

SPRING/SUMMER 2016



The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY

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Road Fund Lock Box Vote "Yes" on the Safe Roads Amendment

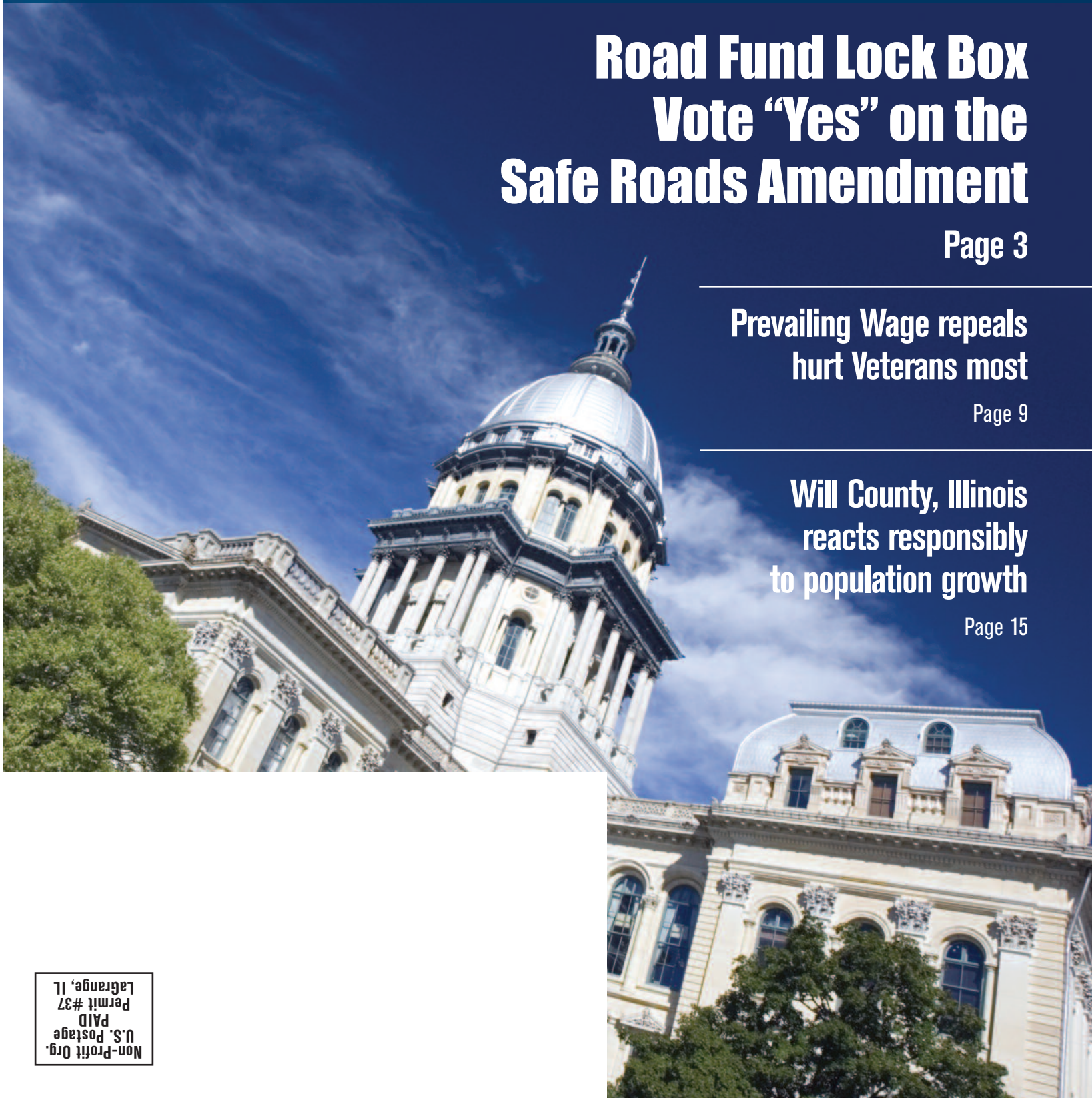
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Prevailing Wage repeals hurt Veterans most

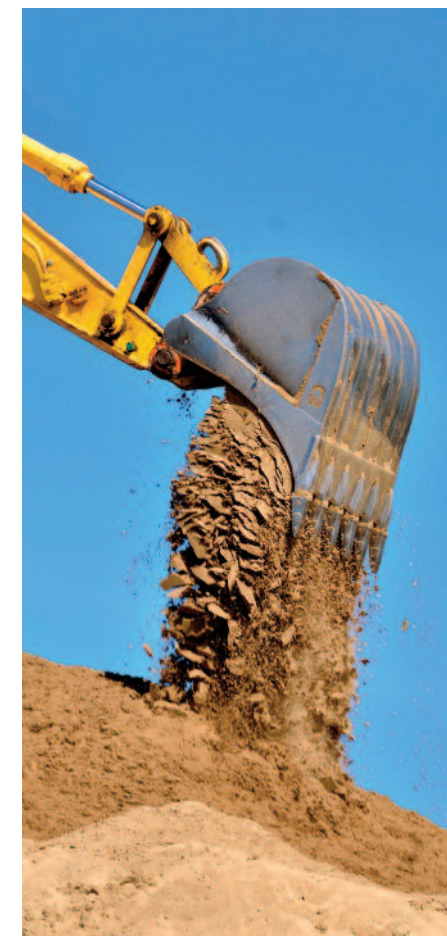
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Will County, Illinois reacts responsibly to population growth

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The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY



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Road Fund Lock Box is up to Illinois voters in November

Illinois' transportation systems have been underfunded for far too long. As the transportation hub of the nation, there are nearly 70 public transit providers in Illinois transporting over 400 million rides to workers, families, and tourists on Illinois roads.¹ With half of the nation's freight going through Chicago, the city will not be able to keep up with the demand if transportation funding continues to be pushed aside. Moreover, Chicago is the 2nd largest rail network in the country, with rail freight expected to increase by 24 percent in the next ten years. Congestion costs will push our transportation systems past its limits without further funding.²

In April 2016, proposed Illinois constitutional amendment HJRCA 36 (House Joint Resolution Constitutional Amendment 36) passed in the House with a vote 98-4 in favor and in the Senate with nearly unanimous support. This November, Illinois voters will have the opportunity to vote on the constitutional amendment that would revoke the state government's authority to pillage state transportation funds to allocate them toward other state produced problems. HJRCA 36, known as the Safe Roads Amendment, would lock in the revenue generated from the state's motor fuel tax, tollways, licenses, and vehicle registration fees into a protected fund referred to as a "lockbox." By voting to pass the "lockbox," Illinoisans will be assured that this money can only be used to maintain public roads, bridges, mass transit, and airports, among many other transportation needs.

Establishing the lockbox is necessary to maintain Illinois' transportation systems due to the state continuously diverting money away from the road fund. In 2006, the state issued \$3 billion in state bonds for transportation and infrastructure projects, only to later take the money away and put it toward fixing other state problems. Again, in 2013 the state of Illinois' Office of the Auditor General found that less than half of Illinois' road fund expenditures went for direct road construction costs in FY11 and FY12. Last year, nearly \$500 million was taken away from the Illinois Road Fund to "balance" the state budget. In total, the Transportation for Illinois Coalition estimates that over



The Metropolitan Planning Council recently estimated that Illinois has a transportation deficit of \$43 billion.



\$6.4 billion have been diverted from the state's road fund since 2003.

Maintaining the existing system is important, however the state also needs to improve capacity and invest in modern infrastructure to meet the growing demand. The Metropolitan Planning Council recently estimated that Illinois has a transportation

deficit of \$43 billion! Illinois needs at least \$4.3 billion per year over the next decade to fix and improve existing roads, bridges, and public transit systems that are in poor condition. If no action is taken to raise revenue for infrastructure needs, the state will lose an additional \$110 billion over ten years in vehicle repairs and congestion costs. Illinois is in dire need of investments in infrastructure, which in turn will promote business and economic growth. Tell everyone to vote yes on the Safe Roads Amendment.

1. Manzo, Frank, IV. "A \$10 Billion Loss Illinois' Motor Fuel Tax Should Have an Inflationary Adjustment." <http://illinoisepi.org/countrysidenonprofit/wp-content/uploads/2013/10/ILEPI-Economic-Commentary-Index-the-Motor-Fuel-Tax-FINAL.pdf>.
2. "Transit" 2013 Report Card for Americas Infrastructure. 2014. Accessed July 11, 2016. <http://www.infrastructurereportcard.org/illinois/transit/>.



LETTER FROM THE Executive Director

Marc R. Poulos

The State's budget crisis is real and impacts the daily lives of the people of Illinois.



Illinois Transportation Funding Crisis

Without a balanced budget in place, Illinois has been on the brink of missing its next construction season. Fortunately, the legislature and Governor Rauner were able to meet a temporary budget compromise on June 30, 2016 that will help continued funding of Illinois' infrastructure. As the transportation hub of the Midwest, strengthening our economy rests on maintaining our roads and bridges. The Illinois Department of Transportation currently has more than 800 ongoing projects that will need to be properly funded in order to continue. Without a balanced budget, the impact would have had a detrimental impact not only to our economy, but the communities where these projects are taking place.

Last year, the state narrowly avoided the closure of numerous state projects because the legislature passed a capital appropriation to continue funding. With an ongoing pension crisis and the closure of numerous public schools and universities, we could not continue to hurt our economy by neglecting our transportation needs. Jodi Golden, the head of the Capitol Development Board stated, "the sad truth is, without a stopgap funding bill, we won't be able to pay for the necessary projects to fix our corrections facilities, our universities and our veterans' homes."¹

The State's budget crisis is real and impacts the daily lives of the people of Illinois. People wondered if public schools would receive funding in time to open in the fall or if retirees would receive the pensions they rightfully earned. Continued inaction by the state would have resulted in an immediate loss of 25,000 middle

class jobs."²

Following the Illinois budget agreement that was negotiated on June 30, the state government will avoid collapse for the 2016 year, but is still in a state of high anxiety. While the temporary budget plan passed in the House 105-4 and passed unanimously in the Senate, the agreement does not solve the full budget impasse. What the budget agreement will do is ensure public schools stay open for a year, provide colleges and social services programs money for six months, and keep road construction projects going.

Illinois' budget battle will continue again when legislators return to Springfield in November. Bipartisan support will be needed and Illinois will have to come to terms with reality to resolve the budget crisis instead of continuing the cycle of temporary budget plans Illinoisans have become accustomed to.

FNT 1 "IDOT Chief: Road Construction at Risk without Stopgap Budget." Pantagraph.com. Accessed July 12, 2016. http://www.pantagraph.com/news/state-and-regional/illinois/government-and-politics/idot-chief-road-construction-at-risk-without-stopgap-budget/article_6ce9fefa-847a-5960-9b00-fe74bed0b817.html.

FNT 2 Ibid.

LEGAL CORNER



SB 2964 Streamlines Prevailing Wage Process

Passed by an overwhelming majority in both the House and Senate with bi-partisan support, Senate Bill 2964 streamlines the process of determining prevailing wage rates under the Illinois Prevailing Wage Act. And a streamlined process saves the State, contractors, and labor organizations significant time and resources, thereby saving taxpayer dollars.

Section 9 of the Prevailing Wage Act (820 ILCS 130/9) requires the Illinois Department of Labor (IDOL) to "investigate and ascertain" the prevailing rate of wages during the month of June. Senate Bill 2964 codifies IDOL's long-standing practice of relying on collective bargaining agreements (CBAs) to establish prevailing wage rates on public works construction projects.

For over a decade, IDOL relied on statements from labor organizations and contractor associations which certified rates established by CBAs as the prevailing rate of wages in a particular county. IDOL's decision to rely on CBAs under both Democratic and Republican administrations was based on a recognition that work on public construction projects throughout the state is overwhelmingly performed by workers employed by contractors that are signatory to CBAs.

A review of prevailing wage statutes across the country further demonstrates that relying on CBAs that prevail in a particular county is a reasonable practice, and should be codified in Illinois. With all this

in mind, the III FFC supported Senate Bill 2964.

The Focus on Illinois article on pages 6-7 discusses a few of the problems resulting from IDOL's unilateral implementation of an entirely different survey process in June 2016. One of the biggest problems was the significant time and resources interested parties such as contractors, contractor associations, unions, and fair contracting groups spent responding to the survey. At the end of the day, the III FFC anticipates that the information submitted will unequivocally demonstrate that collectively bargained rates prevail across the State.

Streamlining the process would significantly decrease the administrative burden on IDOL, which can then invest more resources in education and enforcement of the many laws it administers to protect Illinois workers. A more efficient state agency is good for Illinois taxpayers, particularly as we enter our second year without a full State budget. A more efficient process

is also good for contractors and labor organizations, who can focus their time and resources on the public works construction projects in full-swing during the summer construction season. This is also good for taxpayers who benefit from improved infrastructure, as well as indirect benefits resulting from a productive labor force throughout the state.

The III FFC is hopeful that the General Assembly will stick with its overwhelming support of Senate Bill 2964 and override the Governor's veto when it is back in session later this year.

A review of prevailing wage statutes across the country further demonstrates that relying on CBAs that prevail in a particular county is a reasonable practice, and should be codified in Illinois.



Melissa Binetti Counsel for the III FFC



Kara Principe Counsel for the III FFC



Michael Lingl
SUPERVISOR

FOCUS ON
Illinois

IDOL's Prevailing Wage Survey raises more questions than answers

Earlier this summer, the Illinois Department of Labor (IDOL) shook up the public construction industry with a notice of an online prevailing wage survey. A June 1, 2016 correspondence from IDOL requested survey responses by June 24, 2016. After considering requests for additional time to submit information, this deadline was later extended to June 30, 2016, and then again to August 1, 2016.

The June 1 notice was surprising for a number of reasons. First, the short timeline for contractors and unions to respond came just as the construction industry was entering its busiest season. In fact, many organizations already submitted certified information prior to the June 1 notice because section 9 of the Prevailing Wage Act requires IDOL to investigate and ascertain the prevailing rate of wages in the month of June. With this in mind, interested parties historically submit information at the end of May or early June for IDOL's consideration. However, IDOL informed interested parties that they would need to resubmit via the new online system.

Another troubling component of the survey was IDOL's adoption of an entirely new classification system based on a federal Standard Occupational Classification (SOC) system used by the U.S. Department of Labor, Bureau of Labor Statistics. This system includes over 840 detailed occupations ranging from computers and social sciences, to healthcare and sales, as well as construction. IDOL selected approximately 44 SOC codes, including "other" for interested parties to submit information.

While it is important to have a standardized system, it is unclear why IDOL abandoned the classifications and descriptions that have been in place for decades

and replaced it with the SOC Codes that require interested parties to submit information that does not necessarily reflect the construction practices in Illinois.

While IDOL attended meetings to respond to concerns about the survey, representatives were not able to provide answers to questions about reclassifying trades under the SOC system, or what to do if an existing classification appeared to fall under one or more of the new classifications.

For example, the classifications of Material Tester I and Material Tester II have been part of IDOL's prevailing wage schedules for nearly a decade. However, because IDOL did not include a similar SOC classification, this appears that this work should be reported under "All Other."

In other cases, trades like the Operating Engineers were required to submit duplicative entries. For example, the general description of "Operating Engineer and other Construction Equipment Operators" includes operating construction equipment to "pour concrete or other hard surface pavement." But the "Paving, Surfacing, and Tamping Equipment Operators" also includes "operate equipment used for applying concrete," as well as "concrete and asphalt paving machine operators." Because both descriptions could cover operating equipment for paving, it was necessary to submit duplicative entries under each classification.

Another unanticipated change 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

IDOL should have provided sufficient notice and time for interested parties to raise questions about the SOC codes, and should have provided a response that would clarify the process for everyone involved.



Trades like the Operating Engineers were required to submit duplicative entries. For example, multiple classifications could cover operating equipment for paving.

contractors. Allowing associations to submit information streamlined the process for thousands of contractors who did not have to worry about this administrative burden during the height of the construction season.

Some have argued that IDOL's change to how it investigates and ascertains prevailing wage rates constitutes inappropriate rule making, and asked that IDOL consider all information submitted, instead of rejecting materials that were relied on for years to establish prevailing wage rates.

Rulemaking or not, it is certainly disappointing that IDOL ignored requests from interested parties to participate in developing a new classification system that would better reflect the trades performing work on public works projects in Illinois. At a minimum, IDOL should have provided sufficient notice and time for interested parties to raise questions about the SOC codes, and should have provided a response that would clarify the process for everyone involved.

As a labor-management organization, the III FFC hoped to discuss the survey process on behalf of IUOE Local 150 and its signatory contractors, but to no avail after contacting the Department repeatedly



It is unclear why IDOL abandoned the classifications and descriptions that have been in place for over a decade

over the past year-and-a-half to discuss the issue.

Anticipating changes, the III FFC supported Senate Bill 2964, which codifies IDOL's long-standing process of relying on collective bargaining agreements to establish prevailing wage rates. While the fate of Senate Bill 2964 is unknown (discussed in the Legal Corner on page 5), the III FFC is hopeful that IDOL will continue to review the feedback of interested parties including contractor associations, contractors, unions, and fair contracting groups to have a discussion of how the prevailing wage survey process can be streamlined in the future. ■



Marcella Kunstek
III FFC MONITOR

FOCUS ON
Indiana



Wheel Tax puts Indiana communities on the road to infrastructure repair

A primary focus of the 2016 Indiana legislative session was funding infrastructure and roads. As a result, new road-funding legislation, House Enrolled Act 1001 (HEA 1001), was born. Known to many as a “wheel tax,” the legislation will, among other things, allow local communities to receive approximately \$430 million in funding over a three year period beginning in 2017 to fix local roadways.

HEA 1001 requires local officials to create a local wheel tax with the state providing a matching grant of up to \$1 million to qualifying communities. As many know, simply using the word “tax” sends many residents and local leaders into a frenzy. However, if a municipality does not adopt such a funding policy, it will not be considered for the matching grant monies from the Indiana Department of Transportation. (INDOT)

Indiana Senate President David Long referred to the legislation as having “skin in the game” and stated that some local leaders refuse to make hard choices.

Mayor James Snyder of Portage, Indiana did not allow that to happen. Mayor Snyder’s community was one of the first to adopt the newly created wheel tax, led by a bipartisan group including Mayor Snyder, Clerk Treasurer Chris Stidam, and City Council President Mark Oprisko. Together, they decided to jump in and get the needed funding to improve their community. Mayor Snyder stated “we, as elected officials, have to make the hard decisions. No one wants to impose a tax on citizens. For a community to thrive you must make improvements and keeping up with our roadways is



Northern Indiana communities that have adopted a “wheel tax”

(to date)

- | | |
|--------------|---------------------|
| ▶ Portage | ▶ Crown Point |
| ▶ Valparaiso | ▶ Merrillville |
| ▶ LaPorte | ▶ St. Joseph County |
| ▶ Gary | ▶ Elkhart County |
| ▶ Munster | ▶ Fulton County |
| ▶ Dyer | ▶ Kosciusko County |

one of those improvements needed.”

Below are some highlights of HEA 1001:

- Allows a municipality of greater than 10,000 to establish a “wheel tax”;
- INDOT will match \$150 million the first year, \$70 million the second year, and \$100 million the third year;
- The grant program requires a municipality to provide a 50/50 match and will include a cap;
- The wheel tax is raised through payments of vehicle registration and can range from \$5.00 to \$40.00;

• Eligible projects must use monies on infrastructure and road projects including: road resurfacing, bridge rehabilitation, road reconstruction, and ADA compliance;

• The deadline to adopt a wheel tax was July 29, 2016.

Many motorists think all 7 cents of the sales tax they pay on gas goes to roads. However, up until 2016, downstate legislators only devoted 1 penny to roads, finally increasing the amount to 2.5 cents. The remainder has gone into the state’s bloated \$2 billion surplus rather than flowing back to cash-starved communities.

While personally attending many of the local council meetings concerning wheel tax adoption, I found it interesting to learn that it costs approximately \$72,000 to pave one mile of road with two inches of asphalt. And that figure does not even include the prep work required. Although tax increases are unpopular, it is easy to understand why community leaders must make the tough decisions. ■

“For a community to thrive you must make improvements and keeping up with our roadways is one of those improvements needed.”
Mayor James Snyder
Portage, Indiana

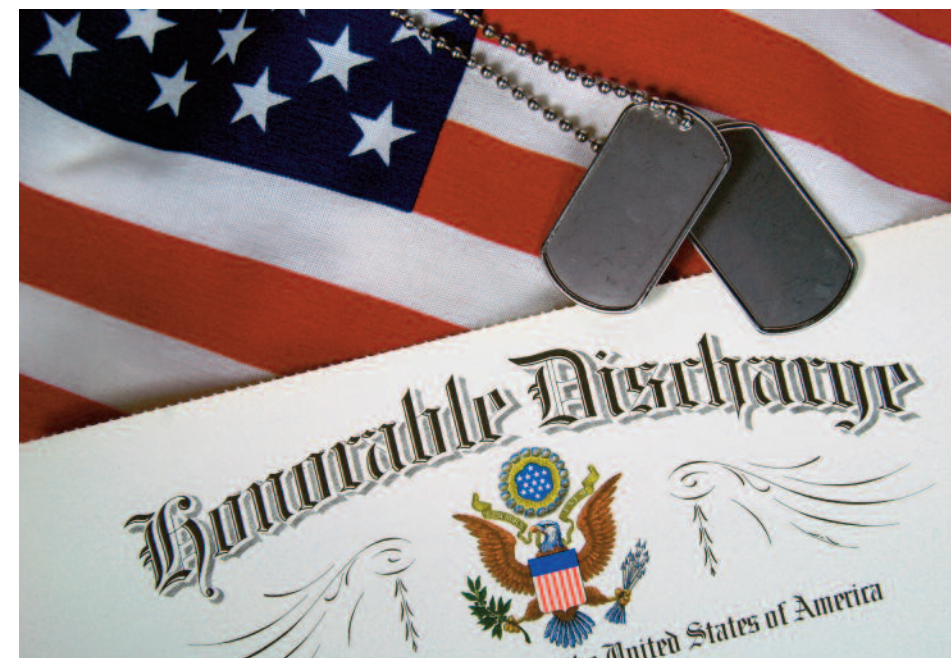
Attacks on Prevailing Wage is a Veterans Issue

Over the years, prevailing wage laws have been under constant attacks from opponents who claim that these laws raise construction costs by 20 to 30 percent. Despite the fact that numerous studies have been conducted to demonstrate that prevailing wages do not in fact increase construction costs, opponents simply disregard the reports as inconclusive. Protecting prevailing wage is not only important for our economy, but also helps to ensure that we are taking care of the veterans that have dedicated their lives to our country.

The repeal of state prevailing wage laws would create an economic disaster for veterans who are more likely to work in construction than non-veterans. Currently, veterans account for 5.8 percent of the overall workforce, but comprise 6.9 percent of all blue-collar construction workers.¹ To help veterans transition back into civilian lives, the military has increased focus on promoting skilled apprenticeship programs. Many veterans have stated that transitioning back into their civilian lives was difficult because it was hard to find employment. Repealing state prevailing wage laws would cost “65,000 veterans their jobs and [force] nearly 8,000 Veteran-owned construction businesses to close their doors-permanently.”²

Over the past five years, over one million veterans have reentered civilian life through the construction industry.³ Construction is one of the fastest growing industries with employers reporting widespread skill shortages. Since 2014, eleven states have altered or repealed their prevailing wage laws: California, Illinois, Indiana, Kentucky, Michigan, Missouri, Nevada, New Mexico, New York, West Virginia, and Wisconsin.⁴

The need for construction is only going to become more widespread. The Metropolitan Planning Council estimates that Illinois would need to allocate \$43 billion in transportation funding over the next ten years to bring



Repealing state prevailing wage laws would cost 65,000 veterans their jobs.

the state’s crumbling infrastructure up to safe conditions.⁵

Repealing prevailing wage is not the smart route for our country’s sake, nor the sake of our veterans. ■



Laura Byrne
III FFC
Communications
Director

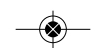
1. Manzo, Frank, IV. “The Impact of Prevailing Wage Laws on Military Veterans: AN ECONOMIC AND LABOR MARKET ANALYSIS.” http://b.3cdn.net/votevets/62350ae9afd6c4c714_0jm6bsc5b.pdf.

2. Soltz, Jon. “Prevailing Wage Is a Veterans Issue.” The Huffington Post. Accessed July 08, 2016. http://www.huffingtonpost.com/jon-soltz/prevailing-wage-is-a-vete_b_10083340.html.

3. *Ibid.*

4. 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](http://b.3cdn.net/votevets/62350ae9afd6c4c714_0jm6bsc5b.pdf).

5. *Ibid.*



Nathan Reichert
III FFC MONITOR



Michael Siciliano
III FFC MONITOR



Isle of Capri Casino Bettendorf utilizes Impact Agreement for Construction of new casino

III FFC construction monitors Michael Siciliano and Nathan Reichert consider themselves lucky to be able to work closely with labor management organization Illowa. Throughout the years, III FFC has grown close with Illowa Executive Director Jerry Lack. Jerry has worked hard trying to bring local construction projects under an IMPACT agreement. We are proud to let others know just how important Illowa is for local communities, workers, and their families. Below, Jerry explains the new Isle of Capri Casino project, Illowa, and IMPACT.

The Isle of Capri project and general contractor Kraus Anderson utilized the Illowa Construction Labor & Management Council's Project Labor Agreement (PLA), known as IMPACT, for construction of the new \$60 million land based Isle of Capri Casino in Bettendorf, Iowa. The 82,000 square foot facility features a 35,000 square foot gaming floor with nearly 1,000 slot machines and 20 table games. It also

includes three restaurants, a fitness center, and VIP lounge.

Kraus Anderson utilized local subcontractors and members of the Tri-City Building Trades Council for the construction project that was completed in nearly one year and celebrated its grand opening on June 24, 2016.



Pictured left to right: III FFC's Michael Siciliano, Illowa Executive Director Jerry Lack and III FFC's Supervisor, John Freitag.

Illowa's IMPACT agreement is a very successful PLA that has been utilized by owners and developers on approximately 400 projects in the Quad Cities area. IMPACT has been used repeatedly by the private and public sectors, as well as non-profit organizations.

The Illowa Construction Labor & Management Council was formed in 1985 by members of the Tri-City Building Trades Council, area contractors, and contractors associations such as Quad Cities Chapter of NECA, Eastern Iowa & Western Illinois Mechanical Contractors Association, and the Quad Cities Painting & Decorating Contractors Association. Illowa currently has a 20 member board of directors comprised of 10 labor and 10 management representatives. Rory Washburn, Director of the Tri-City Building Trades Council, and Steve Tondi, President of the Quad Cities Associated General Contractors, serve as co-chairs.

IMPACT also provides owners the opportunity to employ local workers and contractors on construction projects, thereby helping to stimulate the local economy and keep business investment and tax dollars in the area. Illowa appreciates the Isle of Capri's commitment to using area contractors and labor for its construction projects.

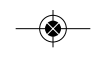
IMPACT works to ensure the highest quality and productivity is in place for each construction project by providing a pool of highly trained and skilled professional trade members from the Tri-City Building Trades Council. These workers have completed the joint union-contractor apprenticeship training programs and have top-notch training in construction and workplace safety.

IMPACT gives project owners the assurance that their construction project is managed by highly qualified contractors that have years of experience and stellar reputations for delivering quality projects in the community. The IMPACT agreement is very unique from other PLAs because it was co-written by both labor and management working hand in hand, thereby ensuring joint cooperation and avoiding costly delays.

Illowa IMPACT agreement provides opportunity to employ local workers and contractors on construction projects



Illowa's IMPACT agreement is a very successful PLA that has been utilized by owners and developers on approximately 400 projects in the Quad Cities area.

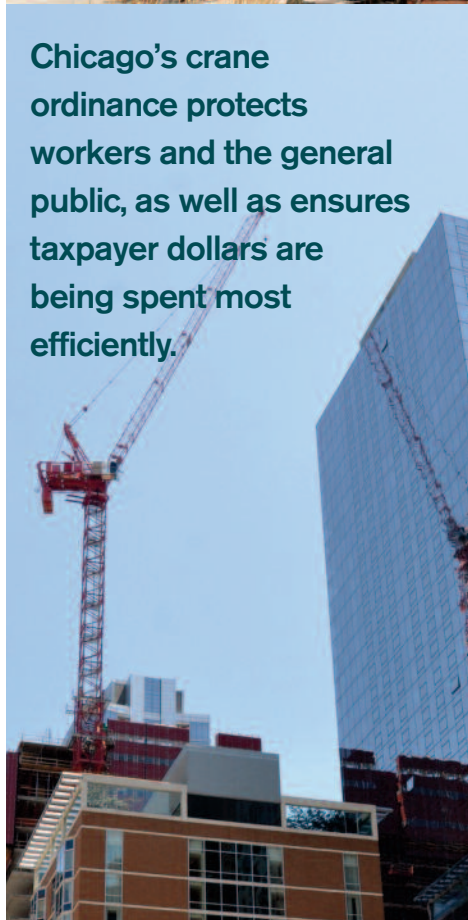




Photos by Celine Goncharoff

Higher crane safety standards lower risk for all

Chicago's crane ordinance protects workers and the general public, as well as ensures taxpayer dollars are being spent most efficiently.



City of Chicago is in the forefront of crane safety

Because cranes are usually the largest pieces of equipment on job sites, accidents caused by cranes can create the most risk to workers and the general public. According to the Bureau of Labor Statistics' Census of Fatal Occupational Injuries, an average of 71 fatalities per year result from crane accidents.¹ With more than 250,000 crane operators nationally it is paramount that only the most qualified and trained crane operators are running the equipment so the general public is ensured their safety.

Over the last four years, Texas, California, Florida, and Louisiana took the lead in the most fatalities due to crane injuries. Last year, New York had a fatal crane accident when an air conditioning unit plunged nearly 30 stories and injured ten people from falling debris.² While those injured recovered from the accident, all necessary precautions should be made to bring the statistics of crane accidents to zero.

The City of Chicago recently took the initiative on protecting the general public from construction accidents by passing a new

crane ordinance. The ordinance was passed by the Chicago City Council in November 2013, but became fully effective this past March. Under the guidelines of the old ordinance, crane operators were required to obtain licenses for "any crane equipment with a rated lifting/hoisting capacity of over 10,000 pounds."³ The newly implemented ordinance requires any person operating a crane to obtain a Chicago Crane Operator License with a rated lifting capacity of over 2,000 pounds.⁴

Such an initiative helps bring Chicago into the forefront of crane operation safety. The resulting ordinance protects workers and the general public, as well as ensures taxpayer dollars are being spent most efficiently. ■

1. "OSHA Priorities—Crane and Hoist Safety." OSHA Priorities - Crane and Hoist Safety. Accessed July 12, 2016. <https://www.osha.gov/archive/oshinfo/priorities/crane.html>.

2. "AC Unit Plunges Nearly 30 Stories in Midtown Crane Accident; 10 Hurt." NBC New York. Accessed July 12, 2016. <http://www.nbcnewyork.com/news/local/Crane-Collapses-in-Midtown-Manhattan-305606991.html>.

3. "Crane Operator License." City of Chicago. Accessed July 12, 2016. http://www.cityofchicago.org/city/en/depts/bldgs/supp_info/suppinfo.html.

4. *Ibid.*

Contractor Spotlight



GLI Services, Inc.—Evolving with a changing market

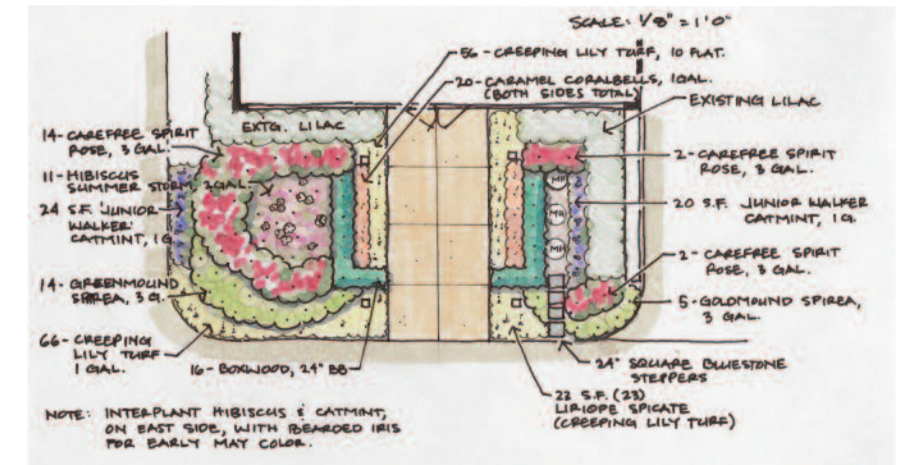
For the past 32 years, GLI Services, Inc. (doing business as George's Landscaping, Inc.) has thrived on a simple business concept, keeping customers happy through quality work. This concept has helped the company evolve throughout the years into one of Illinois' leading landscape construction contractors. Their work can be seen throughout numerous municipal playgrounds, park districts, and in residential areas ranging from Schaumburg to Kankakee.

In 1984, George's Landscaping, Inc. was founded by George Petecki, Jr. with a simple goal, to help fund his education at the Illinois Institute of Technology. He was going to school to become an electrical engineer and even in the late eighties, tuition was costly. He mowed lawns throughout high school and developed a client base that was too happy with his services to walk away from. George hired a few more people and kept his clients coming back year after year.

As George started to expand the company's services, he did not change the quality of his lawn maintenance. After getting past the challenges of residential construction, George moved into the public sector, mastering the bidding process and being awarded construction contracts of numerous park districts and school recreational sites all over the Chicagoland area. The public bidding process is still the main method of obtaining work contracts, but competition is tougher than ever before.

To better describe the broadening scope of services and divisions, George's Landscaping, Inc. changed their name to GLI Services, Inc. GLI builds playgrounds, baseball fields, and installs outdoor site furnishings to name a few of the amenities constructed. In addition, GLI provides commercial snow removal services, balancing months when landscape work slows down.

George was among the first contractors in Illinois to install splash pads, a trend in park district design and programming. These zero depth water play areas are less costly to build and maintain than a swimming pool. George became certified by the Illinois Department of Public Health in 2013, as the state began to require contractors to have the appropriate knowledge base to build these facilities. Splash



CONCEPT 4—TEAMSTER CITY



From concept to reality—project at Teamster City in Chicago.

pads are somewhat of a niche market for GLI Services today.

George runs a lean office. His staff consists of one superintendent, one project manager, and an office manager, as well as lawn maintenance and construction crews in the field. George remains actively involved in running many of the public works projects under construction. He continues to offer landscape design services to streamline the design-build process for his clients. ■

MONITOR PROFILE

Michael R. Harn

A lifetime in the Construction Industry

At the age of 14, Michael Harn began working in the construction industry. He spent summers learning about construction working for his father, a general contractor. After high school, Michael continued working construction as a Teamster and Operating Engineer in his father's company. Michael has worked in and around the construction industry throughout his life. For the last 11 years, Michael has been the Village President of Forreston, Illinois, in northwest Illinois. During his tenure as Village President, Michael implemented a hands on approach in dealing with the varying aspects of financial limitations that the majority of small communities encounter. If it were not for his hands on approach, the Village of Forreston would not be in the secure position it is today.

Shortly after Michael stepped into the position of Village President, the Illinois Department of Transportation started a project within the Village limits.

Because of Michael's knowledge of the construction industry, he was able to prevent a significant expense of taxpayer dollars.

Michael also guided the Village of Forreston in utilizing Illinois grants and low



Michael has worked in and around the construction industry throughout his life.

interest loan programs to update and upgrade water mains and sewer lines. Under Michael's leadership and the assistance of Mick Gronewold, Principle of Fehr Graham Engineering and Environmental, the Village of Forreston recently secured a low interest loan from the Illinois Environmental Protection Agency to rebuild the waste water treatment facility. The Village of Forreston was able to rebuild the plant for \$2.9 million, significantly less cost than other waste water facilities in the area. The Village of Forreston now has a waste water treatment plant that will not need to be upgraded or mandated



for upgrade for a minimum of 25 years. While keeping the cost of the plant within budget and keeping change orders under 10 percent, the project was a win for the taxpayers. In 1985, Michael joined the Ogle County Sheriff's Office. He performed a variety of positions for the office throughout his 29 year career. In November of 2010, Michael was elected Ogle County Sheriff and held that position until November of 2014, when he retired.

In March of 2015, Michael began a new journey working for the III FFC. Michael knows that his vast knowledge in construction and dealing with projects regarding certified payrolls, lien waivers, public bid openings and FOIA requests complement the work he does for the III FFC monitoring projects throughout Kane and DuPage counties

Michael has been married to his wife, Sara for 18 years and has 4 children. Adam is a Civil Engineer in the Chicago area. Andrew serves as an Airman in the United States Air Force and is currently stationed in South Carolina. Isabelle will be a high junior this fall and Emma will be in 7th grade. ■

PUBLIC BODY SPOTLIGHT



WILL COUNTY, ILLINOIS

Progressive county reacts responsibly to growing population

Will County, Illinois is located in the north-eastern part of the State and is the fourth largest County in Illinois. Census data released in July of 2015 shows that Will County grew by 45 percent between 2006 and 2015.¹ This growth made it necessary for the Will County Board to plan various infrastructure and facility improvements to handle the growth within the County. There are roughly 700,000 people living in Will County and some projections show that the population of the County could reach over 1,000,000 people in the new decade to come.²

Aside from various infrastructure improvements, several large facility projects will be taking place within the next year. These projects include a new building for the sheriff's office, a new county courthouse, and a new health department building. Will County has been accepting bids for various parts of construction of the sheriff's office. The goal for the county courthouse is to be finished by the end of 2019. Also in the plans for the County is a satellite courthouse. These projects will require large expenditures of public tax dollars.

The III FFC has been a proponent of responsible bidder ordinances (RBOs) when it comes to the use of public tax dollars for public construction. We believe that every public body should have objective criteria that they use to evaluate bidders on public construction projects. One of the key components that we recommend is participation in an applicable United States Department of Labor Apprenticeship and Training approved apprenticeship programs. In the III FFC's opinion, these programs



A steady increase in population has made it necessary for the Will County Board to plan various infrastructure and facility improvements to handle the growth within the County including a new court house.

provide the necessary skills and safety training that should be mandatory on public construction projects.

In December 2008, the Will County Board approved changes to the Will County Purchasing Ordinance that included objective criteria for determining responsible contractors which included

participation in USDOL approved apprenticeship programs. The Will County Board was one of the first County Boards in Illinois to approve such requirements.

In June of 2016, the Will County Board unanimously approved the "Management Labor Agreement for Will County Projects." This agreement is a step beyond the existing RBO. It originates with the Three Rivers Construction Alliance's "Blueprint For Success – A Project Labor-Management Agreement." The agreement specifically applies to the new

sheriff's building, courthouse, and the new health department building.

The parties to this agreement include the County, any contractors involved on the various projects, and applicable building trades. Key components of this agreement include: elimination of any work stoppages due to labor disputes that could delay construction, and the use of skilled union craftsmen. Such an agreement helps to ensure safe construction, superior craftsmanship, and high-end value for the County. ■

1. "Will County leads the country in population shift." Chicago Tribune. Mar. 26, 2015. Available at <http://www.chicagotribune.com/business/ct-chicago-census-0326-biz-20150326-story.html>.

2. Will County a bright spot amid dismal census figures." Chicago Tribune. Mar. 25, 2016. Available at <http://www.chicagotribune.com/suburbs/daily-southtown/news/ct-sta-will-cook-population-st-0327-20160325-story.html>.

Successful projects Are built with teamwork.

It's really quite simple. Successful projects happen when Labor and Management share the same priorities. And when the highest priority is having a team of safe, well-trained workers on the jobsite, those projects are completed on time and on budget.

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We're the Indiana, Illinois, Iowa Foundation for Fair Contracting.

We bring Labor and Management together to assist public bodies and contractors with OSHA, contract compliance and other contracting matters, while striving to secure work for responsible contractors.

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