
protests as a tool
to turn around
\$24 million
in public
construction
projects this
year alone.**

III FFC Trains Staff On How To Identify Non-Responsible Contractors

The III FFC aspires to be the most effective fair contracting organization in the country. We pursue our vision by embracing a culture of continuous improvement, employing the most talented people using state of the art tools, and adopting the most effective techniques available in the field of labor-management. To that end, the III FFC consistently encourages continuing education for all of its staff. Continuing education assists the monitoring process and aids Construction Analysts in identifying non-responsible contractors.

For instance, III FFC Construction Analysts received training this past August on how to prepare for and present bid protests to public bodies when a non-responsible contractor is the apparent low bidder on a public construction project. III FFC Construction Analysts have been successful in using bid protests as a tool to turn around \$24 million in public construction projects this year alone.

In September, Indiana Construction Analysts participated in the Indiana Association of Cities and Towns conference in French Lick, Indiana. Indiana 811, an organization established to provide a communication link between excavators and operators of underground utilities, was also present at the conference.

Indiana 811 offered free 2-day scholarships to those interested in learning about underground utility safety at their 2016 Midwest Damage Prevention Training Conference in November. The III FFC applied for and received 3 scholarships to the conference, hosted by Indiana 811 and Kentucky 811. In total, 110 scholarships were awarded and the conference had



Pictured left to right: III FFC's Regional Director, Tom Frailey with Construction Analysts Butch Rose and Myron Sutton

nearly 500 attendees. Cleverly, scholarships were funded out of fines paid by those who were at fault for damage to utility lines as determined by the Indiana Utility Regulatory Commission (IURC).

At the conference, Indiana Construction Analysts learned that the IURC holds hearings in cases of damage to public utilities. As this information is open to the public, it is another piece of evidence III FFC Construction Analysts can now present with their own bid protests. Also, Construction Analysts learned how important education is in mitigating damage caused by human error at the conference. Shane Bush of BushCo, Inc., stated that 80 percent of accidents are due to human error with the other 20 percent caused by mechanical failure. A key to reducing accidents is education.

Just as important as a well-trained construction workforce is to contractors, well-trained staff are key to the III FFC running efficiently and effectively. ■

Doug House Construction Analyst

As a child, Doug House grew up spending the majority of the summer months with his grandfather Dell as he operated the Spring Grove Township Caterpillar 12 Motor Grader. He also watched his grandfather operate a CAT 120 and a CAT 140G. Later on, Doug went to work for his grandfather as a finished blade hand and snow plow driver.

In 1983, Doug went to work for Blackhawk Township where he first worked as an Assistant for the Road Commissioner for 18 months before being appointed to replace the Commissioner and was duly elected. Doug served a total of seven consecutive four-year terms.

During this time, Doug also served in the Illinois Air Force National Guard for four years. He rose to the rank of Staff Sergeant followed by two years of service in the Iowa Army Engineers where he was also ranked as a Sergeant. He received an honorable discharge from both branches of the service.

In 1988, Doug started working as a heavy equipment operator as a member of IUOE, Local 537 that merged to become District 8 of IUOE, Local 150. Working construction as a heavy equipment operator in Iowa and Illinois provided a stark contrast. Illinois worker protections were ever



present and provided a level playing field for work by having a prevailing wage guarantee, and improved job possibilities through IMPACT Agreements.

In 1998, Doug began a management role at the City of Moline as General Manager of Municipal Services supervising 50 AFSCME employees that provided nearly all of the city's public works functions. While at Moline, Doug prepared many studies of government contracts for construction and for public services. His studies led to more efficient services provided by public service union employees and capital improvement contracts that were recognized statewide for

the quality projects that resulted. While working in Moline, Doug was recognized as Moline's Historical Preservationist of the Year. He also became President of the Illinois

"It has been a culmination of all that I've learned coming together with how I am that makes working for the III FFC my dream job...I am truly blessed."



Chapter of the American Public Works Association, and became the very first credentialed Public Works Manager in the nation.

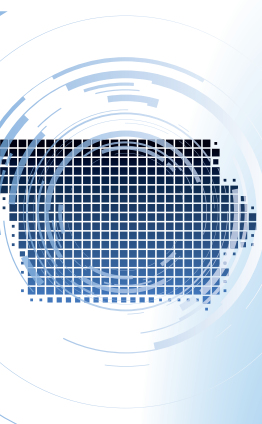
Always politically active, Doug has served on both state and national Governmental Affairs Committees for the Township Officials of Illinois, American Public Works Association (State and National), the Quad Cities Area Chamber, and the Clinton Area Chamber. He is the Chairman of the Rock Island County Democrats and the current President of the Illinois Democratic County Chairmen's Association.

In June, Doug retired and joined the Indiana, Illinois, Iowa Foundation for Fair Contracting (III FFC) as a Construction Analyst. Doug said "It has been a culmination of all that I have learned coming together with who I am that makes working for III FFC my dream job where I can work to increase job opportunities, improve wages, and improve working conditions. I am truly blessed." The III FFC is ecstatic to have Doug join the team of dedicated professionals who fight to provide a level playing field in the public construction arena. ■



Doug House
CONSTRUCTION
ANALYST

FOCUS ON
Iowa



The Illinois Highway 30 improvement to Interstate 88 is one that may ultimately be ground-breaking for the transportation efforts in Iowa.

Highway 30: A Long Road to Four Lanes

Over 20 years ago, the most recent development of the U.S. Highway 30 Coalition of Iowa gathered to bring a focus to the vital economic and transportation needs of the 330-mile section of highway that stretches across the state. The Coalition incorporates representatives from northwestern communities in Illinois, such as Morrison where the highway crosses the Mississippi River entering Iowa.



From there, representatives are incorporated from the town of Clinton, Iowa on the east side of Iowa all the way through where U.S. Highway 30 stretches west and the highway exits the state when it crosses the Missouri River to enter Nebraska.

The Coalition assembled an impressive team partnering with major businesses, economic development specialists, transportation experts, and elected officials. Their next big hurdle will be convincing the Iowa Transportation Commissioners to recommend funding for the environmental study for a four lane improvement between Clinton and Lisbon. The Commissioners have long been divided, balancing

periodic four lane improvements to Highway 30 and a strong desire to expand Interstate 80 to six lanes across the state – both are important improvements.

In an effort to lay down the foundation for a favorable ruling from the Commission, III FFC Regional Director John Freitag actively assisted the Committee with letters of support, requesting funding of the

environmental study that is needed before any final design or construction money can be requested.

Additionally, the III FFC has been attending local governmental affair committee meetings in order to educate legislators and transportation officials in both Iowa and Illinois. The Illinois Highway 30 improvement to Interstate 88 is one that may ultimately be ground-breaking for the transportation efforts in Iowa. Much has been accomplished in improving this vital section of highway over the years, but it will take a substantial effort for many more years to convince Iowa's Governor and transportation officials to make Highway 30 a continuous four-lane highway across the state. ■





Registered apprenticeship programs
generate substantial economic benefits
to Illinois each year.

Construction and the Benefit of Registered Apprenticeship Programs

Construction is the fastest growing industry in Illinois.¹ Not only has construction positively impacted Illinois' economy, it is also projected to expand by 12.4 percent in Illinois, thus adding over 25,000 new jobs to the state.² At the industry's current rate, construction jobs will grow at twice the pace of the overall state economy.

For Illinoisans, construction jobs are one of the best options available due to being the leading industry growing in our economy. In some instances, attending a college or university will not result in the same income return as a registered apprenticeship program will bring.

The annual income gain after finishing a registered apprenticeship program is "\$3,442 on average, or \$119,850 in additional income over the course of the worker's career after accounting for out-of-pocket upfront costs."³

Registered apprenticeship programs generate substantial economic benefits to Illinois each year. On average, the economic return Illinois gains from participants of registered apprenticeship programs is the creation of nearly 5,000 jobs and the annual boost of the

state's economy by \$408.7 million.⁴

Apprenticeship programs have both positive social and economic impacts in Illinois. Participants of registered apprenticeship programs must complete a rigorous training program, some with over 6,000 hours of on-the-job training and over 450 hours of classroom instruction.

The programs benefit workers by improving their skill sets while employers get the benefit of fulfilling skilled labor shortages with people who have participated in registered apprenticeship programs and have received the highest certifications available.

As the construction industry continues to grow in Illinois, we hope to continue to see high enrollment of participants in registered apprenticeship programs to help ensure that the most highly skilled and qualified workers are on the jobsites. ■



Laura Byrne
III FFC
Communications
Director

1. Bruno, Robert, and Frank Manzo, IV. "The Impact of Apprenticeship Programs in Illinois An Analysis of Economic and Social Effects," https://illinoisepi.org/countrysidenonprofit/wp-content/uploads/2016/08/pcmr-ilepi-impactofapprenticeshipprograms_newcover.pdf

2. *Ibid.*

3. *Ibid.*

4. *Ibid.*



2016 NAFC Conference

Union Labor is alive and well

By Construction Analysts Marcella Kunstek and Jodi Frailey

Labor organizations, contractors, attorneys, fair contracting organizations, and state and federal officials came together once again in October at the 2016 National Alliance for Fair Contracting (NAFC) Conference held in San Diego, California. The information shared at this annual conference is a great resource for all in attendance. Fair contracting groups from across the country come and share new strategies and techniques in hopes it will bring great results for others. The state and federal agencies come to share laws and procurement information as well as encouraging many to persevere.

In the wake of the 2016 election and polls showing union labor membership in decline across the nation, we are here to say: "we are relevant and we are here to stay." NAFC is a labor-management organization made up of fair contracting organizations, contractors, and labor unions committed to promoting fairness in the public works arena. Here at III FFC, our mission is to increase market share for responsible contractors, work opportunities for skilled craftsmen, and value for taxpayers.

Indiana State Representative Ed Soliday, recently named "Legislator of the Year" by the Indiana Association of Cities and Towns, was present and addressed the hundreds in attendance. His message highlighted the need to encourage and acknowledge bi-partisan support and to discuss Indiana's plan for funding infrastructure needs. Representative Soliday also works closely with the State Building Trades and Contractors and he was one of the more vocal lawmakers who discouraged the repeal of Indiana Common Construction wage. He genuinely understands the worth of a skilled workforce and is continually supportive of fair contracting initiatives.

One of the many encouraging and educational workshops, "Contractors Who Cheat to Compete," was presented by Nina Fendel of the Alliance for Labor Standards Education and Training. This was hands-on training specifically targeting "unsavory contractors" and addressing these concerns to community leaders who may hire them for public works construction. When cheating contractors are awarded public works projects, they take money away from credible contractors that employ local and skilled trades men and women.

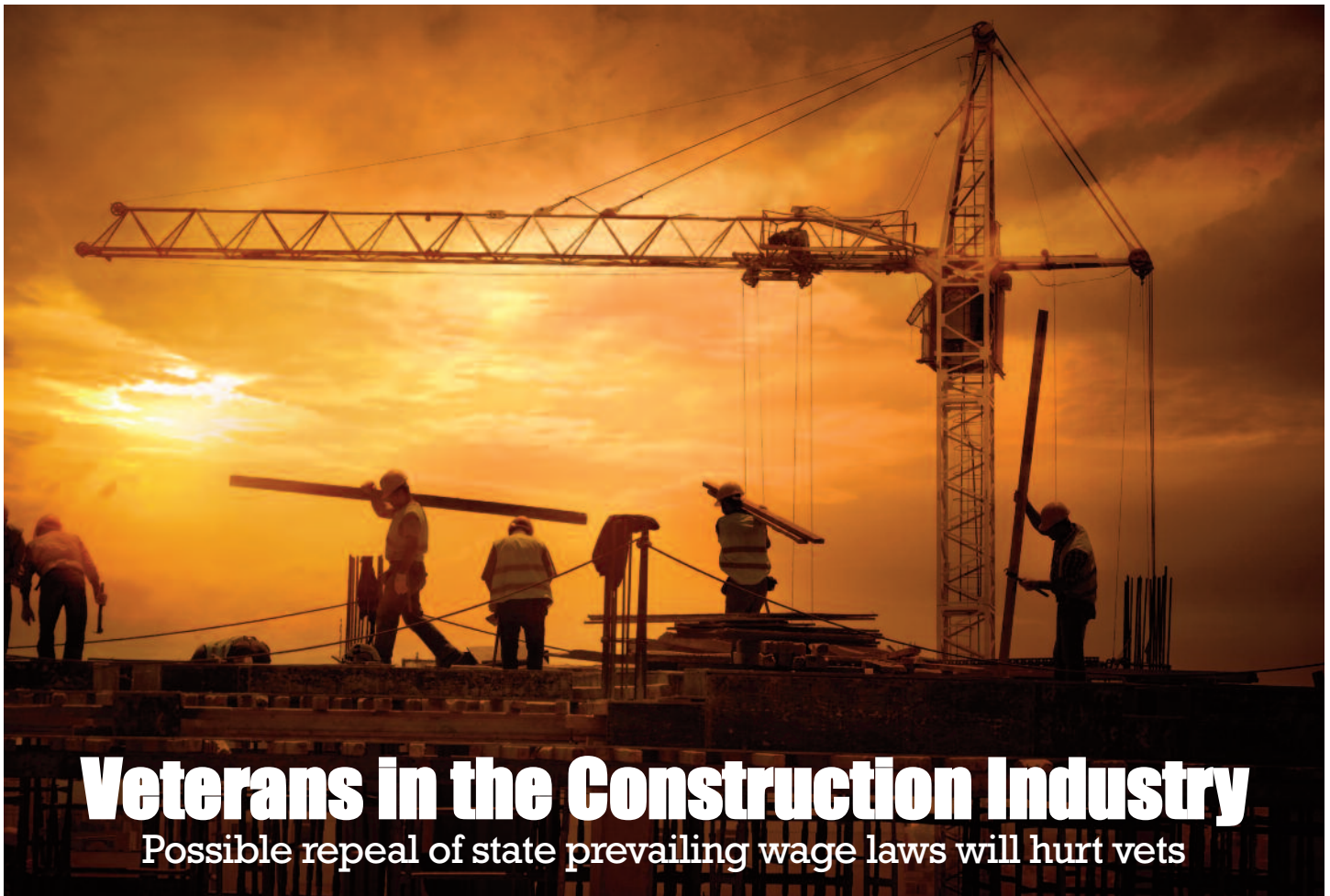
Additionally, such contractors often end up costing public agencies more in taxpayer money by cutting corners on labor standards. As Construction Analysts, we witness this daily and we understand that working in conjunction with our public agencies is beneficial not only to get the most out of taxpayer funds, but because it is also in the best interest of all citizens who live and work in these communities. The III FFC continues to have great success in building relationships with our community leaders because of our knowledge and continued training.

In addition, Frank Manzo IV, Policy Director of the Illinois Economic Policy Institute (ILEPI), spoke about responsible bidder ordinances (RBOs). Encouraging public agencies to adopt RBOs is another layer of protection to aid against "unsavory contractors" taking work away from legitimate contractors and ensuring compliance with laws governing public works construction.

Todd Stenhouse, presenting with Smart Cities Prevail, expressed the importance of disseminating messages on a broader scale. He emphasized the importance of reaching out to a community's workforce and promoting local apprenticeship programs that provide training opportunities directly serving the middle class. Supporting programs such as "Helmets to Hardhats" that assist Veterans in obtaining new careers in construction is a remarkable way to grow and stimulate our local economy, while providing opportunities to the men and women who have served our country.¹

The information we gather and share is extremely valuable as we continue to work in this ever-evolving construction industry. NAFC acts as conduit for access to a vast array of information as the rules and laws change throughout the country pertaining to prevailing wage, responsible bidding, and state and federal procurement, to name a few. The 2016 NAFC Conference reminded us that we are not alone in our efforts. Organized labor, contractors, and labor-management groups across the country are working together with the shared goal of leveling the playing field in the construction arena as we continue to support our middle class nationwide. ■

1. Manzo, Frank, IV. "The Impact of Prevailing Wage Laws on Military Veterans: An Economic And Labor Market Analysis." http://b.3cdn.net/votevets/62350ae9afd6c4c714_0jm6bsc5b.pdf.



Veterans in the Construction Industry

Possible repeal of state prevailing wage laws will hurt vets

Construction is one of the fastest growing industries in the country, and it is a major source of employment for veterans. In general, veterans are more likely than non-veterans to work in the construction industry. Currently, veterans account for 5.8 percent of the overall workforce, but comprise 6.9 percent of all blue-collar construction workers.¹

The military has helped veterans find work in the construction industry through investing in apprenticeship trade programs that build skills which are transferable to the civilian construction industry. This is a great service for veterans because it helps veterans transfer into a civilian life using skills they learned from the military. Today, veterans are estimated to account for 22 percent of all skilled trade apprenticeships in the country.²

In order to help take care of our veterans and ensure that their jobs are protected, we must protect prevailing wage laws. For the last 85 years, the federal Davis Bacon prevailing wage laws has ensured that projects are done correctly. Through prevailing wage, we can put our minds at ease knowing that higher workmanship, safety,



and efficiency standards are being used on public construction projects. Prevailing wage laws not only help drive the economy, but also reduce the likelihood of a veteran in the construction industry living in poverty by 30 percent.³

With the new Trump Administration, there is much uncertainty on the future of prevailing wage laws. To repeal state prevailing wage laws would cost roughly 65,000 veterans their jobs and force

nearly 8,000 veteran-owned construction businesses to close their doors.⁴ It is paramount that we remind the Trump Administration why prevailing wage laws are vital to the economy, veterans, and the middle class.

1. Manzo, Frank, IV. "The Impact of Prevailing Wage Laws on Military Veterans: An Economic And Labor Market Analysis." http://b3cdn.net/votevets/62350ae9afd6c4c714_0jm6bsc5b.pdf.

2. Poulos, Marc , and Mike Pounovich. "Opinion: How prevailing-wage laws help veterans." Chicago Sun-Times. Accessed December 21, 2016. <http://chicago.suntimes.com/opinion/opinion-how-prevailing-wage-laws-help-veterans/>.

3. *Ibid.*

4. Manzo, Frank, IV. "The Impact of Prevailing Wage Laws on Military VeteransAn Economic And Labor Market Analysis." http://b3cdn.net/votevets/62350ae9afd6c4c714_0jm6bsc5b.pdf.

Contractor Spotlight

Scandroli Construction Company

Over a century of success

Scandroli Construction Company is a fourth generation firm established in 1907 by Joseph Scandroli, an immigrant skilled brick mason. Joseph built this firm with an unwavering dedication to craftsmanship, high standards, and an uncommon work ethic. Throughout subsequent generations, Scandroli has become a respected construction expert playing a major role in the building and development of Northern Illinois. Their founding principles, paired with a commitment to efficiency and innovation, have guided the company's operation for over a century. Their work continues to stand the test of time.

In addition to their record, Scandroli offers a visionary approach to their owner-client relationships. By placing their client's overarching goals first, they work to provide engineering alternatives, proven cost saving suggestions, accelerated scheduling and solid workmanship assured by highly trained and experienced supervisors who never compromise on safety or quality.

Over the years, they've developed a keen interest and expertise in concrete work. Scandroli Construction Company has cultivated within its staff, a mastery of available products and processes that set them apart from other firms. Scandroli is a proud member of the Ductilcrete Alliance, which offers a proprietary concrete system that, in various applications, has proven to be more durable, environmentally superior, and more cost effective than traditional concrete work. Ductilcrete has been used in some of their more visible projects like the expansions of Wesley Willows and Liebovich Steel & Aluminum Company and the construction of the 2016 award winning Maintenance Repair and Overhaul Facility at the Chicago-Rockford International Airport.

Perhaps Scandroli's greatest differentiator as a Construction Management firm is the team of professionals they have assembled with which to build. Scandroli's priority is to hire and retain thought leaders with vast experience in a variety of projects across multiple



**SCANDROLI
CONSTRUCTION**

100 YEARS AND BUILDING

**Scandroli has become
a respected construction
expert playing a major role in
the building and development
of Northern Illinois.**

sectors. Scandroli Construction Co. then invests in the education and development of their team members ensuring their builds are completed on time and under budget.

Today, the operations of the company are directed by brothers Joseph and Anthony Scandroli as President and Vice President. Embracing their great-grandfather's founding principles, while ever-striving for innovation, the Scandrolis have successfully expanded the firm's offerings to serve many different sectors

including Educational, Healthcare and Municipal enterprises.

Scandroli still takes great pride in the development of their community's city projects like the Rockford Public Library remodel and the Winnebago County Justice Center. Still, the firm is proud to participate in the construction of projects which impact their community's economic growth and development like the second largest Healthcare project in the country, the Mercy Health Women & Children's Hospital and Clinic, and the Rock Valley College Aviation Career Educational Center.

Scandroli takes great pride in the diversity of their satisfied client list as well as the variety of challenges they have met and overcome for decades. Their history is important, but the mission of Scandroli Construction Co. is to create a new century of success stories. ■



Happy New Year!



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