



The Monitor

RAISING THE BAR BY MONITORING THE CONSTRUCTION INDUSTRY

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An aerial photograph of the Chicago skyline, showing numerous skyscrapers and a multi-lane highway (likely the Lake Shore Drive) that curves along the city's edge towards Lake Michigan. The image is used as a background for the main title and article teasers.

Road user fees A smoother path

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Running on empty:
Federal Highway
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60 years of success
at Stenstrom

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Phone: 815.254.3332
www.iiifc.org

Designed by
J.V. Murphy & Associates.
www.jvmurphy.com



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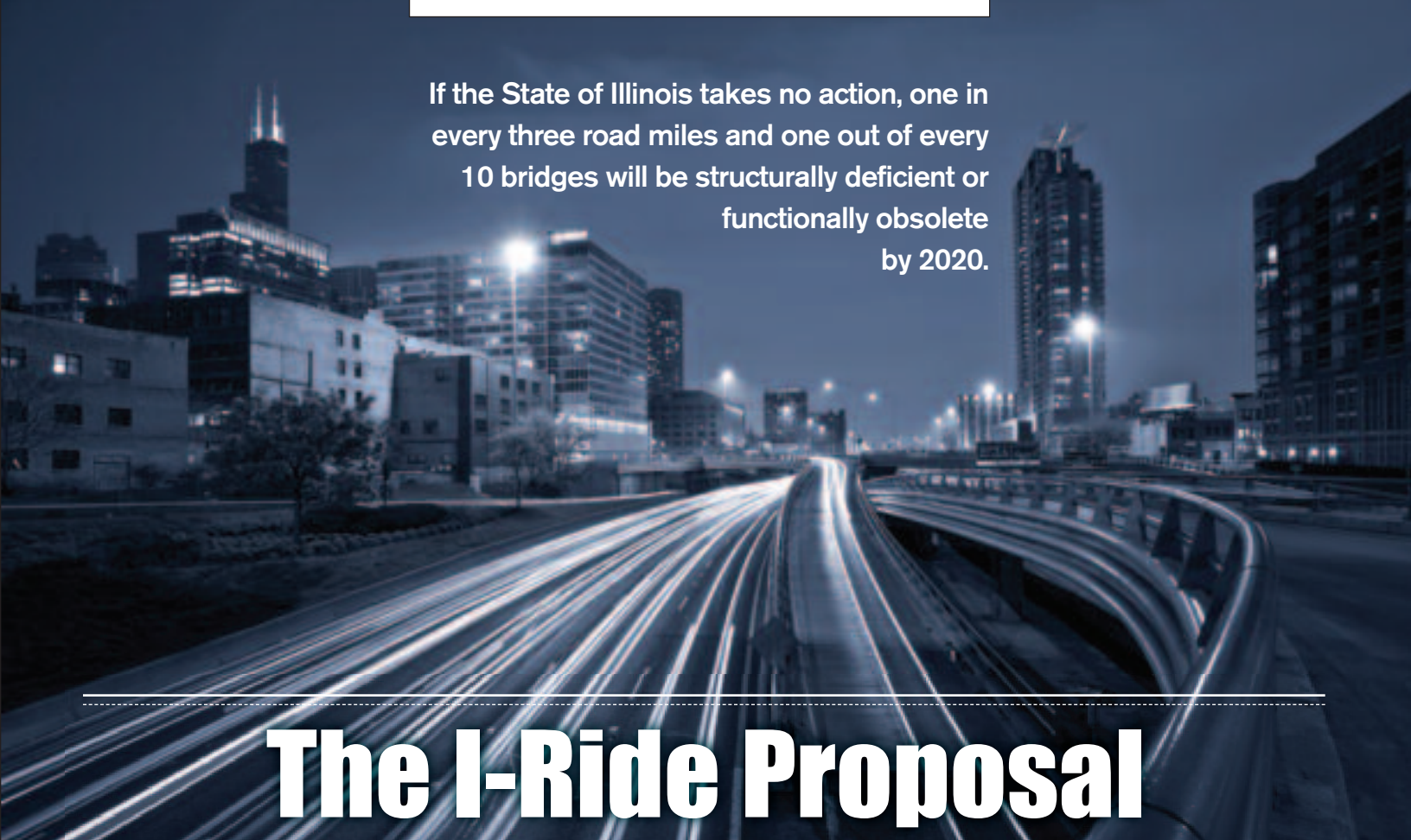
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If the State of Illinois takes no action, one in every three road miles and one out of every 10 bridges will be structurally deficient or functionally obsolete by 2020.

The I-Ride Proposal

A Smart Policy to Fix Our Infrastructure

Today, the quality of Illinois' transportation infrastructure is inadequate. Roads are in "poor to mediocre" condition, costing the State \$2.2 billion annually. If the State of Illinois takes no action, one in every three road miles and one out of every 10 bridges will be structurally deficient or functionally obsolete by 2020. The total annual funding needed to maintain and operate the state system has been estimated at \$5 billion per year.

Unfortunately, resources that pay for operating, maintaining, and improving the state's transportation network are stagnant and will decline precipitously over the next decade.

Illinois' transportation system is primarily supported by Motor Fuel Tax revenues, vehicle registrations and license fees, and reimbursements from the federal government. These revenue streams are becoming more and more outdated: Motor Fuel Tax revenues are projected to experience declines at all levels of government over the next decade as Cor-

porate Average Fuel Economy (CAFE) standards are raised and alternative fuel vehicles become more commonplace. Similarly, by 2025, the Highway Trust Fund will experience a 30 percent reduction in available funds for highways and a 65 percent drop in available funds for public transit.

The best mechanism to replace current revenue sources is a road user fee based on vehicle miles traveled. Road user fees charge motorists based on their actual usage of the system. Those who drive more, pay more. A road user fee can price usage of a state's highways and streets at a cost equal to the damage incurred to the road by the car plus the cost of modernizing the infrastructure to meet new demands in the future.

The State of Oregon has been the nation's pioneer of the "user pays principle." In 1919, Oregon became the first state to implement a gas tax to fund the maintenance and operation of the state's roads. Over eighty years later, Oregon has implemented two road user

fee pilot programs in 2006–2007 and 2012–2013. Both programs have proven that the concept is a viable alternative to the Motor Fuel Tax, with 91 percent of participants responding that they would voluntarily agree to continue paying a mileage fee instead of the gas tax. Using global positioning system (GPS) technology and a range of mobile apps, Oregon's second pilot charged motorists 1.56 cents per mile. Ultimately, this per-mile rate generated 28 percent more state revenue on average than Oregon's 30 cents per gallon fuel tax. The success of these pilot programs has led Oregon legislators to establish a permanent "road usage charge" system beginning in July 2015.

In a November 2014 policy brief, the Illinois Economic Policy Institute and the Indiana, Illinois, Iowa Foundation for Fair Contracting incorporate insights from the Oregon model to propose the Illinois Road Improvement and Driver Enhancement (I-RIDE) program. Authors Frank Manzo and



LETTER
FROM THE
**Executive
Director**

Marc R. Poulos

**Transportation
funding is at
its lowest level
since 1947.**



**The Federal Highway Trust Fund
is almost insolvent and will be
bankrupt by next spring unless
something is done.**

Running On Empty

60 MINUTES recently aired a segment entitled “Falling Apart” highlighting where decades of neglect to our infrastructure systems has left us. Currently, one out of every nine bridges is considered structurally deficient, meaning they need to be replaced or repaired in a major way. Thirty-two percent of major roads are now in poor condition and in need of major repairs.

Crumbling infrastructure goes beyond our roads and bridges. In aviation there is a major shortage of runways and gates and air traffic control centers are outdated. Our nation’s seaports are outdated and cannot accommodate many standard sized barges and ships. While many major cities throughout the world

and industrialized countries have high-speed rail, there are no such rail systems in the United States. In fact, in the City of Chicago, a freight

train takes as long to get across the city as it would take to go from Chicago to Los Angeles.

The reason our infrastructure is so dilapidated all comes down to funding. The major source of revenue for infrastructure is the Federal Highway Trust Fund, which is funded by the motor fuel tax. The Trust Fund is almost insolvent and will be bankrupt by next spring unless something is done.

Neither congress nor the states have made the investments needed. Congress has not raised the gas tax since 1993. Much of the resistance comes from the politicians in Washington who do not want to raise

taxes because it is politically unpopular. Transportation funding is at its lowest level since 1947.

However, everyone from large corporations to labor unions have been lobbying for a transportation funding bill. Large corporations such as Caterpillar have complained that the lack of transportation funding has hurt the corporations’ ability to compete abroad. AFL-CIO President Richard Trumka has stated that every \$1 billion spent on infrastructure will create 35,000 well-paying jobs.

Despite a bipartisan effort from the various associations and companies, there was no public debate on infrastructure during midterm elections. The last time Congress passed a major 6-year transportation bill was in 1997. Since that bill, there have been 21 short-term extensions.

There is no shortage of ideas on how to fund infrastructure spending from raising gas tax to enacting corporate tax reform. Yet there is no consensus on ideas and there is not much political support for alternatives.

The IIFC and the Illinois Economic Policy Institute partnered to author a report with their own idea for Illinois. The report, entitled “*The I-Ride Proposal: A Smart, Reliable Policy to Fund Transportation Infrastructure*” is based on a user-fee in which a driver pays tax on how many miles they have traveled with their vehicle. For more information, please see the lead article on page 3.



III FFC defends Local 150 and its contractors' trade jurisdiction in several cases at IDOL

The Illinois Prevailing Wage Act ("PWA") (820 ILCS 130/1 et seq.) requires contractors to pay minimum wage and fringe benefit rates to laborers, mechanics and other workers employed on public works projects. A public works project is one that is constructed or demolished by a public body or paid for in whole or in part with public funds.

The PWA protects the wages and fringes of traditional trades such as operating engineers, laborers, carpenters, steelworkers, etc. There are also trades that the PWA protects that are not thought of as traditional. These trades, and classifications within these trades, are added to the PWA through Section 9 hearings at the Illinois Department of Labor ("IDOL"). These hearings, established by Section 9 in the PWA, are used, in some cases, to defend trade jurisdictions.

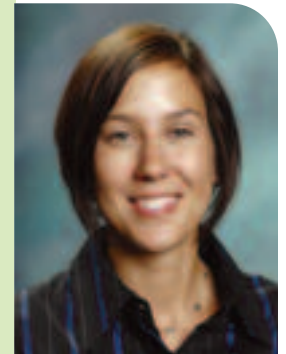
The III FFC has recently defended Local 150 and its contractors' trade jurisdiction in a series of cases at IDOL. In 2013, the III FFC filed for a new classification not contained in the PWA but whom are organized by Local 150: surveyors. The III FFC

successfully established the new survey worker classification under the PWA with a consent decree (an agreement reached among other affected trade organizations). The classification was later challenged in court by the Associated General Contractors, the American Council of Engineering Companies, and others. This challenge failed.

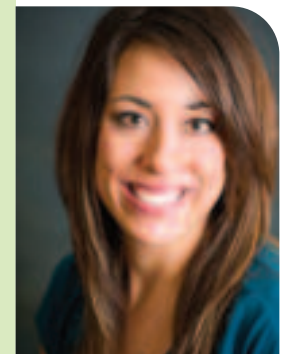
In 2014, the surveyor classification was again challenged. The III FFC defended the classification in a 6-day Section 9 hearing at the IDOL. The III FFC is currently awaiting a decision from the Administrative Law Judge who presided over the case.

In another case, the III FFC established a material tester classification in 2007. The same groups unsuccessfully challenged this classification. Unfortunately, these groups renewed their efforts in 2014 much like they did with the surveyor classification. This hearing will be similar to the surveyors hearing and is slated to be decided in early 2015.

The III FFC, Local 150, and its signatory contractors will continue to work together to add and defend trade classifications in its jurisdiction. ■



Melissa Binetti
*Counsel for the
III FFC*



Kara Principe
*Counsel for the
III FFC*



Michael Lingl
SUPERVISOR

FOCUS ON
Illinois



Prevailing Wage in Illinois

This year has seen more questions and concerns about the Prevailing Wage Act in Illinois than ever before. Discussions at public meetings have elected officials expressing concerns about the law and in some cases voting to not adopt the prevailing wages for their public body as required by the act.

Some of the comments from public officials reported in various newspapers were: “No one is being paid that kind of wage,” “It’s so anti-competitive it is ridiculous,” and “This Act forces us to spend 40% more on labor on any construction project.”

To better understand the current issues, a little history of prevailing wage laws is in order. During the Great Depression, migrant labor was driving down wages. Two Republican members of Congress introduced and passed the Davis-Bacon Act. This Act required the payment of “prevailing wages for laborers and mechanics.” President Hoover signed the new law on the belief that higher wages would bring prosperity and lower wages were causing the depression to continue. This Act spawned the creation of prevailing wage laws at the state level as well.

The comments in the media were attention getters! There had to be more, so I re-read the articles and searched the Internet for other articles looking for more

information on these quotes. Finally, I located the records from various public meetings and even watched video available online from some of these meetings. The problem was there was no data given with any of these quotes to substantiate the claims being made.

III FFC tracked and monitored billions of dollars’ worth of public works projects over the last few years in Northeast Illinois. The data shows that contractors, paying at or above prevailing wages on both public and private projects, submit and are awarded over 90 percent of these projects. III FFC regularly reviews payroll records submitted on these projects which show the payment of prevailing wages. Additionally, we visit these projects and speak with the workers that tell us that they are paid at least the equivalent of prevailing wages. It is all of these projects that are used to determine the prevailing wage rates in Illinois.

Recently the Illinois Economic Policy Institute released an economic commentary entitled “Building a Strong McHenry How Prevailing Wage Works.” “Instead of lowering costs by using low skill, low wage workers, the [Act] forces firms to compete on the basis of productivity, quality, materials costs, technology, management practices and logistics, and profit margins while paying market wages.”

USER FEE from page 3

Marc Poulos argue that the I-RIDE addresses current and future transportation infrastructure needs with a modern and sustainable funding method. Utilizing a public-private partnership (P3) agreement, the I-RIDE would allow individuals the freedom to choose their own pay-as-you-drive plan. Except for the third option, Illinois motorists receive reimbursement credits for their Motor Fuel Tax contributions at the pump:

The I-RIDE Smart Plan—reports only miles traveled on public, non-tolled Illinois roads using global positioning system (GPS) tracking technology;

The I-RIDE Convenient Plan—records all miles traveled without turning on GPS location services for residents who wish to keep their location private; and

The I-RIDE Flat Rate Plan—charges motorists a flat rate equal to 30,000 to 50,000 miles per year depending on vehicle class, providing an alternative for those who do not want to have mileage reporting technology in their automobiles.

The I-RIDE rate schedule would depend on the goals of the policy. To simply replace the Motor Fuel Tax for Illinois motorists, the required “Replacement-level Rates” are 1.5 cents per mile for passenger vehicles and single unit trucks and 2.5 cents per mile for multiple unit trucks. However, “Full Capacity Rates” — which would bring Illinois’ system up to par and invest in a world-class transportation network for the future — would require fees of 4.0 cents per mile for passenger vehicles and single unit trucks and 5.0 cents per mile for multiple unit trucks. All rates would be adjusted for inflation every five years.

Under the “Full Capacity Rates,” the estimated bill to the average Illinois household would be \$65 per month (with a credit for any Motor Fuel Tax contributions paid at the pump — \$20 per household on average). This is lower than

typical electricity, natural gas, cable and Internet, and cell phone bills. At just \$65 per month per household, the state could conservatively expect to generate an additional \$2.60 billion in annual funds. After allocations to both highway infrastructure and mass transportation improvements across the state, this additional funding would support over 31,000 new jobs every year, including about 19,000 direct construction jobs. Full capacity funding would also allow the state to complete the CREATE program with full funding in the next decade, would reduce traffic congestion, and would increase worker-to-firm connectivity.

The benefits of the Illinois Road Improvement and Driver Enhancement program are substantial. The I-RIDE is a fiscally-responsible policy that maintains an adequate, predictable, and sustainable revenue stream every year. By making those who actually drive on the roads pay for their usage, the I-RIDE also promotes taxpayer fairness. Moreover, in promoting the stability of infrastructure funds, the I-RIDE encourages businesses to locate in Illinois because they can be certain that their products will be efficiently and predictably delivered to the market.

Illinois has reached a fork in the road. The state can continue down the path of unsustainable funding and low-quality infrastructure, or it can be a global leader in smart, comprehensive infrastructure investment policies that grow the economy. The Illinois Road Improvement and Driver Enhancement program allows the state to choose the second path of transit modernization, congestion alleviation, safety improvements, and high-road economic development. The I-RIDE should be implemented. ■

The I-RIDE Proposal: A Smart, Reliable Policy to Fund Transportation Infrastructure is available online at <http://illinoisepi.org/policy-briefs>



Further, this commentary provides data that labor costs make up only 20.9 percent of the cost of a public works construction project and that there is vast amount of research that shows that state prevailing wage laws have no impact on the overall cost of public construction projects. For more information on this piece, please visit the Illinois Economic Policy Institute at www.illinoisepi.org.

In sum, and contrary to the headlines, contractors paying at or above prevailing wages truly do prevail. Moreover, prevailing wage laws do not eliminate competition, nor do they raise the cost of public construction projects. ■

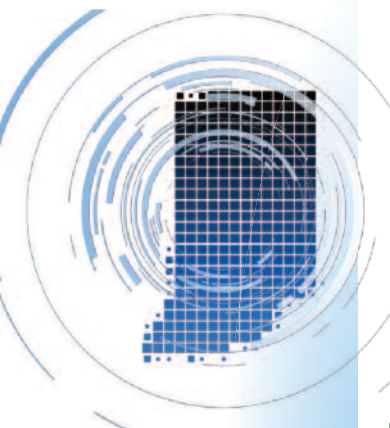
Citations:

- *Northwest Herald Article (6/26/14)*—County Board looking to challenge prevailing wage rates
- *Daily Herald Article (5/21/14)*—Mount Prospect lodges protest vote over wages
- *Palatine Patch (8/5/14)*—Letter to the editor: Palatine Township reluctantly passes prevailing wage act.



Tom Frailey
SUPERVISOR

FOCUS ON Indiana



Meet Indiana State Representative Ed Soliday

For those of you that have heard of Indiana State Representative Ed Soliday, you would know that he has taken a large part of promoting the Illiana Expressway, preventing the repeal of Common Construction Wage, and helping finance \$400 million in roadway funding for Indiana.

Representative Soliday has been in office since 2006. He recently won his fifth term this past November. Ed has been a resident of Valparaiso for over 50 years and represents District 4 including the City of Valparaiso, Center, Union and Washington townships, and portions of Liberty and Jackson townships. During Representative Soliday's admirable 35 year career with United Airlines, Ed requested military leave from United to fly attack helicopters in the Vietnam War, where he was decorated with the Distinguished Flying Cross, two Bronze Stars and the Purple Heart.

Representative Soliday continues to stay active and support local efforts including serving on the Northwest Indiana Regional Planning Commission Executive Board as the Governor's appointee as well as sitting on the Challenger Learning Center Board.

Representative Soliday is the Chairman of the

Roads & Transportation Committee, a member of the Utilities and Energy Committee, a member of the Veterans Affairs & Public Safety Committee, and a member of the Elections and Apportionment Committee. Soliday is one of only two legislators who serve on the state Counter-Terrorism and Security Council.

A bill co-authored by Representative Soliday in 2014 provided millions of dollars in funding to the State of Indiana for improving Indiana's transportation system. This bill would allow the Budget Agency to transfer up to \$400 million in the Major Moves 2020 Trust Fund to the Major Moves Construction Fund in two installments to address current infrastructure needs. According to the Indiana Department of Transportation ("INDOT"), the costs to repair Indiana's roads vary. Preliminary cost estimates for these projects average \$9 million per centerline mile. A law authored by Soliday was passed in 2013 that would allow for a study to find the best solution for funding Indiana's infrastructure needs.

Representative Soliday put his best efforts forward when the construction of the Illiana Expressway was



being challenged in 2013. Representative Soliday fully supports the construction of this roadway for many reasons: reduced travel times and congestion on I-94, job creation in Northwest Indiana (an INDOT study shows the toll road would create 9,000 short-term jobs and generate thousands more over the next three decades), and generation of millions of dollars into the Indiana economy.

Representative Soliday stated, “The Illiana is an essential addition to the infrastructure of Northwest Indiana. We have more trucks crossing the Indiana/Illinois state line on 80/94 at any given time than anywhere else in the world. Half of these vehicle are not stopping in Indiana or Chicago. When there is bad weather or an accident that traffic diverts through towns like Merrillville, Crown Point and others. We need a reliever for this traffic that does not go through our business districts. When the Panama Canal widening is complete and the large container ships are able to reach Norfolk and Baltimore, the traffic on 80/94 is estimated to increase by 50%. We cannot add more lanes. Diverting through traffic must happen to avoid grid lock on 80/94 in the future.”

Representative Soliday has also been very supportive of the Common Construction Wage Act in Indiana. Representative Soliday understands that a common wage supports the economic well-being of working families, small business, and communities. Presenting his view on a common construction wage, Representative Soliday stated, “common wage was requested by local businesses to prevent Government wages from destroying local wage rates. Some feel this is a union protection mechanism. It is not. It helps



assure that local tax dollars are used to pay local contractors and workers so that local project tax money stays in the community. Hiring outside contractors and workers may save a few dollars in initial tax dollars, but local contractors and workers spend the money they earn in the local economy, which is taxed and makes up for the few percent saved by using out of area workers.”

Representative Soliday is currently working on a proposed road safety bill with the Indiana Contractors Association that will include cameras in construction work zones. Some of the monies generated would be given to local trauma centers. Highway construction work zones continue to be a growing concern for workers.

With an impressive background and a genuine vision of Indiana’s middle class, Representative Ed Soliday is a true leader for the construction industry. ■

“The Illiana is an essential addition to the infrastructure of Northwest Indiana.”

—Ed Soliday
Indiana State Representative



John Freitag
SUPERVISOR

FOCUS ON Iowa



Iowa is booming!

Construction work in Iowa is looking good for the rest of this year and into 2015. Starting in the northern Iowa county of Clinton, Alliant Energy is continuing their renovation work at the powerhouse with a new gas line coming into the plant and the demolition of the smoke stack will go out for bids soon. The new Community Health Services is performing site grading, foundation and concrete work, and work on the riverfront pump station project is in the finishing stages with backfill and grading.

On the Iowa side of the Quad Cities, the new \$100

million Rhythm City Casino is in the initial construction phase. Another development consisting of a hotel and shopping complex next to the casino on the I-74/I-280 interchange, estimated to be worth over \$100 million, is in discussions.

Alcoa has announced another \$190 million worth of renovation and construction work to keep up with the new

automotive aluminum market demands. In addition, anticipated roadwork in the City of Bettendorf and surrounding communities is expected to total around \$30 million over the next two years.

Work in southeast Iowa is booming, to say the least. The \$1.8 billion Iowa Fertilizer Plant has been a great project for the area. Contractors are currently onsite working in numerous areas with both day and night shifts. Work is expected to run steady well into late summer next year, and there are many additional discussions of future expansion in the works. ■

League of Cities Annual Conference & Exhibit Deemed Success

The Ill FFC once again participated in this year's Iowa League of Cities Annual Conference & Exhibit. The Conference, held on September 23-26 at the Mid-America Center in Council Bluffs, Iowa, is the largest event in the state geared specifically toward the needs of Iowa's elected and appointed municipal officials.

The conference includes workshops, an exhibit hall, and unique networking opportunities. Due to its broad appeal, the conference is attended by more than 500 officials each year.

This year, the Ill FFC presented information regarding the responsible bidding concept for public improvement projects. This concept allows

elected officials to define what they believe is a "responsible bidder" within their own community. By doing so, a municipality creates objective criteria which a municipality can rely on in determining who should be awarded the project. The ultimate goal of responsible bidding is to not be pressured to simply provide the award to the lowest bidder. As many of us have learned, the lowest bidder is not always the responsible bidder.

This was a great event and we encourage all elected and appointed municipal officials to attend next year's conference. To learn more about next year's conference please visit the Iowa League of Cities' [web](#) [site](#) [at](#)

Employee misclassification leads to serious consequences for workers, taxpayers, and employers. An employer wrongfully misclassifies workers when it classifies them as something other than an employee—usually an independent contractor. Misclassified employees are often denied important benefits and protections of the law including family and medical leave, overtime, minimum wage, and unemployment insurance. Moreover, misclassification creates losses to the Treasury and Social Security and Medicare funds, as well as state unemployment insurance and workers compensation funds. Employers who misclassify workers may not be paying the proper overtime compensation, FICA and Unemployment Insurance taxes, or workers' compensation premiums.

The U.S. Department of Labor (USDOL) Wage and Hour Division has created a Misclassification Initiative to combat this issue. In September 2011, the Wage and Hour Division signed a Memorandum of Understanding (MOU) with the Internal Revenue Service (IRS) in which the agencies vow to work together to share information. The goal of the MOU is to reduce the incidence of misclassification of employees, help reduce the tax gap, and improve compliance with federal labor laws.

The labor agencies of many states have also signed MOUs with the Wage and Hour Division along with the Employee Benefits Security Administration, the Occupational Safety and Health Administration, the Office of Federal Contract Compliance Programs, and the Office of the Solicitor. Iowa and Illinois have current MOUs with the Wage and Hour Division.

Determining whether a worker is an independent contractor or an employee depends on a number of different factors that can vary by state or federal law. For example, Illinois has its own Employee Classification Act with 16 factors that must be considered to determine if a worker is an independent contractor or employee (820 ILCS 185/10). The IRS also has its own statute that it is directed by when classifying a worker as an employee or an independent contractor (IRC § 3121(d)). The USDOL uses case law interpreting the Fair Labor Standards Act ("FLSA") to



Determining whether a worker is an independent contractor or an employee depends on a number of different factors that can vary by state or federal law.

identify six factors that are generally considered when determining if an employee is misclassified.

The factors these statutes consider generally come down to the amount of control, freedom, and direction the employer has over and gives the worker. Generally, the more freedom and control the worker has over his own work and the less direction an employer gives to the worker, the more likely he will be deemed an independent contractor.

Because of the consequences and complexity of misclassification, this issue has received a considerable amount of attention. In September 2014, the

USDOL was awarded \$10.2 million to fund worker misclassification detection and enforcement in 19 state unemployment insurance programs. This was the first year the Department was given funds to address states' existing programs. The program offers a "high-performance bonus" in which four states will receive a share of \$2 million in additional funds due to their high performance. Indiana was one of the recipients of the grant receiving \$500,000.00.

Even more recently, on November 8, 2014, Labor Solicitor M. Patricia Smith stated that the USDOL is continuing to challenge misclassification using litigation, amicus briefs (or briefs of nonparties that help the courts understand a position), and cooperation with state agencies. Smith also stated that misclassification litigation now includes not only independent contractor disputes, but also questions about the FLSA rights of trainees, sales workers, and employees with ownership of shares of a business, as well as issues about "white collar" exemptions. Smith said that of approximately 15,000 cases recently filed under the FLSA, at least 2,000 were misclassification cases with 48 percent of them individual cases and 52 percent collective or class action cases.

Clearly, misclassification of workers as independent contractors is an important issue that needs to be addressed. It affects the lives of workers, taxpayers, employers, and our nation's economy. ■

Contractor Spotlight



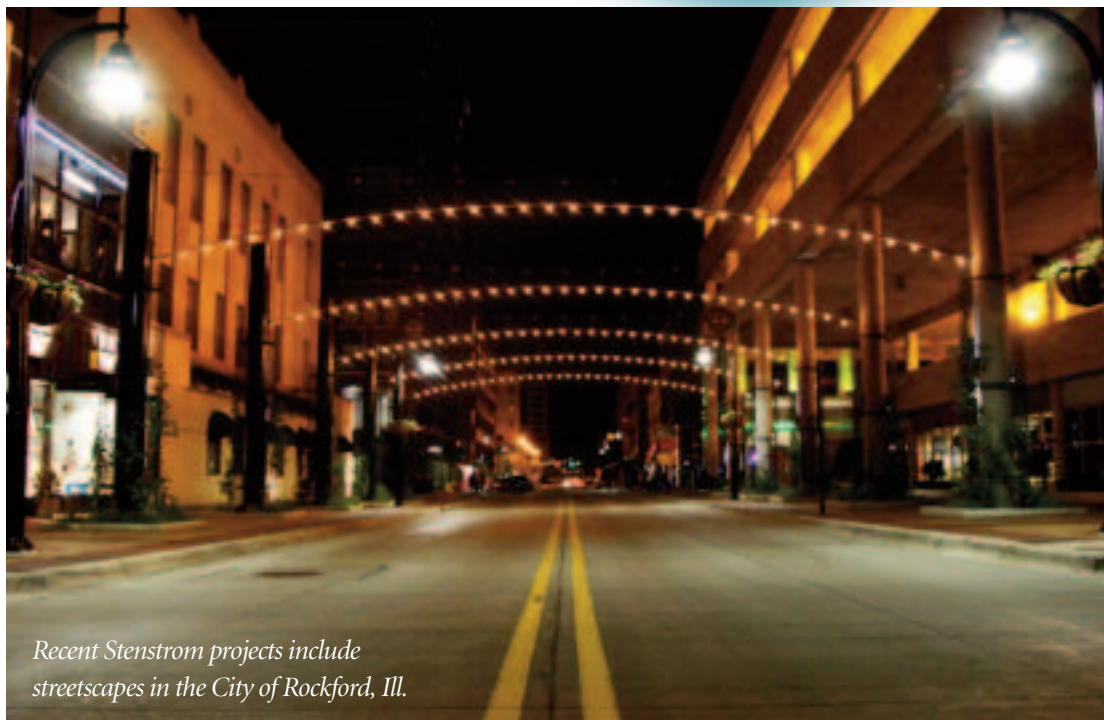
For more than 60 years, the Stenstrom name has been synonymous with a commitment to quality work, excellence in the industry and client satisfaction. Now, well into the third generation of leadership, the construction company located in Rockford, IL, has grown to offer five distinct service offerings and has contributed to the landscape of the communities it serves with countless projects.

Robert R. Stenstrom founded Stenstrom as a residential construction company in 1953. His passion for designing and building cabinets and casework in residential homes led to the opportunity to move into commercial construction at a time when wooden lockers and bookcases were used in the building of new schools.

Fast forward to 2014 and Stenstrom has built a strong foundation as a recognized industry leader. Over the years, the company expanded by adding additional service lines. Today, Stenstrom offers five distinct service offerings including construction management, general contracting, real estate development, petroleum services, concrete, blacktop, and excavation.

Recent projects include Street Repair #3 in the City of Rockford, US Route 14 Sanitary Sewer Replacement in the City of Harvard, Kinnikinick Elementary School Parking Lot Replacement and the Anderson Toyota/Lexus dealership in Love Park, Illinois – the only dealership in the United States with two brands under one roof.

The Stenstrom family is quick to point out that the key to the success of the business is the dedication and enthusiasm of its employees. As a family-owned business, the company considers its employees as just that – family. Recently, the company celebrated a 40-year anniversary with an employee, and several other employees are quickly



Recent Stenstrom projects include streetscapes in the City of Rockford, Ill.



Stenstrom offers five distinct service offerings including construction management, general contracting, real estate development, petroleum services, concrete and blacktop, and excavation.

As a family-owned business, the company considers its employees as just that – family.

approaching that same milestone. On average, Stenstrom, employs approximately 150 employees.

As with most companies, Stenstrom has faced its share of challenges. In 2009, the company could see that the recession was coming as construction jobs began to slow down.

“In a strategic effort to plan ahead, we cut overhead costs as much as

possible and made it a huge priority to prevent cutting employees,” said Christie Jarrett. “As a company we accomplished this by all working together. Our employees are our greatest asset!”

Stenstrom was built with the help of handpicked, highly qualified people, all of whom prioritized a high standard of work and a dedication to the job. The Stenstrom family continues to build on these traditions as a company committed to quality, excellence and building for success. ■

CLINTON, IOWA

The city expects to spend approximately \$20 million through 2018–2019 to complete a number of projects.



Photos courtesy of Randy Justice



The City of Clinton, Iowa sits on the eastern most section of Iowa along the Mississippi River. The City features a 65-acre park along the river. At the height of its local economy during the late 19th Century, Clinton was regarded as the lumber capital of the nation.

The railroad running through Clinton and the proximity to the Mississippi River continue to provide economic diversity to the area.

In 2005, Clinton was awarded one of the inaugural Iowa Great Places designations bringing Clinton a \$1 million state allocation for cultural and landscape improvements along the city's riverfront.

The City of Clinton utilizes a five-year capital improvement plan to plan and prioritize infrastructure projects. This plan is put together by a committee of nine individuals representing the City, School District, County, and more. The process is currently underway for the 2016–2021 Capital Improvement Plan.

Some of the 2015 projects approved and underway include the following:

- \$1.5 million extension of 19th Avenue North through the Lyons Business and Technology Park
- Resurfacing of the drive through Eagle Point Park – \$350,000

• Installation of new street lights as part of a green infrastructure project on Main Avenue – \$400,000 (lights only)

- \$2.8 million is being invested in street improvements throughout Clinton as part of the Pavement Management Program
- Improvements to the City's Showboat Theater and the Ericksen Center for \$235,000

The City also has a specific Sewer and Storm Sewer Capital Improvement Plan created as part of a consent decree requiring the City to comply with Clean Water Act. Future projects include new pump stations and storm sewer separation projects. The City expects to spend approximately \$20 million through 2018–2019 to complete a number of projects. The funding source is general obligation bonds to be repaid with a portion of the City's local

SUPERVISOR PROFILE

Tom Frailey

Tom Frailey was born and raised in northwest Indiana. After graduating from high school, Tom joined the United States Army. Subsequently, Tom worked as a machinist at Urschel Laboratories. In 1965, Tom successfully completed the Indiana State Police Academy and became a trooper assigned to patrol the Indiana Toll Road. Over 35 years with the department, Tom spent 20 years patrolling the highways and the next 15 years in management rising to the rank of Captain and spending nine years as the Commander of all State Police operations in Area One covering the northwest 21 Counties.

Tom retired in 2000 and began his second career with the III FFC. When the III FFC expanded into Indiana, Tom was hired as a Monitor in 2000. Tom is now in his 15th year with the III FFC.

Looking back, Tom remembers one of his first assignments. Tom was charged with looking into a contractor who was possibly misclassifying workers. After investigating and filing a complaint with the Indiana Department of Labor, the contractor was charged with owing \$15,000 in back wages and fringes to his employees. Tom learned a lot from this first assignment.

Tom continued as an investigator until 2007 when current Executive Director, Marc Poulos, promoted Tom to Supervisor. III FFC currently has three supervisors. Tom says that a greater part of his job now is spent working with public bodies and being proactive.

Tom states "I have grown with this

organization since early in its beginnings as a monitoring agency to today where the organization is more proactive in the pre-construction stages. I am proud to be part of this labor-management organization and look forward to learning new approaches to resolving labor issues."

Marcella Kunstek is one of the Monitors that Tom supervises. Marcella says "I have worked with Tom Frailey for many years, first as an Officer with the Indiana State Police and now as a Monitor for the III FFC. Tom Frailey has been a Commander from the start.

I have always admired and respected his leadership abilities, he truly leads by example. Supervisor Frailey has always been optimistic and encouraging even in some of the more difficult situations. It is a pleasure to work for Supervisor Frailey. I appreciate the way he motivates us with his 'can-do' anything attitude!"

Tom is married to his wife, Robyn, and has two children, Kevin and Jodi, and a stepson, Jeremy. Tom still enjoys riding his Harley and spending time RV-ing with Robyn and his golden retrievers. ■



"I am proud to be part of this labor-management organization and look forward to learning new approaches to resolving labor issues"

—Tom Frailey



Continuing Education

Illinois Prevailing Wage Seminar attracted over 100 public bodies

The 2014 Illinois Prevailing Wage Seminar on September 11 was a huge success. In memory of 9/11, the DuPage Honor Guard graciously attended the event to present a flag ceremony. Seminar speakers included the Indiana, Illinois, Iowa Foundation for Fair Contracting, the Illinois Department of Labor, the Illinois Attorney General’s Office, and the Illinois Economic Policy Institute. The daylong event was informative and well attended. Nearly 200 attendees from over 100 public bodies came to the event. A special thanks to our sponsors: CISCO, the Underground Contractors Association, the Illinois Mechanical and Specialty Contractors Association, PAMCANI, the Plumbing Contractors Association of Chicago and Cook County, and the Finishing Contractors Association of Chicago. Look for more successful events in 2015.



*Your friends and associates at III FFC
wish you a safe and productive*

2015

*Happy
New Year!*

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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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Foundation for Fair Contracting.**

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6170 Joliet Road • Suite 200
Countryside, IL
60525 • 815.254.3332

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