



The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY

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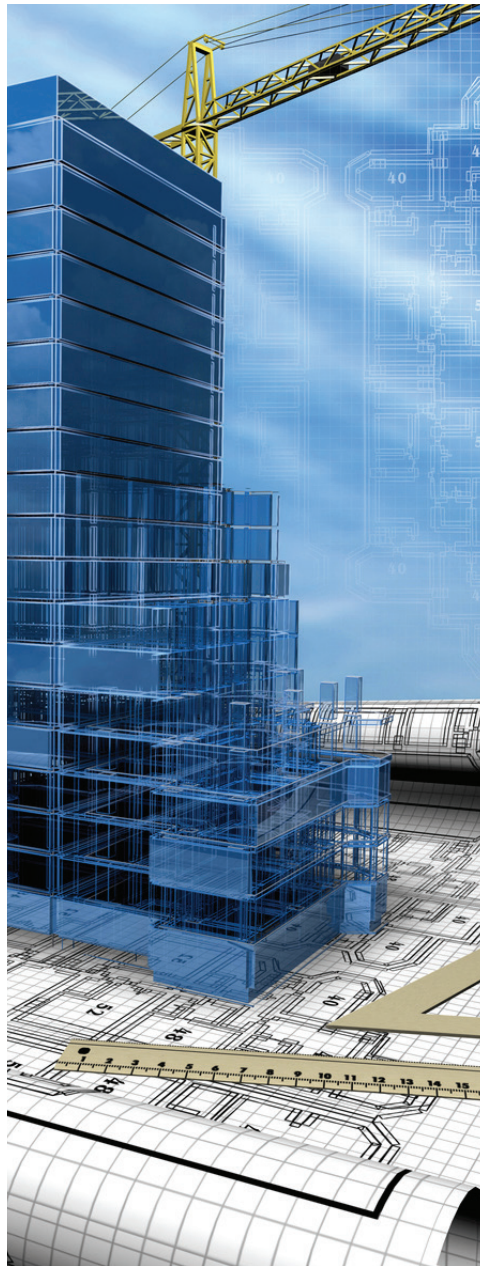
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Governor Pritzker's First Hundred Days in Office

The first 100 days of an administration show the priorities of any executive. Governor JB Pritzker demonstrated that working people and infrastructure are at the top of his list. Following the years of Governor Bruce Rauner, Governor Pritzker has his work cut out for him fixing the issues facing Illinois. He understands that protecting workers and investing in infrastructure is a way to spur economic growth. Pritzker has been ambitious with his actions from day one, from strengthening prevailing wage to passing a robust capital bill.

The first action Governor Pritzker took was strengthening prevailing wage in the State of Illinois. This act will help put money in the pockets of workers and protect good contractors from being artificially underbid by unfair contractors. The act also promotes gender and racial diversity in companies with state contracts, making sure all workers' wages are protected and that workers earn a living wage no matter their gender or race. In addition, Pritzker signed a bill gradually raising the minimum wage to \$15 an hour for all Illinois workers by 2025. These actions will increase economic growth in Illinois by giving all working Illinoisans the pay they deserve.

During Governor Pritzker's first hundred days of office, he strengthened prevailing wage in Illinois and raised the minimum wage to fifteen dollars an hour to increase economic growth in the State.

Governor Pritzker also collaborated with Local 150's very own Business Agent, State Rep. Lance Yednock, to ban all local governments from establishing local right-to-work zones. This will ensure that our market share and standards in the construction industry are preserved throughout Illinois. Pritzker said right-to-work is wrong for Illinois. Making this an issue of statewide importance is a big win for contractors, construction workers, and the ILL FFC. In early June, a \$45 billion, six-year capital program was passed by the bipartisan General Assembly and signed by Governor Pritzker. The capital improvements bill will repair and enhance the state's roads, bridges, public transit systems, and state facilities that have been underfunded and neglected in prior years. We believe that Governor Pritzker is serious about the long-term, sustainable funding of infrastructure and understands the vital role our region plays in the national economy. Investing in Illinois' transportation infrastructure is investing in Illinois' businesses and people.

While we are optimistic after reviewing Governor Pritzker's first 100 days in office, we are, and will always continue to hold any elected official accountable for his or her words and actions.



LETTER
FROM THE
**Executive
Director**
Marc R. Poulos

Following decades of inadequate funding, Illinois approved a historic infrastructure improvement bill providing roughly \$2 billion in sustainable transportation funding annually.



Illinois Passes Comprehensive Infrastructure Bill

Following decades of inadequate funding and 10 years since the last capital bill, the Illinois General Assembly voted to approve the most comprehensive infrastructure improvement bill in the state's history. Addressing road and bridge, transit, education, and state building facility needs, the bill is estimated to provide over \$45 billion in funding for the state.

With transportation being a key component, the capital bill will provide just under \$2 billion in sustainable transportation funding every year for the state and local governments. It will be generated by increasing transportation fees, including the motor fuel tax, vehicle registrations, certificate of titles, and truck registrations.

Most significantly, the MFT was raised – to \$0.38 per gallon – after 30 years of the rate remaining stagnant. This monumental achievement will provide the bulk of the new transportation funds, generating over \$1.3 billion per year. And not only was it increased, it was indexed to inflation, ensuring a more sustainable funding source for years to come.

Additionally, for the first time, Illinois transit providers – both those in the Chicago region and downstate – will receive dedicated, annual state funding for bus and rail projects.

Local governments will also have new opportunities to generate their own transportation funding, with all municipalities within Cook County and Lake and Will Counties now being able to adopt local MFTs. Counties that already had local MFTs – DuPage, Kane, and McHenry – can now increase their existing rates.

With 20% of IDOT's roadways considered to be in "poor" condition, over 2,300 bridges statewide

considered structurally deficient, and Chicago's Regional Transportation Authority estimating over \$37 billion in backlog of capital needs over the next 10 years, this bill and the new funding opportunities will provide much-needed investment in Illinois' crumbling transportation systems. The closure of Lake Shore Drive in February 2018 due to a cracked support beam is a prime example of what could happen statewide if improvements are not made.

Notable projects identified in the bill include \$848 million for the expansion of I-80 in Joliet, including repairs to the structurally deficient bridges crossing the Des Plaines River. Additionally, \$275 million is dedicated for the expansion of Amtrak between Chicago and Rockford, \$400 million for the Chicago-based CREATE rail improvement program, \$225 million for Amtrak to the Quad Cities, and \$50 million for bicycle and pedestrian projects statewide.

This bill is a testament to the massive needs throughout the state. It is a remarkable step in a positive direction to ensure safer and more efficient transportation systems to support Illinois' prosperity.



Right to Work Laws Weaken Unions

The purpose behind so-called “right to work” laws is to weaken unions and union contractors, to the detriment of workers and employers alike, especially women and minorities. So-called “right to work zones” sought to accomplish the same thing. Early into his tenure as Governor of Illinois, Bruce Rauner personally campaigned for counties, cities, and other localities to pass so-called “right to work zones,” which purportedly would establish “right to work” within the borders of any political subdivision that passed such an ordinance. One municipality, the Village of Lincolnshire, passed its very own “right to work zone” law in 2015, but that ordinance was swiftly struck down by the Seventh Circuit Court of Appeals. However, in response to the Seventh Circuit’s rebuke of the law, Lincolnshire began the process of appealing that decision to the United States Supreme Court, arguing that the National Labor Relations Act, Section 14(b) allows for the political subdivisions of states to pass right to work laws independent of the state itself.

In response, Local 150 member and State Representative for the 76th District, Lance Yednock, along with State Senator Ram Villivalam, who carried the bill in the Senate, filed Senate Bill 1474 or “The Collective Bargaining Freedom Act,” which explicitly prohibits any political subdivision of the state from passing so-called “right to work zones.” Identical legislation was introduced and passed by the Illinois House and Senate in 2017 but died at the hands of a Rauner

The purpose behind so called right to work laws is to weaken unions and union contractors, to the detriment of workers and employers alike, especially women and minorities.

veto. In sharp contrast with two years ago, the Collective Bargaining Freedom Act cleared the House by a margin of 101-8 and the Senate, on concurrence, 51-0. Wasting no time, newly elected Governor JB Pritzker signed the bill into law on April 12, 2019, remarking that “[t]he Collective Bargaining Freedom Act makes it abundantly clear that we have turned the page here in Illinois from the start, right-to-work was an idea cooked up to lower wages, slash benefits, and hurt our working families. Right to work has always meant right to work for less money, and it’s wrong for Illinois.”

As for Lincolnshire’s appeal to the Supreme Court, Pritzker said, “[t]he law as it is does not allow a state to hand this responsibility down to local communities.” He added that “[t]his bill actually just establishes what is the law today, so I believe that would be moot, essentially, at the Supreme Court.” Not only does this bill potentially moot the issue, it protects workers

and union-signatory contractors in Illinois from dealing with a patch-work of oppressive “right to work” laws by expressly preempting the power of localities to ever enact such an ordinance as a matter of state law, regardless of the outcome of Lincolnshire’s petition for writ of certiorari.



Melissa Binetti
Counsel for the III FFC



Kara Principe
Counsel for the III FFC



Joseph Sweeney
Counsel for the III FFC



Jodi Frailey
Assistant Director
Field Operations

FOCUS ON Illinois



The
prevailing
wage
conference
gave the
III FFC a
great sense
of pride
in how far
we have
grown as an
organization.



III FFC Leads Trainings at Prevailing Wage Conference

L-R: Counsel, Kara Principe; ILEPI Director, Frank Manzo IV; Construction Analyst, Dylan Parker; Policy Director, Josh Weger; Counsel, Joseph Sweeney; Senior Construction Analyst, Marcella Kunstek; Assistant Director, Field Operations, Michael Lingl; and Counsel, Melissa Binetti.

This past June, the Indiana, Illinois, Iowa Foundation for Fair Contracting (“III FFC”) headed to the IUOE’s International Training and Education Center in Crosby, Texas for a nationwide Prevailing Wage Conference. In attendance were business agents, organizers, and several fair contracting organizations from across the country, spanning New York to Hawaii. The purpose of the conference was to share prevailing wage compliance strategies and educate groups on how to improve labor standards in their respective states.

Our organization had the privilege of leading multiple trainings and showcasing the great work we do to raise standards in the construction industry. To start off, III FFC Counsel, Melissa Binetti discussed the federal Davis-Bacon survey process and contractor outreach to improve participation in the survey.

Next, Policy Director, Josh Weger gave a broad overview of the process of creating and running a fair contracting organization. Josh’s presentation broke down administrative aspects of starting and running a fair contracting organization, and discussed the employees involved in day to day operations, including the Executive Director, Construction Analysts, Counsel, and Policy Director.

Next, three of our field Construction

Analysts, Marcella Kunstek, Dylan Parker, and Michael Lingl, presented on different approaches to job monitoring in Indiana, Illinois, and Iowa. As analysts, their focus is to increase market share for signatory contractors, hours for members, and value for taxpayers.

Finally, III FFC Counsel, Kara Principe gave a broad overview of prevailing wage laws, and distinguished states with the best and worst prevailing wage requirements. Her objective was to showcase how to strengthen state prevailing wage laws and to educate participants on how a private right of action may be pursued as a means of prevailing wage enforcement.

The conference concluded with a round table discussion on past and present cases organizations have encountered in the fair contracting industry. ILEPI Policy Director, Frank Manzo gave an interesting presentation on using economic research to support compliance initiatives. Many of our field analysts have found this data extremely helpful when speaking to elected officials about the benefits of prevailing wage laws and adopting a responsible bidder ordinance.

Overall, attending the conference gave staff great ideas on how to advance our prevailing wage initiatives, as well as a great sense of pride in how much we’ve grown over the past twenty years since the III FFC’s inception in 1999.

CONTRACTOR SPOTLIGHT

Baish Excavating

For over thirty years, Baish Excavating, Inc. has been serving Will County, Grundy County, and surrounding communities. Baish Excavating contributes to projects that build businesses, renovate the land, and benefit the local economy. In 1985, Bob Baish founded Baish Excavating because he saw the need for high quality excavating and underground utility services in his community – an area that had the potential for immense residential and industrial growth. With that vision in mind, he rented a shop in Plainfield with a modest crew of three men and four machines.

Today, the shop has upgraded in size and houses thirty-five pieces of machinery. The crew and staff have expanded along with the size of the workload, but the same work ethic applies: Baish Excavating, Inc. is committed to building stronger local communities, one job at a time.

Throughout the years, Baish Excavating has diversified its business beyond excavation and underground utility work to accommodate the needs of local growth and development. They have expanded their services to include concrete work and continue to branch out, providing resources for railroad work, including, but not limited to roadbed preparation, sub ballast and pre ballast installation, line over and turnout removal and placement. All employees are

e-Rail trained and certified to work on railroad property.

Baish Excavating understands the importance of safe practices on its worksites and with consistent training, and retraining, constantly stresses the importance of everyone going home to their families safely each and every day. A safety expert, as certified by training, is assigned to every jobsite. Their in-house safety director is assisted by an outside safety compliance company, which provides highly skilled safety professionals to ensure that all field personnel comply with safety measures implemented on every project. Baish Excavating, Inc. also subscribes to ISNetwork and is Gold Shovel Certified to further show its belief in safety with everything they do.

The success of the company starts at the top. In addition to running the day-to-day operations of the company, Bob

Baish holds positions with several local union affiliates, negotiating for fair compensation and benefits, in keeping with industry trends. Bob is currently on the Board of Directors for the Contractors Association of Will & Grundy Counties (CAWGC), a Trustee for the Plainfield Fire Protection District, WGIAT Board of Trustees, a past member of the

Three Rivers Construction Alliance Labor/Management (TRCA) grievance committee, and a past Teamster LU 179 Apprentice & Training Board Management Trustee. In 2010, Bob was awarded the Richard G. Colombo Award which is presented to individuals who have made significant personal contributions toward the advancement of the organized commercial, industrial, and institutional construction industry.

With an emphasis on union projects, Baish Excavating has recently been awarded several prevailing wage projects in the surrounding communities: Excavation and Underground Utility Repairs for the City of Naperville, St. James Farm Indoor Riding Arena for the Forest Preserve District of Dupage County, and Lane School Early Childhood Center for the Alsip Hazelgreen Oak Lawn School District 126 to name a few.

Baish Excavating, Inc. is proud to continue providing the highest quality workmanship to its customers and prides itself on the relationships they have built based on hard work and integrity for over 30 years.



IOWA DOT Federal Aid Swap Program Rejected



Dylan Parker
Construction Analyst

FOCUS ON Iowa



After a public education campaign, the local Metropolitan Planning Organization voted to opt out of the federal aid swap program.



In 2017, former Republican Iowa Governor Terry Branstad signed legislation that authorized the Iowa Department of Transportation (“Iowa DOT”) Commission to establish a Federal Aid Swap Program. By February 2018, the Iowa DOT Commission approved the program, which went into effect this spring. Like many midwestern states, the Iowa Department of Transportation’s Federal Aid Swap program allows Iowa Metropolitan Planning Organizations (“MPOs”) or Regional Planning Affiliations (“RPAs”) to exchange the federal infrastructure dollars they receive from the Federal Highway Administration, for state dollars from the Iowa DOT. Because of the 1933 bipartisan Davis-Bacon Act, contractors that work on projects funded by the federal government are required to pay defined minimum wages that match the local workforce’s prevailing wage rates. For states like Iowa, which has no state prevailing wage laws, the only projects that include wage floors to ensure fair competition for local contractors are federalized projects. Without such minimum wages, out-of-area contractors paying substandard wages can unfairly undercut the local economy’s construction industry.

Unfortunately, now that the Iowa DOT facilitates local planning organizations to exchange their federal dollars for state dollars, fewer Iowa construction projects will be performed by the area’s local workforce. Research provided by the Midwest Economic Policy Institute, in partnership with Kevin Duncan, Ph. D Professor of Economics at Colorado State University-Pueblo, found that projects requiring Davis-Bacon Act wage protections were ten percent more likely to employ local contractors. For the Quad Cities area, they estimated \$2.7 million in public infrastructure dollars would go to non-local contractors, shrinking the local economic

activity of these projects by \$3.5 million.

By default, the Iowa DOT’s swap policy automatically enrolls all MPOs/RPAs as participating in the program. Thankfully, the Commission included an option that allows planning organization to “opt-out” of participating. As such, III FFC Construction Analysts in the Quad Cities area partnered with many local entities to encourage the local MPO to “opt-out” of the Iowa DOT’s Federal Aid Swap Program. This partnership included groups such as the Associated Contractors of the Quad Cities, Quad Cities Chamber of Commerce, Tri-City Building & Construction Trades Council, Davenport NAACP Unit #4019, Great River Area Labor Federation, and the National Association of Women in Construction Quad City Chapter #50. Moreover, groups such as Helmets to Hardhats, Quad Cities Interfaith, LULAC Council 10 and the Davenport Education Association encouraged the local MPO to “opt-out” of the Iowa DOT’s Federal Aid Swap Program.

The III FFC also had the privilege of worked with legislators such Congressman Dave Loebsack (IA-02), Congresswoman Cheri Bustos (IL-17), Iowa State Senator Jim Lykam, Iowa State Representatives Monica Kurth, Phyllis Thede and Cindy Winckler to prevent the federal aid swap program. Thankfully, after a public education campaign and frequent meetings with members of the MPO, the local MPO voted in May to opt out of the Federal Aid Swap Program, protecting local workers and the Quad Cities economy. More Iowa MPOs should consider following the practice of the Bi-State Regional Commission & the Johnson County MPO in opting out of this anti-worker and anti-local business policy.



III FFC Hosts Annual Construction Industry Dinner

Phoenix Corporation of the Quad Cities, a woman-owned construction company, was awarded the Contractor of the Year Award for its quality work on the I-74 bridge project.

On February 27, 2019, the III FFC hosted its Annual Construction Industry and Public Official Appreciation Dinner at the Isle of Capri in Bettendorf, Iowa. The event was a great success with over one hundred attendees gathered to honor industry leaders of the construction industry. This year, the III FFC presented several awards to public bodies and contractors who have worked tirelessly to raise standards in the construction industry.

The program was kicked off by III FFC Trustee, Marshall Douglas, who provided a warm welcome to all attendees. III FFC Executive Director, Marc Poulos, then provided a comprehensive overview of the work of our organization and its role with contractors and workers to protect local governments and taxpayers from the construction of poor-quality projects.

This year, the III FFC implemented a new awards program that reflects on the extraordinary efforts made by our partners the previous construction year and builds on our future by recognizing extraordinary leaders in our industry. The awards were presented by III FFC Construction Analyst, Andy Waeyaert, as this year's event emcee.

Tim Kammler, a City Engineer for the City of East Moline, Illinois was awarded the Public Official of the Year Award. Tim was recognized for his commitment in keeping contractors accountable for unexcused project delays and assessing liquidated damages on behalf of taxpayers.

The City of Rock Island, Illinois and Tri-City Blacktop, Inc. of Bettendorf, Iowa were recognized for their quality

work and use of a responsible contractor in executing the Douglas Park Parking Lot Improvements Project. Both were awarded the Small-Sized Project of the Year Award.

Next, the Illinois Department of Transportation and McCarthy Improvement of Davenport, Iowa were recognized for their work on the John Deere Road Improvements Project, which utilized responsible contractors and was completed six months early. Both were awarded the Large-Sized Project of the Year Award.

Finally, Phoenix Corporation of the Quad Cities, a woman-owned construction company from Port Byron, Illinois was awarded the Contractor of the Year Award. Phoenix was recognized for its quality work on the I-74 Bridge Project and public advocacy with respect to the Iowa Department of Transportation's Federal Aid Swap Program.

In addition to these awards, the Hass family from Valley Construction Company in Rock Island, Illinois was recognized at the event for partnering with Black Hawk College's Highway Construction Careers Training Program to implement a trades scholarship. The John Hass Memorial Fund

Award was presented to Frank Billups Jr., an apprentice with the International Union of Operating Engineers, Local 150. The award includes \$300 of specialty tools needed for students in an apprenticeship program.

Overall, this past Annual Construction Industry and Public Official Appreciation Dinner was our best yet.

This year, the III FFC implemented a new awards program to reflect on the extraordinary efforts made by our partners the previous construction year and build on our future.



Myron Sutton
Assistant Director
Field Operations

FOCUS ON Indiana



Gary's vision of the expansion of the port will provide new jobs to people in the area.



Casino Creates New Development Potential

During the Indiana General Assembly's last session, lawmakers undertook the task of making historic changes to Indiana's gaming laws by passing House Enrolled Act 1015. Statewide, the changes will legalize sports wagering, including wagers on mobile devices. The law also allows one of the two Gary Casino licenses to be relocated in southern Indiana while allowing Gary to relocate their casino inland. An inland site near the Borman Expressway will be a more accessible location. Moving the casinos off Lake Michigan allows the City of Gary to redevelop Buffington Harbor into an industrialized warehousing and intermodal shipping center. Gary Mayor Karen Freeman-Wilson's desire has long been to change Buffington Harbor into the "North American Intermodal Gateway" and she has cleared a major hurdle by being able to expand the harbor's potential. With immediate access to rail, the Gary airport and thoroughfares, Buffington Harbor have great potential for industrial warehousing and the transferring of products.

There are many advantages for northwest Indiana that will come out of these events. In the immediate future, the new casino is a \$300M construction project that will include a 200-room hotel. Construction is planned to be fast-tracked and will start as quickly as possible. It will ensure that many skilled craftsmen will be

working on a quality commercial development close to home. There has also been discussion of the anticipation of up to 400 new jobs to be created at the casino and hotel - jobs that offer hope of continuous employment for local families. From a long-term perspective the value of redeveloping the Buffington Harbor into an

intermodal shipping alternative to Chicago is obvious. Doris Anne Sadler, the President of the World Trade Center, Indianapolis, was quoted as saying that international companies are looking to invest in areas near major cities. "If you want to do business in the Midwest, if you want to get your product in and out of the Midwest, Gary, Indiana is an awfully good place to locate," Sadler stated.

Gary has long been interested in establishing a new Lake Michigan port for all types of cargo. In 2018, Jack Gray

Transport took a first step to support Gary's vision. A bulk material hauling business, Jack Gray Transport established Lakes & Rivers Logistics on Lake Michigan in Gary. As stevedores, they operate a material handling facility for bulk and freight materials brought in by ocean vessels, lakers, and by barge. Being located next to Chicago, America's third largest city, the port is in the perfect location for profit and growth. Gary's vision of the expansion of the port will provide new jobs to people in the area. We anxiously look forward to following these projects as they progress and add value to the region.

There has been discussion of the anticipation of up to 400 new jobs to be created at the casino and hotel jobs that offer hope of continuous employment for local families.



III FFC Attends Drone Level II Training

This past March, six Construction Analysts from the Indiana, Illinois, Iowa Foundation for Fair Contracting attended the Drone Level II course at ASIP, Local 150 in Wilmington, Illinois. It was a great learning experience because all involved were enthusiastic about improving their skills as drone pilots.

Drone Level II is designed to develop skills needed to launch successful unmanned aerial vehicle “UAV” missions compliant with Federal Aviation Administration (“FAA”) standards. Training included demonstrating an understanding of FAA part 107 regulations, mission

planning, data collection, and crew management. Learning objectives for the course consisted of identifying types of drone missions for construction projects, options for processing data, and demonstrating drone flying competency in order to launch successful FAA compliant missions.

During the course, attendees broke out into small groups to plan and execute FAA compliant projects. Drones give a new perspective of monitoring the construction industry by allowing still photographs and video to be captured from the sky. In fact, one mission during the course was to capture photos of the I-80 bridge that showcased the alarming structural deficiencies of the bridge. The various projects completed included inspections of structures and construction equipment such as cranes, mapping, observation of equipment that are being utilized in other trainings at Local 150 ASIP, and a video highlighting the types of training experienced during the week. Time was also spent training to increase competency as drone pilots. After each project, attendees returned to the classroom for a group analysis of each project. Each time, attendees either learned something new or someone passed on valuable lessons from their project.

In summary, Drone Level I and II training were an incredible experience for our Construction Analysts. It allowed our staff the ability to expand their knowledge and skill levels while also bonding as a group. Our staff is now confident in their abilities flying FAA compliant missions to further our organization’s mission of raising standards in the public construction arena. The fact that federal agencies like OSHA utilize drone programs validates our vision for the use of a drone as a tool to ensure compliance in public construction projects.

We would like to thank ASIP, Local 150 as well as Coordinator Brian Roland and Instructor Dave Bowers for a fantastic training. Our group was amazed by how smoothly everything functioned considering hundreds of members were there attending training aside from our class.



In this advanced course, III FFC's drone pilots learned about operating drones in the construction industry.

Steff Perez

Steff Perez joined the III FFC in 2018 as a Construction Analyst for Illinois covering the counties of Kane and DuPage. Prior to joining the III FFC, Steff served as a Senior Advisor to the Mayor of Calumet City. There, he led strategic initiatives for the Mayor, developed policy, staffed committee and city council meetings, and led community outreach initiatives. His time with Calumet City enlightened him about the advantages of awarding projects to responsible contractors.

Steff worked with stakeholders to roll out the City's wireless water meter replacement program as well as its LED streetlight conversion plan. "These initiatives brought great value to taxpayers by providing long term savings on utility costs and infrastructure maintenance. We were able to do so by working with experienced contractors who employ skilled workers," Perez stated.

Prior to working in local government, Steff worked in the Illinois State Capitol for the Office of the Senate President John J. Cullerton. There he served as Clerk for the Senate Environment and Conservation, Commerce & Economic Opportunity, and Labor Committees. Perez stated, "It was gratifying to be part a of the legislative process where lawmakers passed bills to protect our waterways, protect workers from wage theft, and improve our state's infrastructure." Steff also helped facilitate constituent outreach efforts like senior resources expos, healthcare seminars, and assistance with state permitting or licensing. Outside of work, Steff helped with numerous state senate campaigns.

Steff graduated from Northern Illinois University with a Bachelor of Arts in Political Science. After graduation, he went on to work for Senator Linda Holmes'

campaign as a Field Director. During college, Steff worked as a Field Organizer and Finance Assistant for Congressman Bill Foster's campaign and helped elect pro-middle class candidates to local office.

Steff's background in government has served him well as a Construction Analyst. Working with civic leaders has given Steff firsthand insight into the needs

and challenges their communities face. "I'm able to empathize with the pressures faced by elected officials and managers. It helps me explain how taxpayers benefit from the quality workmanship, safety and timeliness they can expect from responsible contractors and their workers," Perez stated.

Since joining the III FFC, Steff has worked with area construction leaders and public bodies in passing responsible bidding ordinances ("RBOs") in his area. He worked with the Fox Valley Building Trades on strengthening the Fox Valley Park District's existing RBO and worked with stakeholders in Naperville Township to pass an RBO.

Last fall, Steff trained at Local 150's Apprenticeship and Skill Improvement facility to become a Federal Aviation Administration "FAA" licensed small unmanned aircraft pilot and is a member of the III FFC's drone team. He recently completed an additional forty hours of drone training and is eager to see the program play a role in advancing the III FFC's mission. The construction industry is constantly evolving. The drone program is just one example of how

the III FFC invests in the future and in its employees. ■





III FFC Trustee Dan Aussem Sworn in as Mayor of Ottawa

As a long-time resident of Ottawa, Dan has always had an interest in politics. During his childhood, Dan helped distribute flyers for State Representative candidate Bill Callahan (Callahan lost the primary). He later worked with the Ironworkers setting up phone banks and supplying manpower for local candidates in the counties of LaSalle, Putnam and Bureau. Dan recalls that they were given candy bars after walking neighborhoods. Dan was introduced to Ottawa government when he was appointed to the Plan Commission under Mayor Eschbach in 1999. He was elected City Commissioner in 2007 and served as finance commissioner during his first term. He was re-elected the next two terms, serving as public property commissioner where he oversaw the operation of Ottawa's water and waste facilities management. Working with Mayor Eschbach, Dan and the other commissioners identified projects to beautify the City and improve tourism, which today gets roughly 2.5 million visitors annually. When Mayor Eschbach decided not to run for re-election, Dan decided to run for Mayor after a nearly fifteen-year career serving the people of Ottawa.

As Mayor, Dan Aussem's objective is to continue the progress of Ottawa by ensuring the city's roads, bridges, and sewers are up to date.

In addition to his role in public service, Dan is also the Executive Director of the Illinois Valley Contractors Association and sits on the Board of Directors for the Construction Research Foundation, which oversees the Indiana, Illinois, Iowa Foundation for Fair Contracting and the IUOE, Local 150 Scholarship Fund program. Dan has management trustee experience in four pension funds with \$4.3 billion in assets as well as serves as trustee on four health insurance funds serving 4,800 families as well as apprenticeship and training funds. Dan's commitment to public service in Ottawa and his role as Executive Director of the Illinois Valley Contractors Association helped prepare him for his role as Mayor. As Mayor of Ottawa, Dan's objective is to ensure that the City's roads, bridges, and sewers are up to date. Some of Ottawa's big projects include the replacement of the Fox River Water Main, resurfacing and intersection improvements of Route 23, expansion of a riverfront development on a former school site along the Illinois river and a canal rewatering project.



Naperville Township is Leading the Way for Taxpayer Value

Dedicated community service and increasing taxpayer value is what drives the leadership at Naperville Township. Founded in 1849, it serves over 103,000 residents today. Townships are rarely, if ever, present in taxpayers' minds. In the case of Naperville Township, its highly efficient operations and ending each fiscal year with zero debt keep it running under the radar. Property tax assessments within the township are among the most accurate in Illinois, and the Road District maintains 16 miles of road at a cost that cannot be replicated by any other unit of government.

Upon winning election to the office of Supervisor, Eddie Bedford told the Daily Herald, "Let's get to the basics of what township government is supposed to be about and that's serving the people." Since his election in 2017, Bedford has maintained that attitude. The Naperville Township Board of Trustees reduced the 2019-2020 Naperville Township tax levy by \$200,000. Bedford hopes that trend of fiscal responsibility continues in the coming years.

During the 2019 election, a referendum was placed on the ballot by the Board of Trustees to dissolve the Road District into the Township and undo a prior referendum that would have led to higher taxes for Naperville Township residents

and loss of local decision-making. This referendum passed with an unprecedented 75 percent of voters saying "Yes." The Naperville Township Road District now continues to maintain its 16 miles of roads in unincorporated portions of Aurora and Naperville and offer residents a high quality of service, including free brush pickup dates.

In 2018, Naperville Township upped the ante when it came to increasing taxpayer value by becoming the first township in DuPage County to pass a Responsible Bidder Ordinance (RBO). RBOs are like an insurance policy for taxpayers because these local ordinances establish objective standards that contractors must meet, in order to win bids and undertake construction projects using taxpayer dollars. "RBOs help responsible local contractors win bids, ensure

that construction projects are done on-time and within budget, and provide the best value for taxpayers with no additional costs," said Naperville Township Clerk Nate Sippel. "Making sure taxpayers get quality work for their dollars is something every public body should strive for."





L-R: Construction Analyst, Steff Perez; Assistant Director, Jodi Frailey; Assistant Director, Michael Lingl; Construction Analyst, Gerardo Mendez; Executive Director, Marc Poulos; Communications Director, Laura Byrne; Policy Director, Josh Weger; Counsel, Melissa Binetti; Counsel, Joseph Sweeney; Counsel, Kara Principe.

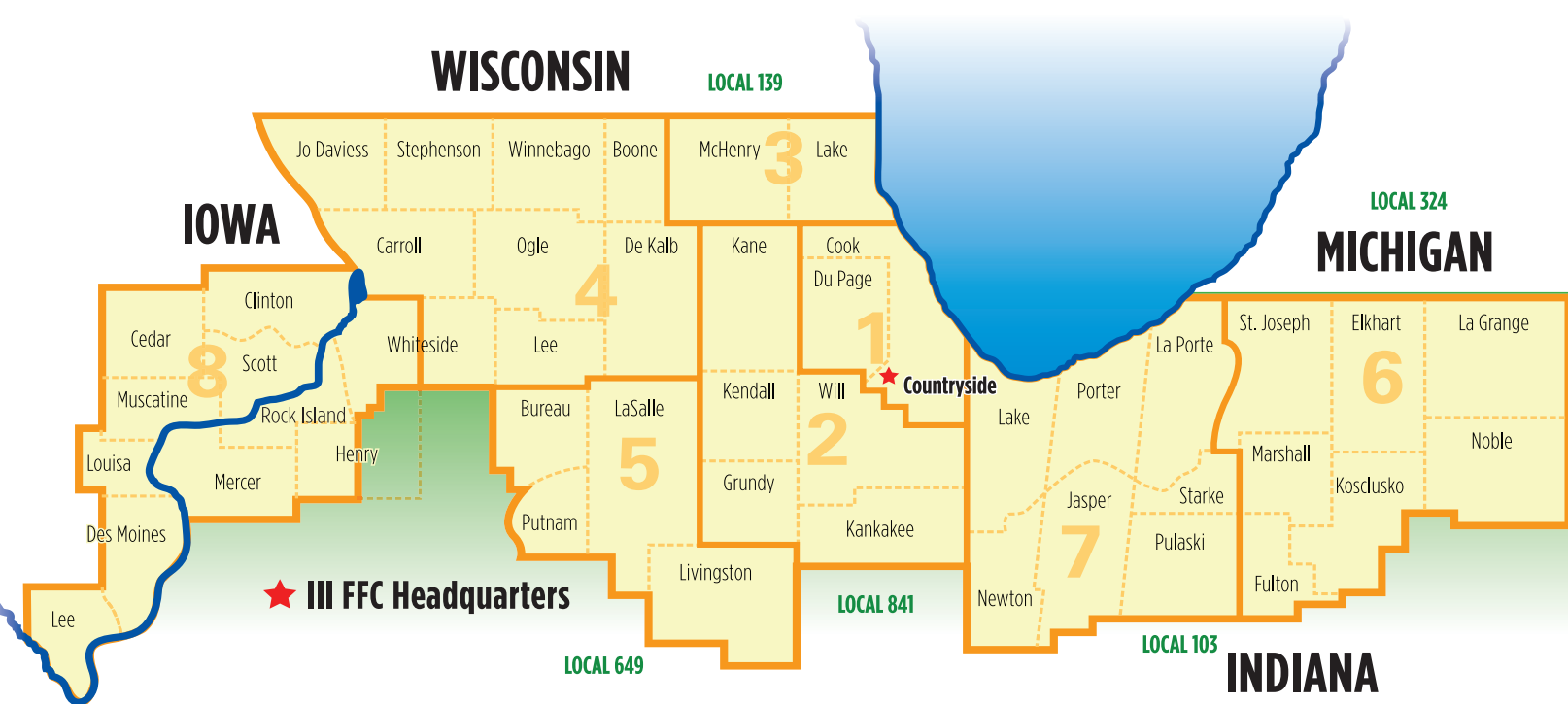
CISCO Awards Executive Director, Marc Poulos Labor Advocate of the Year Award!

This past spring, the ILL FFC attended the annual Construction Industry Service Corporation's ("CISCO") annual meeting where Executive Director, Marc Poulos received CISCO's Labor Advocate of the Year Award. CISCO recognized Marc for his fifteen-year career as an advocate of labor and

the critical role he played in the passage of the Safe Roads Amendment in 2016. The Amendment created a constitutional lock box, preventing transportation funding from being diverted to other funds. Such a lock box proved to be necessary as highlighted by the recent Lake Shore Drive shut down in Chicago due to structural deficiencies.

Marc also advocated for the recent capital infrastructure bill that passed in Illinois. In an interview with WGN9 on Illinois' infrastructure needs, he stated, "Everybody out there has to recognize that transportation is like every other utility that they use. When they turn on the faucet, they expect water to come out, when they turn on the light switch, they expect electricity to come out. When they drive over bridges or drive on roads, they expect it to work." As an advocate of labor, Marc played an active role in supporting this legislation that will provide roughly \$2 billion in sustainable transportation funding every year for state and local governments.





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