

LOCAL NEWS

THE OFFICIAL PUBLICATION OF LABORERS' LOCAL 110

**ON COVER:
LOCAL 110 ELECTED OFFICIALS
SWORN INTO OFFICE**



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RETIREES' DAY AT THE BALLPARK



WHAT'S NEW IN THE OFFICE..... DEBIT CARDS AND CREDIT CARDS ARE NEW !



We are now accepting debit cards and credit cards for dues payments. We have been asked by many members to look into this process for some time. After much research and looking for a processing company that would give us the best deal for our members, we finally found one.

We can also take dues payments over the phone as long as it is your credit/debit card. Visa, MasterCard and Discover, no American Express please. Please do not leave your credit/debit card information on any voicemails they will not be processed, they must be given at the time of transaction.

We hope that this will make it easier to pay your dues when you are working out of town, running late, or just need to save on gas. So call Carole or Kelly at the hall and we will help you. If you have questions regarding this process please contact me at the Union Hall.

MISSOURI INFRASTRUCTURE CONDITION RATED C-

ASCE Gives a C-Minus on Infrastructure Condition

The American Society of Civil Engineers (ASCE) recently released a report on the condition of Missouri's infrastructure and the results were disheartening. The report was the result of the work of 26 volunteer civil engineers from ASCE's Kansas City and St. Louis sections.

These engineers analyzed a variety of data taken from public records to generate their report. They rated 11 separate infrastructure categories from roads and bridges, aviation, dams, drinking water, energy and

others. The results of the work gave Missouri an overall grade of C-minus.

"We have work to do," said Chad Schrand, co-chairman of the ASCE Report Card team. "Our state can do better in order to remain competitive." Missouri's grade means that our infrastructure is "mediocre" according to Schrand.

Adding more insight to the results is Steve Randolph, ASCE's St. Louis Section President, who said, "Our state's future is dependent upon whether we can attract businesses and allow them to thrive. A C-minus means that businesses cannot reliably and effectively move goods in an ever-changing global marketplace."

Two of the areas that received a poor grade were road and bridge infrastructure. Missouri's roads received C grade while our bridges received

a C-minus grade. As mentioned in another article in this magazine, the Missouri legislature failed to pass SJR16, which would have sent to the voters to decide, a proposal for a one-cent sales tax increase to fund transportation needs statewide. Unfortunately because of the actions of a few State Senators, the bill did not pass.

Missouri has more road miles, 33,000, than any of our surrounding states. In fact, you could add all the road miles in Illinois and Kansas together

and Missouri still has more roads to maintain. We have the lowest motor fuel tax than 7 of the 8 surrounding states (only Oklahoma is 1-cent less) and it has not been raised in over 20 years. We have the sixth most bridges in the country

and more than any of our surrounding states. Also, with cars running more efficiently and people driving less, Missouri has a formula that is failing.

The Missouri Department of Transportation (MoDOT) has seen their funding dwindle over the years and has only about \$700 million per year in the construction budget. State Transportation spokesman Bob Brendel noted, "MoDOT only has enough money to maintain the current system, but little else." Commenting on the report Brendel said, "This is about Missouri infrastructure – not just the state system.

It confirms what we've been saying for awhile, that Missouri has underinvested in its infrastructure for a long time."



Legislative Session Ends

LEGISLATIVE SESSION ENDS, NOW IT'S WAIT AND SEE WHAT THE GOVERNOR DOES WITH BILLS PRESENTED TO HIM

The 2013 Missouri General Assembly session can best be summarized as a time of stress for organized labor and failed opportunities for the state's construction industry. A number of bills were filed aimed at weakening working men and women's rights. And for the construction industry, the failure to get a highway financing package before the voters next year as well as a billion dollar bond issue just means another lean year of bidding opportunities from state government.

The session ended on May 17 with 162 bills being passed along with two constitutional amendments. Not all of these bills, thankful, will become law. Governor Jay Nixon has until July 14 to either sign or veto legislation. In fact, the governor has already vetoed two bills sent to him during the legislative session and signed 13 others. Those measures Governor Nixon does not veto or sign will also become law August 28 of this year unless another implementation date was set in the bill.

PREVAILING WAGE [H.B. 34]

Missouri's prevailing law was under attack from day one of this legislative session with more than a dozen bills filed to weaken or do away with the law. Mostly rural public officials called for changes believing the state's prevailing wage law cost public bodies more money to build improvements than it would if there was not prevailing wage law. These officials contend the tax dollars can be stretched even more if the law were repealed or amended.

Are they joking? Prevailing wage is designed to level the playing field between union and non union contractors. The law requires the prevailing wage be the minimum wage paid to workers on public construction

-3- projects. The law was drafted to help local contractors and workers and keep out-

of-state contractors from coming into Missouri and getting the work paid for by Missouri tax dollars. The only prevailing wage bill that did pass, House Bill 34, deals with how the prevailing wage is established.

House Bill 34 now sits on the Governor's desk waiting for him to take action. The bill only affects third and fourth class counties. If you work on MoDOT jobs, you don't have to worry. Those projects are not impacted, by this bill.

The change approved by lawmakers would require the Missouri Department of Labor and Industrial Relations to take all the wages submitted by union and non-union contractors and determine which group submitted the most number of hours in the county for a specific occupational title (Occupational titles are laborers, carpenters, etc.)

If the largest number of hours submitted are from union contractors, then that county and that occupational title, is declared a union county. The prevailing wage will be from a collective bargaining agreement covering workers in that county.

If non-union hours submitted are the largest, then that



PHOTO OF MISSOURI'S STATE



AN EXAMPLE OF LABORERS WORKING ON A PREVAILING WAGE JOB.

county and occupational title is a non union county. The prevailing wage is determining by reviewing the non-union wages submitted for an occupational title and determining the highest number of hours submitted at whatever rate it is.

There was also an attempt to try and define “maintenance” in the prevailing wage law. Maintenance work is not covered by the law and is usually performed by public bodies’ own employees. But, a non-union company that performs work for public bodies tried to exclude itself from paying prevailing wages to its workers, contending the work the company performed was “maintenance”, not construction.

Fortunately, that effort failed.

Paycheck Protection [S.B. 29]

This is a gimmick used by non-union supporters to try and weaken unions’ voices at the ballot box. Though Senate Bill 29 did pass, it is hoped Governor Jay Nixon will veto the measure and that the legislature will uphold the veto during a special session in September.

S.B. 29 only applies to public employees, and also excludes first responders (police, firemen, paramedics, sheriffs’ deputies, etc). The bill requires members of public employee unions to get signatures from their members every year authorizing the deduction of an amount of their pay to go into a political action fund. These funds are used by public employee unions to support candidates that support them.

Right-to-Work

Although several bills were filed, right-to-work did not pass the Missouri legislature this year.

Already, some legislative leaders, especially those in the Missouri House of Representatives, are talking about making right-to-work a priority in next year’s session.



Transportation Proposal Fails in Last Days

A Senate filibuster (a method of talking a bill or proposal to death) killed any chance of sending a one cent sales tax proposal for transportation to the voters to decide in November 2014. Senate Joint Resolution 16 (SJR), sponsored by Sen. Mike Kehoe (R-Jefferson City) and Sen. Ryan McKenna (D-Jefferson County and a fellow Laborer) won early, but tentative support from the Senate in mid-March on a 24-10 vote.



LABORER & STATE SENATOR RYAN MCKENNA SPEAKS TO A GROUP ABOUT SJR16.

The proposal would have presented the voters with a one-cent sales tax increase good for 10-years. Ninety percent of the estimated \$8-billion in money collected would go toward state transportation needs with the remaining 10 percent divided up between Missouri cities and counties. Food, medicine and fuel (gas and diesel) would be exempted from the tax. After the 10 years expired, voters would be able to vote either to keep the tax or let it die.

Supporters had high hopes SJR 16 would be sent to the voters when the House approved the measure on a 100-57 vote with just three days left in this year’s legislative session. But because the House had made a few changes to the resolution, it had to go back to the Senate for agreement. Once back in the



CAPITOL IN JEFFERSON CITY

Senate, three of the ten senators who voted against the proposal originally, staged a filibuster and refused to let the issue be voted upon. Remember, this measure only authorized a public vote. It did not immediately increase the sales tax. Only voters can do that!

With the measure failing, supporters now have to decide what their next steps are? If the legislature is unwilling or unable to place a transportation revenue issue on the ballot, then will the supporters, mostly contractors and engineering firms, have to do it themselves through an initiative petition process? In 2004 an initiative petition, spearheaded by the state's highway construction industry, succeeded in collecting enough signatures to put a small highway funding proposal on the ballot. The proposition did not increase taxes, but merely made sure all money collected for transportation purposes remained with the highway department.

In the meantime, the Missouri Department of Transportation (MoDOT) highway construction program will continue to shrink. Already, MoDOT's construction budget has dropped by more than one-half what it was three years ago and by 2018, MoDOT estimates it will not have enough state money to match federal money allocated to Missouri. This would result in Missouri returning some of the federal fuel tax money collected in this state to the federal government.

Both the Senate and the House take credit for passing a bill changing the state's workers' compensation law. The bill approved provides a method to fix the broken second injury fund and to include occupational diseases as those workplace injuries covered by workers' compensation in most cases.



The fix to the second injury fund will cost employers. An additional surcharge not to exceed 3% will be added to the net premiums of employers for the next seven years. The second injury fund is short about \$30-million according to Attorney General Chris Koster.

Governor Nixon's staff is now reviewing all legislation sent to him to determine what he wants to do, sign the bill, veto the bill or do nothing and let the bill become law. The governor has until July 14 to decide. Any bills vetoed by the Governor are subject to an override (an effort by the legislature to overturn the governor's veto). Missouri lawmakers will be back in their veto-session in September to determine if they override any vetoed bill.

QUICK HITS

CHANGES AT THE LABOR COMMISSION

The Missouri Labor and Industrial Relations Commission has a new chairman, pending state senate confirmation. Governor Jay Nixon has named John J. Larsen, Jr. to the Labor Commission for a term ending in 2018. The Labor Commission reviews appeals on unemployment benefits, workers' compensation cases and hearings on violations of Missouri's prevailing wage law.

Larsen is an attorney who practices labor law in St. Louis.

NEW HIGHWAY COMMISSIONERS

Two western Missouri residents have been nominated by Governor Nixon to serve on the Missouri State Highways and Transportation Commission.

Kelley Martin is a financial investment advisor from Kansas City. Upon state senate approval, his term would run until 2019.

Gregg Smith is an automobile dealer from Clinton. He also would serve until 2019.

A Message from Business Manager, Don Willey



ELECTION DAY:

The “Concerned Member” slate was given another 3 year term to lead this great local into the future during the election April 19. It is the duty of every member as well as every elected 110 Union official to secure the future of this local through Unionism and pursuing worker’s rights for all workers. This task cannot be accomplished without local Union members and leaders working together.

I am grateful for the membership’s vote of confidence given to all the Local 110 officers; Secretary Treasurer Rick Casson, President Gary Elliott, Vice President Ronny Griffin, Recording Secretary Steve MacDonald, Executive Board Members Curt Wheeling and Rob Reed, Sargent-of-Arms Tony Beard, Auditors Chuck Roberts, Dave Winkler and Brad Freese, along with the office staff; Office Manager Carole Meier, Office Assistant Kelly Hunn, and Government Affairs Director Clint McBride. I value their friendship, diversity, different points of view and most of all the team effort they put forth to make Local 110 the best local in LiUNA.

I call on the membership to hold us to the task by; asking questions, giving ideas and comments; all questions, ideas, and comments are always valued. Just as every member of this local is valued and deserves the dignity GOD gave us all.

NEW BUILDING/MOVE:

Our general contractor for the new Union Hall is United Construction. The Mehlville Fire Department and St. Louis County are reviewing the plans for the needed permits. The cost for the remodeling is just under \$1.5 million, which will be offset by the sale of our current location at 11000 Lin Valle Drive to the Operator Engineers Local 148 (pending contingencies and closing) for \$665,000.00 Pending receiving permits, the construction should be completed in October 2013 or 140 days after start.

WORK AND JOBS:

Work wise, June has started off fast and furious, which is a good sign. We have not seen this much activity in work through the Hall in three to four years and we hope the trend continues for a while. Please take advantage of the training classes offered at High Hill and St. Charles so you can take advantage of the work that comes up for this season. The more skills you have the more you can earn.

STRIKES:

In the month of May we had two strikes going on; one at Independent Concrete Pipe (ICP) and the other at BECO. The strikes were independent of each other and about two weeks apart. Both companies employ Local 110 members to manufacture concrete pipe used by our utility contractors and the Laborers that worked for them.

Although we were only asking to cover the cost of the Welfare and Pension increases, \$0.44 cents per hour the first year the companies wanted the cost to come out of the employee’s \$16.03 hourly wages, thus the cause of the strike. The strikes were settled within a week of starting, with the Laborers position holding firm.

I cannot thank the Laborers enough at both plants and the Laborers and Operators on the work site who would not work behind the picket. These types of actions went a long way to resolving the issues and put the plant Laborers back to work. Solidarity works !

Thank you for your trust,

Don Willey
Business Manager



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Local 110 Info

Union Meetings held on the 2nd Wednesday of the month at 6:30 p.m.

Attention Journeymen / Apprentices Help Feed the Hungry

The Construction Craft Laborers' Apprenticeship Program will be conducting a food drive July 1, 2013 thru August 30, 2013.

Journeymen and Apprentices are encouraged to participate in the food drive by donating non-perishable items while attending training classes at the Laborers' AGC Training Center. Examples of items to donate:

- canned meat, beans, tuna, vegetables, chili, soups
- peanut butter & jelly
- cereal
- powdered milk, baby food
- canned fruit
- rice & pasta
- juice
- boxed crackers

Any questions please contact Gregory Jones at (636) 585 -1500

****PLEASE NO GLASS CONTAINERS****