



www.LiunaBuildsAmerica.org

Laborers'
International
Union of
North America

**who we are
what we stand for
what we fight for**

LiUNA!

Feel the Power



who are we?

LIUNA—the Laborers' International Union of North America—is the most progressive, aggressive and fastest-growing union of construction workers, and one of the most significant unions representing public service employees.

Working men and women who carry a LIUNA membership card live in every community across the U.S. and Canada and come from every part of the world. We work on highways and bridges, waterways and dams, in universities and in government. We build and weatherize houses, and make cities, counties, states and the federal government work. From pouring concrete to handling mail, from helping the sick heal to helping the young learn, we literally and figuratively build America and Canada.

We are **500,000 proud people** united through collective bargaining agreements which help us earn superior pay, better benefits and more opportunity.

with LIUNA, we live better.



what do we stand for?

LIUNA stands for **fairness** for working people, regardless of color, gender, race or ethnicity, no matter our country of origin.

We stand for helping **employers succeed** based on providing the highest quality of work in the world and by being responsible members of our communities.

LIUNA stands for **individual advancement** and opening the doors to new opportunity by offering members and employers the best free adult education system there is, with training in the skills needed to build our communities and our countries.

We stand for a strong union movement that can restore the strength of the **middle class**, and we are doing our share with one of the union movement's most ambitious organizing commitments to help tens of thousands of working people join together.

we stand for power for working people.



what do we fight for?

In **government**, through the power of our members and allies, on **jobsites**, through our unity and the strength of our collective bargaining agreements, and in **communities**, through our activism, friends and families

Everyone who works deserves

- a fair wage
- health and safety protections
- the right to safe working conditions
- respect, and the freedom to join together in a union
- access to health care and a dignified retirement

We owe it to working people

- to fight for collective bargaining rights
- to defend family-supporting laws such as the U.S. Davis-Bacon Prevailing Wage Act
- to build a modern infrastructure that keeps our countries competitive and creates good jobs
- to strive for a sound pension system and national health care policy
- to stand up for laws that acknowledge the contributions of immigrants
- to make international trade fair

we fight to reward work.

what membership means

Being a member of LIUNA today honors a heritage that began in 1903 when courageous workers overcame hostility, threats and violence to join together.

We honor that heritage through our struggles today—being heard in government, raising standards for workers and employers on the job, and reaching out to a new generation of workers yearning for a better life. The rewards come in **better pay, benefits and working conditions**, and in pride for adding the strength of each of our voices to something stronger.

Whether it's by going to work for an employer who already works with LIUNA, or by joining with co-workers to organize and bring LIUNA into your workplace, **you can join us.**

Laborers'
International
Union of
North America



LIUNA!

Feel the Power

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TERENCE M. O'SULLIVAN, General President

ARMAND E. SABITONI, General Secretary-Treasurer

FOR IMMEDIATE RELEASE

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ASCE Report Card Shows U.S. Infrastructure Near Failing

“It’s time to stop duct-taping this problem”

Washington, D.C. (March 19, 2013) – The American Society of Civil Engineers (ASCE) released their *2013 Report Card for America’s Infrastructure* today, awarding the U.S. an overall grade of D+ on infrastructure.

According to the report, U.S. roads, bridges, public transportation networks, water and sewage systems, school facilities, power grids, and other basic but essential public support assets have diminished to the point that a \$3.6 trillion investment is needed to rescue our near-failing infrastructure systems by 2020.

"It's time to stop duct-taping this problem," said LIUNA General President Terry O'Sullivan. "Chronic underinvestment created the current crisis and continued failure to adequately invest in our nation's infrastructure needs only widens the gap and increases the final cost."

The ASCE report found that America's highways face a 42 percent congestion rate, costing the economy an estimated \$101 billion annually in wasted time and fuel. Deficient and deteriorating transit systems drained \$90 billion from the U.S. economy in 2010 alone. The cost of congestions and delays at our national airports was nearly \$22 billion in 2012 and will rise to \$34 billion by 2020 and \$63 billion by 2040.

"We wouldn't want our kids to come home with a D+ and it's not acceptable for our country. It's time for Congress to put the duct tape away and put America back to work building a safe, efficient and effective U.S. infrastructure system that will pay dividends to our national economy and the American workforce for decades to come," said O'Sullivan.

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INVESTING IN INFRASTRUCTURE - OUR NATION'S ECONOMIC ENGINE

BETWEEN NOW AND 2020, THE INVESTMENT
SHORTFALL WILL GROW TO \$1.1 TRILLION.

\$1.66T
CURRENT
NEED

\$1.1T GAP

\$2.75T
FUTURE
NEED

AGING AND UNRELIABLE INFRASTRUCTURE
WILL INCREASE COSTS BY

\$1.2 TRILLION
FOR BUSINESSES

\$611 BILLION
FOR HOUSEHOLDS

BY INVESTING AN ADDITIONAL
\$157B PER YEAR THROUGH 2020,
WE CAN PREVENT:

\$3.1 Trillion
loss in GDP

\$1.1 Trillion
loss in total trade

\$3,100
per year drop in personal
disposable income per
household

\$2.4 Trillion
drop in consumer
spending

3.5 Million
job losses



Learn more at
www.asce.org/infrastructure

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

TESTIMONY OF TERENCE M. O'SULLIVAN
GENERAL PRESIDENT
LABORERS' INTERNATIONAL UNION OF NORTH AMERICA
TRANSPORTATION AND INFRASTRUCTURE COMMITTEE,
U.S. HOUSE OF REPRESENTATIVES
FEBRUARY 13, 2013

Thank you Chairman Shuster, ranking member Rahall and distinguished members of the Committee.

On behalf of the Laborers' International Union of North America, the men and women who dedicate their lives to building America, I want to express our gratitude for the opportunity to speak to you today.

Mr. Chairman, it is an honor to be at the first hearing under your leadership. We respect your willingness to take on what will be a tremendous challenge.

We are confident that your commitment to our nation and your family's legacy of safeguarding our fundamental infrastructure will serve you well.

I'm also honored to be here with two good friends, Tom Donohue of the U.S. Chamber of Commerce, and Governor Ed Rendell of Building America's Future. Both are fine leaders of organizations with whom we share the goal of building a modern and lasting American Infrastructure.

LIUNA members build the critical infrastructure of our country. But we don't only build, like all working people we rely on the basic infrastructure of America every day.

The foundation of our great nation was created with a strong federal role and it must be maintained and strengthened with a strong vibrant federal role.

The federal government's involvement is not only required because of our common fate or to ensure the quality of daily life and even save lives, it's required because the simple fact is you can't talk about solving a \$2.2 trillion problem without a federal role.

We believe in all of the above solution, public private partnerships, new sources of revenue and increased efficiencies, but at the end of the day the federal government must lead.

I congratulate and commend this committee for making that the topic of its first hearing.

The challenge we are facing is certainly beyond the capacity of any city, any county or even any state. We won't fix the 26 percent of our bridges that are deficient or obsolete without federal leadership. Without a strong federal role, we can't address the fact that each day, 7 billion gallons of clean drinking water is lost to leaking pipes, or that each year 850 billion gallons of sewage over flows.

Nearly 50 percent of the locks on our inland waterways are functionally obsolete and by 2020 that will increase to 80 percent unless there is a strong federal role.

Without strong federal action we will stay on the path we're on investing two percent of our GDP in infrastructure while China invests 10 percent free falling toward a third world infrastructure.

We need a new American Marshall Plan to tackle the crisis, a new way to think about and invest in the basics of America.

We need the same inspiration, dedication and visionary leadership that made us the first country to land on the moon. Allowed us to win the Cold War, and created a beacon of promise around the globe.

If we accept this challenge we can build our economy at the same time.

The construction industry is in its worst downturn in forty years. There are two million fewer jobs in the industry today than there were in April 2006. The construction unemployment rate is currently 16.1 percent.

Mr. Chairman, members of the Committee, there is real suffering within the construction workforce and the solution is staring us in the face.

Needed infrastructure investment would create millions of jobs. And, investing now protects tax payers because every year of inaction costs 150 billion dollars due to further deterioration.

It will take a lot of brains to figure this out and make it happen but it is also a no brainer that we must get it started now.

The decisions and actions of this committee can be life altering and as historic as the decision to build our interstate highway system.

Your challenge is great and your hurdles high and building the will to move forward won't be easy, but you can leave behind real assets that will benefit tax payers and our entire nation for generations to come.

FOR IMMEDIATE RELEASE

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Bold Action Needed to Restore America's Infrastructure

LIUNA Calls for Strong Federal Role in House Transportation and Infrastructure Hearing

Washington, D.C. (February 13, 2013) – Terry O'Sullivan, General President of LIUNA - the Laborers' International Union of North America - testified today on the need for strong federal leadership to address our nation's basic needs for good roads, safe bridges, clean drinking water and safe and efficient airports before the House Committee on Transportation and Infrastructure.

LIUNA is one of the nation's largest unions of construction workers and members build highways, bridges, pipelines, sewer systems, and transit systems. LIUNA has long been a vocal voice for infrastructure investment including long-standing partnerships with the U.S. Chamber of Commerce, Americans for Transportation Mobility, Building America's Future and other allies.

"Taking care of the basics of America is a core function and responsibility of the federal government and I congratulate and commend the committee for addressing this issue in its first hearing," said O'Sullivan.

America's infrastructure – our roads, bridges and highways and water systems - are in a state of crisis. Across the U.S., 26 percent of all bridges – are structurally deficient or functionally obsolete. A third of major roads are in mediocre or poor condition and 36 percent of major urban highways are stretched beyond capacity. Each day, 7 billion gallons of clean drinking water is lost to leaking pipes. The scope of our needs is beyond the capacity of cities, counties, even states or private investment to address and the economic impacts could be devastating. The American Society of Civil Engineers predicts we will lose \$1.0 trillion in business sales, \$324 billion in exports and one million jobs annually by 2020 if we don't act.

"Our country needs a new American Marshall Plan to tackle this crisis, a new way to think about and invest in the basics of America," said O'Sullivan.

Investing in America's basic infrastructure would not only help rescue our economy but also working people. The construction industry is weathering the most sustained downturn in 40 years with two million fewer jobs in the industry than at the peak in April of 2006 and the unemployment rate at 16.1%.

By acting now to address our nation's infrastructure needs, "We can help rescue our economy, rescue working America and leave behind real assets that will benefit taxpayers and our entire nation for generations to come," said O'Sullivan.

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LIUNA General President Terry O'Sullivan's full testimony is available [here](#).

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Contact: Richard Greer, 202-942-2262 or rgreer@liuna.org

LIUNA Applauds Bipartisan Immigration Reform, Urges Full Measures to Combat Unscrupulous Employers

Washington, D.C. (January 29, 2013) – Terry O’Sullivan, General President of LIUNA - the Laborers’ International Union of North America – issued the following statement on bipartisan efforts to achieve comprehensive immigration reform championed by President Obama:

“It is encouraging to see the President and Senators from both parties working together in support of comprehensive immigration reform. I look forward to working with the White House and policymakers from both parties to achieve true immigration reform that strengthens our nation and enables millions of undocumented workers to step out of the shadows and into the American workforce.

“LIUNA believes in establishing a clear path to citizenship for the 12 million undocumented immigrants currently residing in the United States who have violated no law other than their lack of documentation. Our current immigration policy leaves far too many undocumented workers vulnerable to employer pressure and permits wholesale worker exploitation that drives down wages and corrodes working conditions for all similarly employed workers - citizens and immigrants alike.

“Comprehensive reform can only be achieved by addressing our archaic visa policy, failed guest worker programs, inefficient employment verification systems and bureaucratic backlogs that keep families apart and create the conditions that allow unscrupulous employers to thrive in our current system.

“LIUNA offers its full support to the President and Congress in building a stronger America for us all through comprehensive immigration reform.”

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New Route Approved, LIUNA Urges State Department, White House to Authorize Keystone XL Pipeline

“The Keystone pipeline will unlock thousands of good jobs for American workers”

Washington, D.C. (January 22, 2013) – Terry O’Sullivan, General President of LIUNA - the Laborers’ International Union of North America – issued the following statement about Nebraska Gov. Dave Heineman’s approval of a new route for the Keystone XL pipeline and the urgent need for final authorization of the jobs-creating pipeline project:

“Thank you, Governor Heineman, for completing the evaluation process of the new route for TransCanada’s Keystone XL Pipeline project. Your approval removes one of the last barriers separating nearly 1 million unemployed U.S. construction workers from the tens of thousands of good jobs that will be created by this massive pipeline project.

“It is clear that this pipeline is in the national interest. I urge the State Department and the White House to move with all haste in completing the next steps in the authorization process. The Keystone pipeline will unlock thousands of good jobs for American workers and any further delay beyond the State Department’s current schedule will only result in prolonged economic insecurity for thousands of Laborers who would otherwise be working.”

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CONSTRUCTION OF THE KEYSTONE XL PIPELINE

**will unlock thousands of jobs and strengthen
state and local economies along the pipeline path**

AMERICA FAVORS KEYSTONE XL



**66% of
Americans**

favor building KXL

KEYSTONE XL: JOB CREATOR

KXL will create

42,100 JOBS

over a two-year
period



CONSTRUCTION JOBS HELP THE ECONOMY

The construction industry
typically accounts for

**5% of the
annual
GDP** of the U.S.



UNPRECEDENTED SAFETY PRECAUTIONS

**57 additional
safety
measures**

will be used in
building KXL



Contact Communications: (202) 942-2262 or communications@liuna.org

**Statement of Terry O'Sullivan
General President of LIUNA
On Obama Administration's Halt to Deportation of Some Child Immigrants**

Washington, D.C. (June 15, 2012) – Terry O'Sullivan, General President of LIUNA – the Laborers' International Union of North America – made the following statement today on the Obama Administration's Executive Order affecting some undocumented immigrants who were brought to the U.S. as children:

LIUNA, a union built by immigrant families who have helped build America, applauds the Obama Administration Executive Order which will allow some undocumented immigrants brought to the U.S. as children to remain in the country.

It is a matter of fairness and the principles for which our nation stands. Children who did not choose to enter or remain in the U.S. illegally, who have earned a high school education or served in our military, who are contributing to our nation and have no criminal history deserve the opportunity to continue their lives here. They should not be forced to live in fear of deportation.

LIUNA has long supported the DREAM Act and this policy change moves our country closer to the Act's goals. We call on Congress to overcome its partisan blockage of both the full Dream Act and the long-term solution to immigration issues, which is adoption of comprehensive immigration reform.

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On Heels of Employment Report, LIUNA Members Join President Obama at Signing for Jobs-Creating Highway Bill

‘Bill Gets Us to the 10- or 20-Yard Line; Time for National Conversation on How to Get in the End Zone’

Washington, D.C. (July 6, 2012) – On the heels of a Bureau of Labor Statistics employment report showing the addition of 111,000 construction jobs in June, LIUNA members today are scheduled to proudly join President Obama during the signing ceremony for a new, jobs-creating Highway Bill.

“While the economy overall continues to struggle as today’s jobs report shows, investment in the basics of our country – including through the Highway Bill – offers both the hope for robust recovery and for investment that will increase our nation’s competitiveness and leave behind real assets for taxpayers and future generations,” LIUNA General President Terry O’Sullivan said.

The nation’s construction industry added 111,000 badly-needed jobs last month, with the percent of construction workers trying to find work falling to 12.8 percent, according to the latest report from BLS. During the recession, about 2 million construction jobs were lost.

“The Highway Bill is progress and a lifeline for construction workers, but it only gets us to the 10 or 20 yard line,” O’Sullivan said. “It’s time for a national conversation on how to get in the end-zone – to build an America that once again has transportation systems that are the envy of the world.”

The \$105 billion, 27-month Highway Bill will provide investment for roads, bridges and transit systems. O’Sullivan said, “It will be a fire-wall against further decay of our transportation infrastructure – as well as create or support at least 2 million jobs. But the problem is bigger. We need a long-term vision to plan for a generation, not just for a few years. For example, according to the American Society of Civil Engineers, the average bridge is 43 years old, dangerously close to the average lifespan of 50 years.”

LIUNA members were on the forefront of the multi-year effort to pass the Highway Bill and will remain engaged in raising awareness about the need for a longer-term solution to the nation’s critical infrastructure needs.

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Highway Bill Passage

LIUNA Praises Congress for Creating Jobs Fixing America's Decaying Transportation Systems and Increasing Certainty in Construction Industry

Passage Caps Multi-Year Fight by LIUNA Members for Investment in Roads, Bridges and Transit; Opens Door for Bigger Discussion of Critical Infrastructure Challenges

Washington, D.C. (June 29, 2012) – LIUNA – the Laborers' International Union of North America – praised Congress for passing a multi-year Highway Bill which will support millions of jobs fixing deteriorating roads, bridges and transit systems, and help restore certainty to the struggling construction industry.

"For men and women in the construction industry, who have been battling Depression-era levels of unemployment, passage of this bill will be a lifeline," LIUNA General President Terry O'Sullivan said. "By insuring multi-year investment, it will help restore the certainty needed to launch long-term projects. And for the nation, this is a step toward fixing our roads, bridges and transit systems that were once the envy of the world."

Passage of the bill comes after LIUNA members mounted a multi-year effort to overcome partisan bickering in Congress that had blocked what is traditionally bi-partisan legislation. LIUNA members have placed or written thousands of phone calls or letters, rallied around Build America events in more than a dozen cities and spoken out to fellow members and news media about the need for transportation investment.

This spring, LIUNA was on the forefront of the effort, calling on House Speaker John Boehner to get a Highway Bill passed. The union launched intensive radio ads and direct mail in the Speaker's home state of Ohio. In addition, the "Emergency Bridge Repair Team" truck traveled through Boehner's home state of Ohio, and onward to the U.S. Capitol. The truck carried a giant roll of duct tape to symbolize the approach of elected officials to the serious problem of deteriorating transportation infrastructure.

O'Sullivan congratulated LIUNA members on the victory, saying, "every LIUNA member who wrote a letter, made a call, attended an event or talked to a fellow member about the need for a real Highway Bill should be proud." In addition, O'Sullivan commended Senator Barbara Boxer of California for spearheading the drive to passage.

He noted that while passage of the bill – the single largest piece of job-creating legislation in the country – is an historic milestone, much work remains to be done. America's bridges, for example, are on average 43 years old – dangerously close to the 50-year average bridge lifespan. One in four bridges is deficient or obsolete and a fourth of roadways are in poor condition.

Meanwhile, unemployment in the construction industry is 14.2 percent, with more than 1 million jobless.

“Passage of this bill is a step toward putting men and women who desperately need work back on the job doing work that desperately needs to be done,” O’Sullivan said. “This is great progress. It opens the door to the bigger conversation of how our country can face the challenges of investing adequately in critical infrastructure needs for the future. LIUNA will continue to be on the frontlines of raising public awareness and fighting for the investment that America deserves.”

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LIUNA Calls on House Republicans to Stop Playing Politics With Nation's Transportation Systems, Jobs and Motorists Lives

Republican "Duct Tape" Approach With Highway Bill Extension Will Force American's to Play Russian Roulette with Every Deficient Bridge Crossed

Washington, D.C. (March 28, 2012) – LIUNA – the Laborers' International Union of North America – today stepped up its pressure on House Republicans to stop playing politics with the Highway Bill and adopt a bipartisan Senate bill that will preserve investment in bridges and highways, support jobs and protect motorists.

The union has been at the forefront of the effort to pass the Senate's two-year bi-partisan effort with intensive radio ads in Ohio and Kentucky, direct mail and the use of its "Emergency Bridge Repair Team" truck. The 15-foot flatbed truck – carrying a giant roll of duct tape to symbolize the House Republican approach to caring for America's bridges – began traveling to bridges in metro Washington, D.C.

"One in four bridges in the U.S. is structurally deficient or obsolete. The average bridge is 45 years old, dangerously close to the average bridge lifespan of 50 years," said LIUNA General President Terry O'Sullivan. "Yet Republicans in the House, led by Speaker John Boehner, are mired in political gamesmanship and blocking adoption of a bipartisan Senate solution. What they offer at best is a Highway Bill extension that is nothing more than duct tape for a bridge crisis that is threatening safety, jobs and our economy."

The current Highway Bill expires March 31. The bill is the single-largest jobs-creating legislation in the nation and is mainly how highways, bridges and transit systems are built and maintained.

In early March, LIUNA began airing "London Bridge," a radio ad in Kentucky and Ohio. In the ad, children sing "America's bridges falling down" and call on House Speaker John Boehner to lead the effort to pass the bi-partisan Senate bill in the House. The union has also introduced "Russian Roulette," a hard-hitting ad in Rep. Boehner's district and other Ohio cities. The ad asks, "How many people do you imagine will have to die before we repair our crumbling infrastructure?"

In addition, LIUNA sent Ohio voters 90,000 pieces of direct mail, entitled "How to Survive A Collapsed Bridge: Inspired by Speaker of the House John Boehner." The tongue-in-cheek piece provides both details on bridge deficiencies and guidance from the U.S. Army Survival Guide.

While the I-35 bridge collapse in Minneapolis was a high-profile fatal tragedy, research shows that poor road conditions contribute to 53% of traffic fatalities – and surpasses speeding and drunk-driving as single largest variable in increasing the severity of crash injuries.

The Emergency Bridge Repair Truck Team will stop at several high-profile bridges, including the Key Bridge, the 14th Street Bridge over Maine Avenue and the Anacostia Freeway Bridge over Firth Sterling Avenue – all deficient bridges within the shadow of the U.S. Capitol. LIUNA members will actually duct tape the bridge with tape carrying a sticker that says, “John Boehner: Fix This Bridge!”

O’Sullivan noted that several House Republicans have indicated support for the bi-partisan Senate Highway Bill and that it could likely pass the House with Democratic and Republican votes. He urged the Speaker to free himself from fringe tea party elements blocking passage of the Senate bill and to abandon the effort to write a partisan bill.

“That partisan effort has failed to gather enough support for more than a month and underscores the failure of the Republicans and their leadership,” O’Sullivan said. “It’s time to put one and one together – men and women who desperately need work and bridge repair that desperately needs to be done. Politicians preach about building bridges – how about just fixing some? If the House doesn’t pass the bi-partisan Senate bill, we’re going to need more than an entire fleet of duct tape trucks.”

You can follow the Emergency Bridge Repair Team truck on twitter @LIUNA and learn more about LIUNA’s effort at www.HighwayBill.org.

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LIUNA Praises Senate for Passing Bipartisan Highway Bill, Puts Pressure on House Republicans to Follow Suit

New Hard-Hitting Media Campaign with Provocative Radio Ads, Direct Mail and “Emergency Bridge Repair Team” Truck Urges Rep. Boehner to Take Immediate Action on Highway Bill

Washington, D.C. (March 14, 2012) – Terry O’Sullivan, General President of LIUNA – the Laborers’ International Union of North America – made the following statement on the U.S. Senate’s passage of a two-year, \$109 billion Highway Bill:

LIUNA applauds the Senate for coming together today to pass a Highway Bill that fully invests in America’s transportation systems and protects good jobs. After nearly three years of temporary extensions, this legislation is desperately needed to keep our economy moving in the right direction.

And while the Senate’s actions are encouraging, we’re not out of the woods yet. The House must now follow suit and pass a jobs-protecting Highway Bill too. So far, all we’ve seen from House Republicans is partisan politics – even as one-in-four bridges in America have been deemed structurally deficient or functionally obsolete.

That’s why, this past week LIUNA dramatically dialed up the pressure on House Speaker John Boehner, launching a multi-media campaign in his home state of Ohio. The effort includes a powerful radio ad – “Russian Roulette” – which warns motorists that until Congress passes a Highway Bill, they’re being forced to play Russian roulette every time they cross an unsafe bridge.

The effort also includes a mailer to 100,000 voters entitled “How to Survive a Collapsing Bridge” and a media tour that kicks off next week when an “Emergency Bridge Repair Team” truck will traverse the state to provide information about the stalled Highway Bill to motorists.

With this campaign, we’re sending a message to Speaker Boehner and the House of Representatives that it’s time to end the political games. We need to pass a strong, bipartisan Highway Bill not just to protect our economy and our bridges – but also our lives. The Senate can do it, and so can the House of Representatives.

To learn more, hear the radio ads and view the campaign materials, please visit www.highwaybill.org

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Contact: Richard Greer, 202-942-2262, 202-251-5347 or rgreer@liuna.org; or Jaclyn Macek Houser, (202) 942-2264, (517) 420-4372 or jhouser@liuna.org

LIUNA Launches Hard-Hitting Media Effort to Step Up Pressure on Republican Leadership to Pass a Real Highway Bill

Radio, Direct Mail, Creative Tactics in Kentucky and Ohio Urge McConnell, Boehner to Halt Political Stunts and Protect Americans from Deteriorating Bridges

Washington, D.C. (March 6, 2012) – LIUNA – the Laborers' International Union of North America – today launched a hard-hitting multi-media campaign to highlight the growing public safety crisis posed by America's crumbling bridges, deteriorating roads and struggling transit systems. The campaign appeals to voters to call on the Republican leadership in Congress to support a long-term Highway Bill that protects investment in transportation systems.

The provocative effort includes:

- Extensive radio spots in Ohio and Kentucky. The first ad, "London Bridge," features children singing "America's Bridges falling down." A second, harder-hitting ad will be added to the airwaves shortly after London Bridge debuts.
- Direct mail targeting voters in both states that takes a tongue-in-cheek approach to the serious crisis of our nation's transportation systems. Entitled "How to Survive a Collapsed Bridge," the literature informs voters of bridge deficiencies in their state and includes information on bridge collapses from the U.S. Army's survival guide. It urges voters to contact House Speaker John Boehner and Senate Minority Leader Mitch McConnell.
- Creative tactics in the form of a flatbed truck carrying a giant roll of duct tape. Signage on the truck will state "Emergency Bridge Repair Team." The truck will travel through Ohio and Kentucky.

The campaign comes as Congress faces a March 31 deadline to extend the Highway Bill. Last fall, Congress passed a temporary extension, but a desperately-needed long-term Highway Bill to fix America's ailing transportation systems has been repeatedly sabotaged by Republican political games.

"The average age of bridges in the U.S. is 45 years – dangerously close to the designed lifespan of 50 years," LIUNA General President Terry O'Sullivan said. "With this campaign, we're letting Congress know that while they're busy playing politics, Americans are being forced to risk their safety every time they cross a deficient or obsolete bridge."

According to the American Society of Civil Engineers, 24% of bridges – 143,000 nationwide – have been deemed structurally deficient or functionally obsolete by Federal Highway Administration inspectors. About 3,580 bridges in the U.S. are closed to all traffic because they are unsafe. About 77,000 create a chokehold on commerce because they are obsolete and can't handle the weight of commercial vehicles.

Meanwhile 1.5 million construction workers – who are trained, ready and able to repair our nation’s bridges – are jobless. “It is insulting to the public and to working people that Congress has politicized the traditionally bi-partisan Highway Bill,” O’Sullivan said. “Politicizing the Highway Bill is bad for America.”

The Highway Bill doesn’t just sustain bridges – it protects investment in the nation’s overall transportation systems. Due to the logjam in Congress and the failure to keep up, poor road conditions have become a contributing factor in 53% of traffic fatalities, according to a Pacific Institute for Research and Evaluation study. The study also found that poor roadway condition is the single largest variable in increasing the severity of crash injuries – more than speeding, alcohol or failure to wear seat belts.

Currently a bipartisan bill in the Senate has been stalled by politically-motivated amendments un-related to transportation put forth by some Republicans. The \$109 billion Senate bill would keep investment level for two-years. The House has been handcuffed by extremist Republicans seeking to slash investment.

“This campaign is jarring, hard-hitting and provocative – and accurate. It is exasperating that it takes this kind of effort to motivate elected officials to act on behalf of the country,” said O’Sullivan. “Congress, in an election year, should be fearful of failing to act. At best, these aging bridges contribute to deteriorating lifestyle for Americans and are crippling our country’s ability to compete. At worst, as witnessed with the tragic I-35 Minneapolis bridge collapse, they are thousands of accidents waiting to happen.”

In Senator McConnell’s own state, the I-64 Sherman-Minton Bridge – a high-traffic artery for commuters and commerce – was shut down for months last year after inspectors declared it too unsafe to drive on. That bridge is just one of 4,257 deficient or obsolete bridges in Kentucky. In Congressman Boehner’s home state of Ohio, almost 6,400 bridges fall into that category.

For more information, to view campaign ad materials and listen to the ads, visit www.highwaybill.org.

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The half-million members of LIUNA – the Laborers’ International Union of North America – are on the forefront of the construction industry, a powerhouse of workers who are proud to build America.

Biography

Terry O'Sullivan, General President

Terry O'Sullivan has been General President of LIUNA – the Laborers' International Union of North America – since January 1, 2000. He is known as an innovator among the newest generation of labor leaders dedicated to aggressive and sometimes radical approaches designed to increase the power of working people in the 21st Century.

O'Sullivan has guided the more than 500,000 collective bargaining members of LIUNA to the forefront of the labor movement, reshaping the Union into one of the fastest-growing, most aggressive and progressive unions in North America.

LIUNA members literally and figuratively build America with their work in construction, hazardous waste remediation, state and municipal government, the Postal Service, health care, maintenance and food service.

Since taking office, O'Sullivan has restructured and refined the union's goals, programs, and services. Under his leadership, the Union has adopted "organize or die" as its day-to-day motto, while at the same time increasing its commitment to member activism, capital strategies, grassroots politics, labor-management cooperation, apprenticeship, training and education.

At LIUNA's 2011 Convention, O'Sullivan led the charge for an unprecedented commitment to growing the union's political strength with passage of a resolution that will significantly increase the union's investment in politics, and position LIUNA's PAC to rank in the top ten in the country.

At LIUNA's 2006 Convention, O'Sullivan also led delegates to a historic commitment for helping more workers join the union with the passage of resolutions that will raise more than \$100 million a year for organizing – more than any construction union and more than virtually any union in North America. O'Sullivan is widely known as a fiery speaker who motivates and inspires his audience to action at rallies, conventions, meetings and other events.

O'Sullivan has been an outspoken advocate for sound transportation policy on Capitol Hill, in TV and radio appearances, and as a contributor to publications, such as the National Journal's Transportation Experts Blog and the Huffington Post.

O'Sullivan is a long-time, vocal supporter and activist for Sinn Fein to secure peace, justice and a united Ireland. He is Executive Vice President of D.C. Friends of Ireland and President of New York Friends of Ireland.

He is the former Chairman and CEO of ULLICO Inc., and currently serves as a member of the Board of Directors of the insurance and financial services provider. He is also a member of the Governing Board of Presidents of the Building and Construction Trades Department of the AFL-CIO and a member of the Executive Council of the AFL-CIO. He also serves on the Board of Directors for Working America, and is a member of the Management Committee of Americans for Transportation Mobility.

In addition, O'Sullivan is a Board Member ex officio of La Fuente, he is the Chair Emeritus of the Bridge Builders and he sits on the Board of Directors for the Apollo Alliance and for the NCCMP (National Coordinating Committee for Multiemployer Plans).

Before becoming LIUNA General President, O'Sullivan served the Union as a Vice President, Mid-Atlantic Regional Manager, and Assistant to the General President. He has also served as Administrator of the West Virginia Laborers' Training Center.

A proud native of San Francisco, he joined LIUNA in 1974 and is a member of Local Union 1353, Charleston, West Virginia.

Comprehensive Immigration Reform Should Protect All Workers

LIUNA was founded more than a century ago by immigrants struggling for citizenship and to improve their lives. These proud men and women helped build our nation, just as many immigrants do today. But our current immigration policy is failing both citizens and immigrants.

LIUNA supports comprehensive immigration reform that includes an earned path to citizenship for the 11 million undocumented workers in the U.S. Allowing these workers to step out of the shadows will block downward wage pressure that comes with an exploited underclass.

- Workers who pay taxes and contribute to their communities and whose only crime is lacking documents deserve a chance to earn U.S. citizenship.
- An earned path to citizenship should be realistic and achievable by those who have the ambition to become U.S. citizens. A lengthy waiting period, onerous penalties and a cumbersome bureaucracy should be avoided or reform will fail.

Reform should include strong and humane enforcement of our borders.

- A common sense approach should focus first on stopping criminals at the border. While border security is crucial, it is not the only step. Nearly half of unauthorized immigrants arrive lawfully, but overstay their visas. Reform should include an employer system to verify an immigrant's work authorization, but the current system should be overhauled to ensure accuracy, to penalize employers who misuse the system, and to provide workers due process.
- The unity of immigrant families should be a key factor in the enactment of an earned path to citizenship for undocumented workers.

Labor standards must be enforced to protect workers' rights so that immigration does not depress wages or working conditions.

- Our current immigration system allows unscrupulous employers to engage in wholesale worker exploitation, using fear of deportation to cheat workers out of wages or cut corners on safety.

LIUNA is opposed to guest worker programs in the construction industry. With 16.1 percent unemployment in the sector, we should not create another easily exploited underclass of workers.

- The U.S. has yet to prove it can implement a fair guest worker program. From the Bracero program to current temporary work visas, guest worker programs create a class of workers who are used to drive wage standards down for all workers.
- An independent commission should be established to assess and manage the future flow of immigrants, based on actual, proven labor market shortages.

LIUNA supports President Obama's bipartisan proposal for comprehensive immigration reform.

- Some Republicans are pushing a "piecemeal approach" to expand guest worker programs without a clear path to citizenship, creating a larger pool of workers vulnerable to exploitation.

The half-million members of LIUNA – the Laborers' International Union of North America – are on the forefront of the construction industry, a powerhouse of workers who are proud to build America.

Right-to-Work Really Means No Union Work

An Attempt to Cut Your Pay and Destroy Your Pension

So-called “right-to-work” laws are nothing less than an attempt to weaken your union and take away the wages and benefits you’ve won through years of hard work. We must fight to stop them.

“Right-to-work” laws cut wages, put pensions in jeopardy and destroy good benefits.

- “Right-to-work” means workers can choose not to pay their fair share of union dues, stretching your union to the breaking point by forcing it to cover “free riders.” Your voice and that of your fellow workers is weakened.
- “Right-to-work” will deprive you of the family-supporting wages you deserve – workers in “right-to-work” states make about \$5,300 a year less than workers in free-bargaining states.
- The health of you and your family will suffer – in “right-to-work” states, 28 percent more people lack health insurance. And your pension will be threatened as companies run away from their obligations.
- “Right-to-work” laws can be deadly. The rate of workplace deaths is 36 percent higher in “right-to-work” states. Workers in those states also lose out on workers’ compensation.

“Right-to-work” is bad for your employer, too – it gives the upper hand to “low road” companies that offer poor pay and benefits. They can also devastate your local economy.

- Employers like yours negotiate with a union for a reason – they get access to a skilled, trained workforce. “Right-to-work” laws hurt their ability to compete on the quality, safety and productivity advantages they offer by using union workers. They get undercut by companies who don’t offer good wages or benefits.
- The good wages you make – the wages your union negotiated – allow you to spend more money at local shops, restaurants and other businesses. By weakening unions and putting those wages at risk, “right-to-work” laws can hurt your community’s economy as well.

“Right-to-work” laws take from the pockets of all working people -- especially women and minorities.

- Latino union members earn \$45 more each week than nonunion Latinos, while unionized African Americans earn 30 percent more each week than those not in a union. On average, women in labor unions earn \$149 each week more than their nonunion counterparts.
- “Right-to-work” laws undo the major gains unions have made in closing the gap between men’s and women’s pay. While the overall gender gap is 32 percent, it is only 5 percent among men and women who are in a union.



**IF WE DON'T MAINTAIN OUR NATION'S BRIDGES,
"BAILOUT" WILL TAKE ON A WHOLE NEW MEANING.**



Politicians talk about "building bridges." How about fixing a few first? Maintaining our bridges and roads cannot take a back seat to partisan politics. The time for Congress to act is now. Pass the Highway Bill.

LiUNA!

The Build America Union

LiunaBuildsAmerica.org

6,599 UNSOUND IOWA BRIDGES



**Tell Congress:
We Need
A Highway
Bill Now!**

**Build America so America Works
LiUNA!**

Billboards in Quad Cities, Des Moines and Sioux City

Our Cause: Restore America's Competitiveness, Create Jobs and Ensure a Positive Legacy for Future Generations

The United States became a global economic power due to the nation's vision, commitment, political will and the work of men and women who built world-class fundamental infrastructure – our bridges, highways, water resources, school facilities and energy systems. But we have fallen behind and it threatens our economy, our competitiveness and the daily lives of millions of jobless men and women.

While some sectors of our economy are in a slow recovery, Depression-era joblessness persists in the construction industry.

- In the construction industry, 2 million jobs have been lost since the recession began and more than 1 million men and women are unemployed, far exceeding any other segment of the economy.
- Construction jobs tend to be good jobs which support families with paychecks that quickly spread throughout local communities.

Even though millions are desperate for work and ready to help build America, our basic needs continue to deteriorate. Meanwhile the tab for taxpayers continues to balloon, increasing by 69 percent to \$2.2 trillion since 2001.

- Across the U.S., 161,892 bridges – 27 percent of all bridges – are structurally deficient or functionally obsolete. A third of major roads are in mediocre or poor condition and 36 percent of major urban highways are stretched beyond capacity.
- Each day, 7 billion gallons of clean drinking water is lost to leaking pipes.
- According to the Environmental Protection Agency, 850 billion gallons of sewage over- flows each year.
- Our electrical grid is outdated, costing at least \$25 billion in lost energy – while a vigorous commitment to nuclear power could free us from foreign oil.
- In the U.S., there are 1,743 high-hazard dams – those which threaten life and property –and since 2001 the number has increase nearly five-fold.
- Almost a third of public school students attend facilities that are over-crowded.

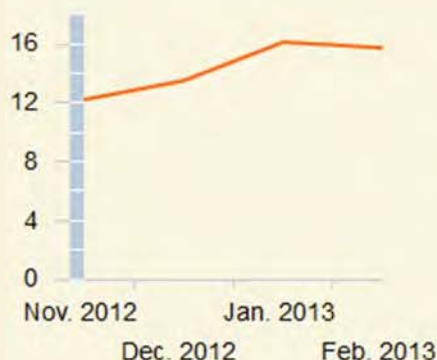
Investment to build the basics of America could create millions of good jobs. Adopting President Obama's "Fix it First" plan is a step in the right direction.

- The President's "all of the above" approach to investment should be a model for future legislation and with needs estimated at \$2.2 trillion, strong leadership and innovation from the federal government is urgently needed.

February Jobs Report

2013

1.3 Million Construction Workers are Unemployed



**Failure of Congress
to act will mean
LOST JOBS.**

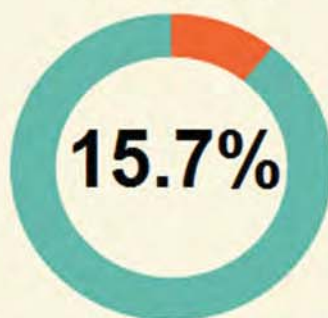


Cuts in construction investment alone - estimated at \$4 billion or more - undermine an industry just beginning to recover from long-term record employment.

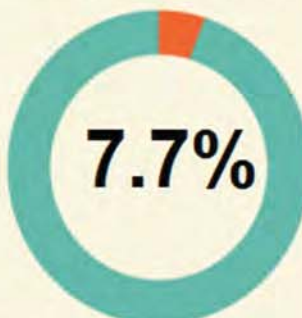
**Sequestration will
cause more job loss -
as much as 100,000.**

**The unemployment
rate in the
construction
industry is well
above the national
rate.**

**Construction
Unemployment**



**National
Unemployment Rate**



BuildAmerica

Highways

The U.S. highway system marveled the world when it was built as a response to the nation's security needs. Today it has fallen into disrepair and is stretched beyond capacity to the point where it is no longer functional in many regions. Without the same visionary leadership and national will that created our highway system, this fundamental piece of surface transportation will cripple America's ability to compete in the global economy.

The U.S. economy is dependent on surface transportation – \$1 of every \$10 of the gross domestic product is tied to moving goods and people. Yet, according to the U.S. Department of Transportation, 170,000 miles of our roads are in poor condition.

- Traffic congestion costs commuters and businesses \$170 billion a year due to 4 billion hours in delays, the DOT's chief economist has determined. The cost is growing at twice the rate of the economy, placing a significant drag on competitiveness.
- Motorists pay on average \$710 every year for gas they waste due to traffic congestion, which also increases our reliance on foreign oil.

Deteriorating roads are a threat to public safety and to our quality of life.

- According to the American Society of Civil Engineers, roadway conditions are a significant factor in about one-third of traffic fatalities.
- Rush hour has doubled in urban areas from three to six hours. In 1982, Los Angeles was the only urban area in the U.S. where commuters lost 40 or more hours a year to traffic delays. Now, 28 urban areas face those conditions.

Bringing our highways up to par would create more than 1 million jobs a year and leave behind real assets for future generations.

- The American Association of State Highway and Transportation Officials believes a new Surface Transportation Bill must invest \$565 billion in surface transportation between now and 2015, including \$375 billion for highways.
- The recently passed \$105 billion, 27-month Highway Bill will provide investment for roads, bridges and transit systems but a long-term vision is needed to build and maintain safe and efficient transportation systems that will promote our economic competitiveness in the future.

BuildAmerica

Bridges

Every day, millions of Americans drive on bridges which Federal Highway Administration inspectors have deemed structurally deficient or functionally obsolete. At best, these bridges are inefficient. At worst they are deadly, as the I-35 Bridge collapse in Minneapolis showed.

Our transportation system is held together by thousands of bridges, many of which are not up to the task – nearly 25 percent of bridges are structurally deficient or functionally obsolete.

- Generally, a structurally deficient bridge is deteriorating and can be unsafe. A structurally obsolete bridge is generally outdated, such as being too low to waterway to allow water shipping traffic or unable to meet traffic capacity. Both are serious problems which affect our nation's competitiveness.
- Some of our country's most densely populated areas are rife with deficient and obsolete bridges, including Washington, D.C. (65 percent), Massachusetts (50 percent), Rhode Island (52 percent) and New York (37 percent). These bridges are continually jammed with traffic, increasing the risk of auto accidents.
- Time is running out on many bridges, which were typically built to last 50 years. The average U.S. bridge is 43 years old, according to the American Society of Civil Engineers.

The problems facing America's bridges are going unaddressed. Action and resources are needed now to prevent the cost and danger from escalating.

- The American Association of State Highway and Transportation Officials estimates that repairing deficient and obsolete bridges in the U.S. would require about \$140 billion – far more than the estimated \$10.5 billion a year currently invested in bridge improvements.
- Freight, predominantly transported by trucks, is steadily increasing and tonnage is forecast to double by 2035. Freight stresses bridges more than commuter traffic. As bridges become deficient, weight restrictions choke our nation's ability to move freight.

Upgrading and repairing bridges can provide an immediate and long-term boost to the American economy.

- Based on figures from the U.S. Department of Transportation, an annual \$17 billion investment to make our bridges safer could spur the creation of 476,000 jobs.

BuildAmerica

Water Resources

Across the U.S. aging pipes result in sewage overflows and loss of drinking water, while our dams deteriorate and many threaten life and property. A first priority must be passing the Water Quality Investment Act and the Water Resources Development Act.

By failing to address the crisis facing our nation's dams, we are risking human and financial catastrophe in many communities.

- There are 1,918 high-hazard dams nationwide were in need of repair because they pose a significant risk to nearby life and property. The problem is getting worse – since 2001, the number of high-hazard dams in need of repair has soared 479 percent. Yet our nation's investment in dams is nearly \$7.5 billion short of what's needed to ensure they remain safe and productive over the next five years.

Clean drinking water is an essential resource, yet every day much of it is at risk due to failing systems or aging, inefficient treatment facilities that cannot handle increased demand.

- Leaking pipes result in 7 billion gallons of wasted clean drinking water every day.
- In the past 50 years, water usage has increased by 207 percent while investment has fallen short of increased demand. Previous efforts at correcting this through the Drinking Water State Revolving Loan Fund and the State Clean Water Revolving Loan Funds have stalled in the U.S. Senate – and investment for them has not been reauthorized since 1994. Without reauthorization the investment shortfall could reach \$300 billion in 20 years.
- The problems facing America's drinking water supply are especially acute in smaller communities, which lack the funding, technology and expertise required to meet demand and comply with existing and future safeguards.

Clean water is increasingly at risk of becoming polluted, and potentially hazardous, due to inadequate wastewater treatment.

- An EPA estimate from 2004 found that 850 billion gallons of combined sewer overflows were discharged each year – and facilities have only continued to age and deteriorate since.
- Sanitary sewer overflows cause the release of as much as 10 billion gallons of raw sewage yearly.

BuildAmerica

School Facilities

For years, a strong public education system ensured a level playing field for America's children and put them ahead of the rest of the world upon graduation day. Today, too many children are forced to learn in cramped, sometimes unsafe environments that distract them from learning – and put the next generation of adults at a disadvantage in the global economy.

America needs to educate itself about the state of school facilities – a lack of information overshadows the possible seriousness of their physical condition.

- The last comprehensive report on the state of America's public school facilities is 10 years old, meaning it doesn't account for programs like No Child Left Behind or the cuts many states have made in education investment since the economic downturn.
- Even then, the numbers were disheartening: the report found that our school facilities had fallen \$127 billion short of what was needed to bring them into good operating condition.

The information that we do have on school facilities confirms what anecdotal data has long suggested – cramped classrooms and inadequate buildings have become all too common.

- A 2005 survey of school principals by the National Center for Education Statistics found that 44 percent of principals said environmental factors interfered with instruction.
- The same survey found that 30 percent of students attend schools that are overcrowded and 37 percent attend schools that use temporary facilities like trailers due to a lack of permanent classroom space.

Lack of space may be one of the most pressing problems facing schools today – the lasting approach to solving this issue is the construction of more permanent classrooms or schools.

- In 20 percent of schools, teachers are forced to use common areas of buildings for instruction due to a lack of classroom space – even though such areas are not designed or equipped for teaching children.
- A 2005 report from the American Federation of Teachers found that students and teachers in public schools regularly encounter sanitary and structural issues that include mice droppings, fallen ceilings tiles, crumbling exterior walls, asbestos and severely over-crowded classrooms and hallways.

These problems are more than just an inconvenience – they have a negative impact.

- Students who attend schools in poor condition score 5-17 percentage points lower on achievement tests than those in standard buildings.

ROUGH ROAD AHEAD

THE ECONOMIC IMPACT OF AMERICA'S FAILING TRANSPORTATION INFRASTRUCTURE BY 2020

Families have a
**LOWER STANDARD
OF LIVING.**

American families would earn
\$700 less each year.

+

And spend **\$360 more**
each year.

=

Total impact on each family's budget:
\$1,060 per year.

American businesses
and workers
PAY A HEAVY PRICE.

America would lose
877,000 jobs.

Another **234,000** jobs exist only if
many more workers agree to paycuts.

Between now and 2020
transportation costs
increase \$430B.

AMERICA LOSES GROUND
in the global economy.

U.S. exports would drop by
\$28 billion.

+

Exports drop in
79 of 93 different
tradable commodities.

=

America's gross domestic
product underperforms by
\$897B.

FOR AN ADDITIONAL
INVESTMENT OF
\$94B PER YEAR
WE CAN:

+ Create
millions
of jobs

+ Protect
another 1.1
million jobs

+ Save nearly
2 billion hours
in travel time

+ Save each
family \$1,060
per year

+ Add \$2,600 in
GDP for every
person in the U.S.

Source: American Society of Civil Engineers



MARCH 2013

LiUNA!

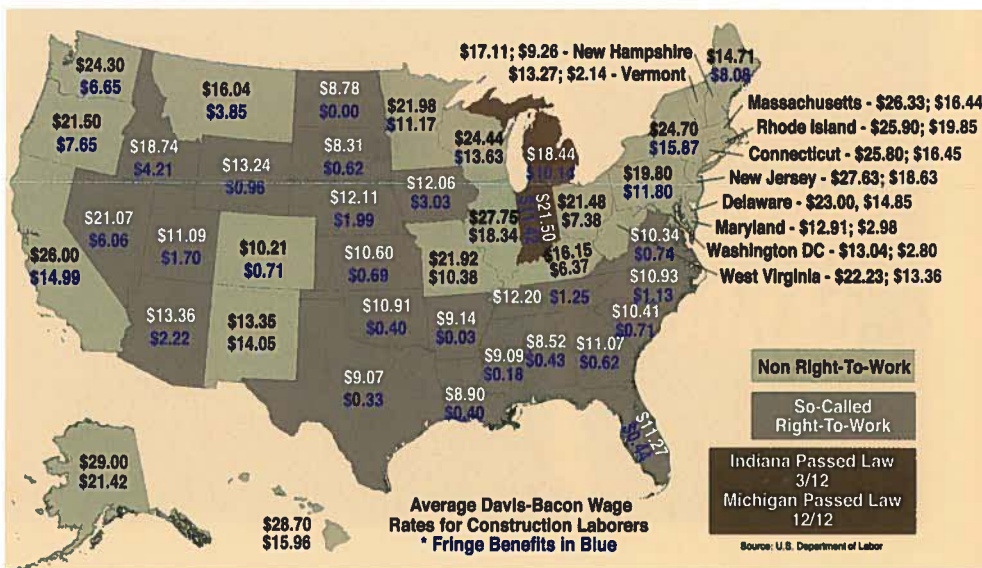


So-Called Right-to-Work Really Means no Union Work

Radical Tea Party Republicans and their Wall Street backers have declared war on American workers pushing so-called right-to-work laws in a number of states,

including Alaska, Minnesota, Missouri, Montana, New Hampshire, Ohio and Pennsylvania. In 2012, Republicans passed so-called right-to-work in Indiana

continued on page 2



KNOW THE FACTS, SHARE THEM, BE READY TO MOBILIZE

- Workers in so-called right-to-work states make about \$5,300 less per year.
- In so-called right-to-work states, fewer are free to join a union, slashing retirement contributions and crippling pensions.
- You might call it "right-to-work to death"—the workplace death rate is 36 percent higher in so-called right-to-work states.

So-called right-to-work laws have never been about "rights" or "work." They are meant to stretch unions to the breaking point by forcing unions to represent workers even if they don't pay dues. In so-called right-to-work states, free riders are legally allowed to accept all the advantages of union membership, such as higher wages, better benefits and protection against arbitrary discipline, without sharing the cost of union representation. Over time, so-called right-to-work laws undermine union solidarity on the job and weaken union strength at the bargaining table.

continued on page 2

Thank you for making a difference with
I BUILD AMERICA

ISSUE INFO FOR LiUNA ACTIVISTS ACROSS THE COUNTRY

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Permit #139





Comprehensive Immigration Reform Should Protect All Workers

President Obama has called on Congress to take decisive action on comprehensive immigration reform putting forth a bipartisan proposal that would strengthen our borders, but also outlines a clear path to citizenship for immigrants who have worked hard to achieve a better life in the United States.

LIUNA supports President Obama's proposal for comprehensive reform. LIUNA strongly opposes guest worker programs in the construction industry. With 15.7 percent unemployment in the sector, we should not create another easily exploited underclass of workers.

Some Republicans have proposed a "piecemeal approach" which would expand guest worker programs, and create an even larger pool of workers vulnerable to exploitation, without providing an earned path to citizenship.

LIUNA members and fellow workers will be joining efforts across the country to support comprehensive immigration reform measures that will help undocumented workers step out of the shadows.

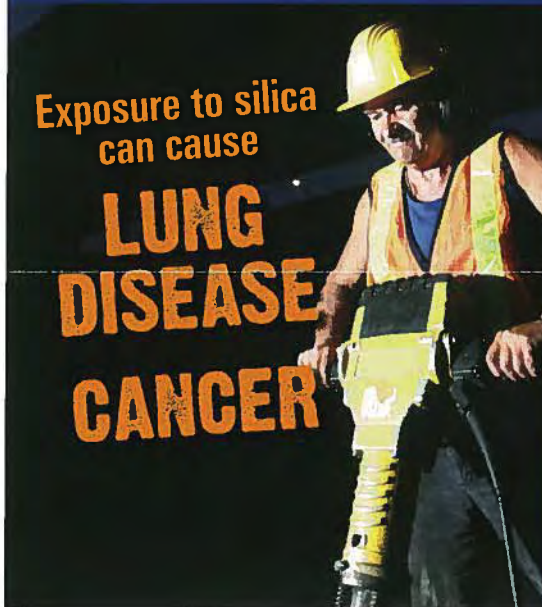
continued from page 1 **So-Called Right-to-Work Really Means no Union Work**

and this year, Republican lawmakers were successful in passing so-called right-to-work in Michigan—one of the strongest union states in the nation. The law lowers living standards for all workers and threatens collective bargaining rights.

Corporate front groups like Americans for Prosperity (AFP) and the American

Legislative Exchange Council (ALEC)—funded by anti-worker billionaires Charles and David Koch (The Koch Brothers)—are behind this effort to undermine the middle class and threaten good union jobs. Corporate-backed lawmakers have been all too willing to follow the anti-worker playbook, introducing legislation penned by ALEC in state after state.

LIUNA Members Push for Action to Protect Workers from Silica Exposure.



Ten thousand LIUNA members signed a petition calling on the White House to take action to protect workers from silica exposure. At least 1.7 million construction workers could be protected from cancer-causing silica if an OSHA protection—stalled for two years—is put into action. LIUNA will continue to push for this important safety rule.

continued from page 1 **Know the Facts, Share them, Be Ready to Mobilize**

These laws give non-union contractors an edge, driving down standards for everyone. They force union contractors out of business, which guts pay, pensions, and health care.

Join the fight against the radical right's war on American workers by

sharing what you know with your friends and co-workers and get ready to mobilize.

You can follow the latest news, download flyers, and find out more at www.liuna.org/RTW or on Facebook at [facebook.com/LaborersInternationalUnionofNorthAmerica](https://www.facebook.com/LaborersInternationalUnionofNorthAmerica).

STAY IN TOUCH

Update your contact information to get important messages by phone, email and text message by going to: www.LiunaBuildsAmerica.org/stayintouch.



Construction unions bristle at worker visas in talks with Chamber

By Kevin Bogardus - 03/20/13 05:00 AM ET

The strained immigration talks between the U.S. Chamber of Commerce and the AFL-CIO are being tested further by a demand from unions that represent construction workers.

The influential business lobby and labor federation have been negotiating for weeks in hopes of reaching an agreement on how best to overhaul the nation's immigration system. Consensus between the two sides could inject momentum into the legislative efforts that are under way Congress.

But the talks hit a rough patch last week when the Chamber and the AFL-CIO sniped publicly over how many visas should be available in a program for temporary workers.

Unions for construction workers are griping about the number of visas asked for by the Chamber and are demanding that their industry be exempt from the temporary worker program altogether.

"In the construction industry, there is no need for temporary workers. Period," said David Mallino, legislative director for the Laborers' International Union of North America (LIUNA).

The groups point to the jobless rate among construction workers to argue there's no need for seasonal help. Sean McGarvey, president of the Building and Construction Trades Department, AFL-CIO (BCTD), noted that the unemployment rate for construction was 15.7 percent for February — more than twice the national average.

"They are not using the visas available today, so why do they need more for the construction industry?" McGarvey said.

Exempting the construction industry from the new temporary worker program could endanger business support for a comprehensive immigration reform bill.

If legislation includes a carve-out for construction, "I think it will be fair to say that we would oppose that bill," said Geoff Burr, vice president of federal affairs for Associated Builders and Contractors Inc.

A spokeswoman for the U.S. Chamber of Commerce declined to comment when asked about the request from construction unions.

“This is a subject of negotiations that we are not going to discuss at this time,” said Blair Latoff Holmes, the Chamber spokeswoman.

The temporary worker program has always been the biggest sticking point in the talks between business and labor. Disagreements over the issue helped derail the last major push for immigration reform in 2007.

Business groups say expanded access to foreign labor is critical for filling open positions employers can't find American workers for. Unions, however, believe temporary visas lead to low wages and poor workplace conditions.

“It's hard to pass the smell test with it,” McGarvey said. “400,000 visas for any occupation that doesn't require a bachelor's degree is hard to explain.”

Tensions over the worker program spilled over into public view on Friday.

Randy Johnson, the Chamber's senior vice president for labor, immigration and employee benefits, told reporters that the business group had wanted 400,000 visas for a new temporary worker program, only to be rebuffed with an AFL-CIO offer in the low tens of thousands.

The AFL-CIO issued a curt reply and accused the Chamber of divulging private details from the talks in an attempt to gain more leverage.

The back-and-forth was a change in tone from the previous month, when the organizations released a set of joint principles that they said should guide a new temporary worker program.

The demand from construction unions is significant because they have a representative in the room for the talks: Sonia Ramirez, the director of government affairs for the Building and Construction Trades Department.

“We are sitting at the table in those discussions,” McGarvey said. “We are going to be engaged until the final bill.”

It's unclear whether business and labor will be able to overcome their differences in the talks.

Labor officials argue that construction firms can use seasonal worker visas under the H-2B program to find foreign labor.

Sixty-six thousand visas are allowed each year under the program to fill temporary jobs that aren't in agriculture.

“Construction is by nature seasonal, and workers now come in under the H-2B visa program,” said Ana Avendano, the AFL-CIO's director of immigration and community action. “That seems to us to be the appropriate channel.”

But business has not been a fan of that program.

“We expect the needs will far outweigh that number. Also, the H-2B program doesn’t work very well for the construction industry, which has highly fluctuating and unpredictable workforce needs,” Burr said.

“When the construction industry comes back, we expect that we will experience a significant workforce shortage,” Burr said. “Our members are always going to want to hire an American first. But when you can’t find one, there needs to be another avenue.”

It remains to be seen whether business and labor can unite behind one immigration reform bill this year.

Burr, as co-chairman of the Essential Worker Immigration Coalition, has been involved in the talks between the two groups. He sounded a sour note on their chances of success.

“There is a significant impasse. Democrats are not willing to support something unless the unions are OK with it and Republicans are not OK with what Democrats are asking for,” Burr said. “I am struggling to see something right now that both sides can feel comfortable with in the end.”

Johnson of the Chamber has put the chances of success at slightly better than 50-50.

“It’s been difficult,” Johnson said last week. “I think we are at a juncture where certainly the next week and a half will tell the tale, but we are going to continue soldier on and hope that we get there.”

So-Called Right-to-Work really means... **NO UNION WORK**

36%

The workplace deathrate is 36% higher in so-called RTW states.

KNOW THE FACTS!

- No pensions
- \$5,300 less pay
- Not more jobs, but fewer union jobs
- Unsafe and deadly jobsites

Lower Wages and Income

26.7% of jobs in so-called RTW states are in low-wage occupations.

So-called RTW states have a 15.3% poverty rate.



\$5,300

Workers in so-called right-to-work states make about \$5,300 less per year.



\$6,437

Median household income in so-called right-to-work states is \$6,437 less than in other states.

Less Job-Based Health Insurance Coverage



28%

of people in so-called RTW states are more likely to lack health insurance.



56.2%

of people in so-called RTW states are less likely to have job-based health insurance.



50.7%

of employers in so-called RTW states offer insurance coverage.

Sources:
LIUNA!
AFL-CIO
Asset and Opportunity Scorecard
Kaiser Family Foundation
U.S. Census Bureau

LIUNA!

To fight back visit:
www.liuna.org/RTW

Local unions push for federal highway funds

Steven Martens | Posted: Monday, November 7, 2011 5:37 pm

Local union officials gathered Monday in the shadow of the Interstate 74 bridge in Bettendorf to push Congress to pass a federal highway bill that would provide funds to replace the bridge — and give union members much-needed work.

The Laborers' International Union of North America sponsored the rally, where about two dozen union members held signs urging Congress to pass the bill to repair the nation's infrastructure that U.S. Rep. Dave Loebsack, D-Iowa, said is in dire need of improvement.

"Our infrastructure in this country, folks, is beginning to rival the infrastructure in the so-called Third World," he said.

The I-74 bridge is one of the 6,599 bridges in Iowa that have been classified as structurally deficient or functionally obsolete. The Iowa Department of Transportation has been acquiring property in preparation for replacement of the bridge, but construction of the \$1 billion project is expected to be at least four years away.

The U.S. Senate has proposed a two-year, \$109 billion plan. Loebsack said he prefers a six-year plan, but not the \$285 billion one proposed in the U.S. House.

Loebsack said there is support among both Democrats and Republicans to pass some version of the bill, but political fighting has stalled passage.

"We've got to put these things aside," he said.

Bill Gerhard, president of the Iowa State Builders and Construction Trades Council and secretary/treasurer of the Great Plains Laborers District Council, said the workers he represents are frustrated because there is work to do and people to do it, but Congress has not been able to provide the funding.

"We have people who really need to go to work," he said.

Iowa state Rep. Mary Wolfe, D-Clinton, said the need for infrastructure improvement is obvious in her district, and there are plenty of people willing and able to do it.

"They don't want a handout," she said. "They don't want to stand in line at the welfare office. They want to work."

Wolfe said passage of the bill would help the country get on the road to economic recovery.

Giant roll of duct tape headed to Boehner's offices



The construction union protest truck on its way to Rep. John Boehner's office.

By Steve Bennish

Staff Writer

A rolling protest this week will target Congress' delay in passing a highway bill and includes stops by a flatbed truck carrying a giant roll of duct tape.

The 15-foot flatbed truck carrying the prop is labeled "Emergency Bridge Repair Team." The truck will be at House Speaker John Boehner's West Chester office at 11 a.m. today. It will then travel north and be at his Troy office at 10 a.m. Thursday.

The campaign is from the 500,000 member Laborers' International Union of North America. The U.S. Chamber of Commerce embarked on a 14-city tour with a stop in Dayton last month that also urged passage.

The Democrat-controlled Senate passed the bill March 14. The Republican-controlled House must approve it before it goes on to the president for possible signature into law.

The union said that with the U.S. Senate's passing of a bipartisan Highway Bill, it's up to the House to follow suit.

"Speaker Boehner has not ruled out ultimately taking up a bill that resembles the Senate-passed bill, but is greatly concerned that the Senate-passed bill includes absolutely nothing on bipartisan energy reform at a time when American families and small businesses are grappling with high gas prices," Boehner spokeswoman Brittany Bramell said.

"The Speaker would like to enact a bill that links infrastructure and energy reform — a goal millions of American workers strongly support," Bramell continued. "And at the Speaker's direction, the House is currently working on such an approach."

The truck will visit various bridges around Dayton needing repair, including the Keowee Street Bridge and the Helena Street Bridge.

Montgomery County Engineer Paul Gruner said Tuesday that seven bridges are programmed for \$16 million in work, but another 39 bridges that don't have funding will cost \$32 million to upgrade.

Posted: 7:05 a.m. Thursday, March 22, 2012

Giant roll of duct tape arrives in Troy



Related

By Steve Bennish/Dayton Daily News

TROY, Ohio — A rolling protest this week will target Congress' delay in passing a highway bill and includes stops in the Miami Valley by a flatbed truck carrying a giant roll of duct tape.

The 15-foot flatbed truck carrying the prop is labeled "Emergency Bridge Repair Team." The truck will be at House Speaker John Boehner's Troy office at 10 a.m. Thursday. It made a stop at Boehner's West Chester office Wednesday.

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LIUNA visits Tri-State bridges to push Highway Bill

Posted: Mar 21, 2012 6:19 PM EDT

Updated: Mar 22, 2012 6:29 AM EDT

Posted by Brittany Fredrick - email

CINCINNATI, OH (FOX19) - A group is launching a multi-city tour in Ohio to highlight the safety crisis of the roads and bridges.

The Laborers' International Union of North America, or LIUNA, is urging House Speaker John Boehner to adopt the Senate's bi-partisan Highway Bill. The bill would invest in America's Transportation Systems.

The group stopped by several Cincinnati bridges on Wednesday with duct tape in hand to symbolize what they say is Speaker Boehner's current approach to transportation.



Source: LIUNA

"Just duct tape, patching here and there instead of actually going out and fixing the bridges. Our economy is as bad as the roadways so we can fix the roadways and economy just be doing one thing," said Randy McGuire, Marketing Director for the Ohio Laborers' District Council.

Butler County community leader and life-long resident Jodi Billerman says she wants the bridges repaired before a tragedy happens here as it did in Minneapolis four years ago when a bridge collapsed.

"We don't want a terrible tragedy like that to happen here in Ohio- and if Congress can pass a Highway Bill to keep people safe and protect jobs at the same time, that just seems like a no-brainer for me," said Billerman.

Thousands of LIUNA members across the country say they will continue to call their representatives to urge the bill be passed.

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The Daily Briefing

Group launches radio ads urging Boehner to act on highway bill

By: Jessica Wehrman

The Columbus Dispatch - March 15, 2012 13:03 PM

A national labor union has released a radio ad and brochures aimed at blanketing House Speaker John Boehner's district – an effort to push Boehner and House Republicans to pass a highway bill that would beef up investment in the nation's roads and bridges.

LIUNA – the Laborers' International Union of North America – last week released a radio ad that compares Congress' failure to act on the federal highway bill to a game of "Russian Roulette." The ad points out that one-fourth of the nation's bridges are deficient or obsolete, and the average bridge is now 45 years old, dangerously close the average bridge lifespan of 50 years.

The group bought ad time in Columbus, Cincinnati and Dayton media markets, and can be heard at www.highwaybill.org.

It's part of a big push by the union to get the House to act on the bill. The Senate passed its version of the bill last week. The group also sent out 100,000 brochures entitled "How to Survive a Collapsing Bridge: Inspired by House Speaker John Boehner," which contains information from the U.S. Army Survival Guide on bridge collapses.

And the campaign continues this week. On Monday, the organization will send a flatbed truck carrying a giant roll of duct tape through the state. The truck will be labeled the "Emergency Bridge Repair Team."

This is the second round of ads aimed at pushing Congress to meet a March 31 deadline to pass a highway bill. The first round of ads targeted Boehner, R-West Chester, and Senate Minority Leader Mitch McConnell and aired in Ohio and Kentucky.

Voices & Commentary

Iowa View

Will Republican candidates offer solutions to our crumbling roads?

As caucus day looms, perhaps no one is logging more miles across Iowa's highways and bridges than Republican presidential candidates. It's both ironic and troubling that not a one of them has mentioned that the highways and bridges they're traveling on are in dangerous disrepair.

Our caucuses might be first in the nation, but according to the U.S. Department of Transportation, our bridges are the second-worst in the nation. Statewide, 6,599 bridges — 27

percent — are structurally deficient or functionally obsolete.

At best, these deteriorating bridges are jobs-killers, choking the flow of people and commerce. At worst — as witnessed with the Interstate Highway 35W bridge collapse in Minneapolis in 2007 — they could be deadly.

Meanwhile, 2 million construction jobs, including more than 12,000 in Iowa, have been lost since 2008.

A federal highway bill that makes a full investment in our nation's basics — its roads, bridges and highways — could address both issues by creating



BILL GERHARD is president of the Iowa State Building and Construction Trades Council.
Contact: ialecet@hotmail.com

jobs and leaving behind real assets for future generations. The highway bill — the largest piece of jobs-creating legislation — has historically been championed by Democrats and Republicans, from Presidents Eisenhower to Ronald Reagan, who accurately warned that "the bridges and highways we fail to repair today will have to be rebuilt tomorrow at many times the cost."

Yet amid the candidate discourse, ranging from whether they remember incidents of sexual harassment to whether they remember which federal agencies they aim to destroy, not one of the candidates has addressed the highway bill.

The highway bill is legislation that is real, must be addressed and potentially offers the opportunity to rise above the simplistic "cut vs. spend" polarization.

But Mitt Romney's 160-page



The Interstate Highway 35W bridge spanning the Mississippi River in Minneapolis collapsed during rush hour on Aug. 1, 2007. Thirteen people died and 145 were injured in the accident. MINNEAPOLIS STAR TRIBUNE

jobs plan does not contain a mention of the need to tackle the highway bill. Nor does Rick Perry's 41-page plan or Herman Cain's website.

They have neither spoken for a bipartisan Senate plan that would protect investment and jobs nor spoken out against a Republican-led House plan that would slash investment and destroy 630,000 jobs.

They have not demanded an end to the gridlock that has stalled the bill for two years. Nor have the crop of commentators moderating debates and pontificating on the race injected the serious issues the bill addresses into the campaign.

For the candidates, supporting — and debating — the highway bill presents a golden opportunity to demonstrate they are serious about jobs and serious about maintaining our country's competitiveness in the world. For the press corps driving the debate, the highway bill offers the chance to show they can spark serious and relevant discussion by asking the candidates how they would address the crucial issue of our nation's basic infrastructure.

It is an issue they could use to demonstrate they are in touch with the everyday concerns of Iowans and Americans. According to a recent Gallup survey,

72 percent of the American people support creating jobs by investing in crumbling infrastructure — including 54 percent of Republican voters.

The highway bill deserves a place in the nation's first caucus campaign. America has work to be done and men and women desperate to do it. At the very least, each candidate should answer this question: What is your position?

And for Americans, especially the 1.1 million construction workers across the nation and Iowa who have been desperate for work for nearly three years, the answer can't come soon enough.

Omaha World-Herald

Pipeline delay, review hit workers hard

By Terry O'Sullivan

Published November 23, 2011

It is a well-known fact that the Keystone XL pipeline is a project that would unlock thousands of good, family-supporting jobs for Americans and allow the United States to access oil from Canada, a trusted global ally.

Yet after weeks of public hearings and months of careful study, the Obama administration announced that the permits to build Keystone would be delayed until at least 2013, citing the need to study alternative pipeline routes through the Nebraska Sand Hills region. Despite the administration's assertion that jobs are the nation's No. 1 priority, the decision let workers down. Extremist environmentalists, whose stated goal is to kill the project, celebrated.

Like most unions and most working people, the men and women of the Laborers International Union of North America care about the environment. We believe we must take care of our planet and the people on it.

But as environmentalists turned up the heat on President Barack Obama over Keystone, they've alienated themselves further from unions and other progressives by showing they're completely out of touch with working people. As activists celebrated, they were woefully insensitive to the thousands of workers currently losing their jobs, homes and livelihoods.

The environmental community as a whole arguably has a broader mission — one that includes creating jobs in a clean energy economy. But some members of the community seem to be limiting themselves to the shortsighted Keystone issue and posing wrong-headed arguments along the way.

First, these single-issue activists sought to undermine the studies regarding the number of jobs Keystone would create. In particular, they pointed to the temporary nature of construction jobs. In truth, most jobs in the construction industry are temporary, albeit those created by Keystone XL would last much longer than typical construction jobs.

Next, opponents criticized the ability of TransCanada to construct the pipeline safely, saying it wasn't worth the risk to build along the planned route through the Sand Hills. That too, is disingenuous. As laborers, we know how to build pipelines. Our workers are trained and skilled, and they have a vested interest in making sure this work is done safely and in the least environmentally destructive way possible.

Finally, environmental activists focused on the impact of oil-sands extraction in Alberta, assuming that killing pipeline construction here also would kill development of the resource there. But TransCanada has made it clear that the development will happen no matter what. If the

pipeline isn't built in the United States, the oil would be shipped to China, we would continue to import oil from hostile regimes abroad and, most importantly, not a single American job will be created.

The truth is that until our country's demand for energy stops growing, working people will still need jobs to make ends meet. That is especially true now as 9.1 percent of the country, including 1.2 million construction workers nationwide, remains unemployed.

Despite Obama's decision, the Keystone pipeline is one of the best job-creation opportunities in years. That's why, throughout this process, members of our union have been hopeful. We've participated in every public hearing, letting every voice be heard. We've wholeheartedly supported the government as it conducted exhaustive environmental impact reviews.

We disagree with the administration's decision to delay and explore alternative routes around the Sand Hills. But given that reality, the State Department, the administration and leaders in Nebraska should quickly conduct another review so people can finally get to work.

But this additional review must not become a smokescreen to accomplish what many environmentalists want, which is to kill the project entirely. In fact, a bipartisan effort in Nebraska is moving toward a new route and review that would allow the project to finally move forward by next summer.

To wait even one day longer than necessary is a slap in the face to hardworking people struggling to provide for their families during the continuing economic crisis. For them, this pipeline is a lifeline — and they cannot wait much longer.

Terry O'Sullivan is General President of LIUNA -- the Laborers' International Union of North America.

Supporters, opponents of pipeline rally outside Pershing

Supporters, opponents of pipeline rally outside Pershing

By KEVIN ABOUREZK / Lincoln Journal Star JournalStar.com | Posted: Tuesday, September 27, 2011 12:05 pm | (21) Comments



Competing messages vie for space outside the Pershing Center before the start of a public meeting on the proposed Keystone XL pipeline with U.S. State Department officials Tuesday, Sept. 27, 2011. (ERIC GREGORY/Lincoln Journal Star)

Only the grim reaper's presence seemed to dampen the otherwise festive atmosphere outside Lincoln's Pershing Center, where more than 100 supporters and opponents of the proposed Keystone XL pipeline carried signs and chanted Tuesday.

Even the verbal mudslinging was traded with a certain collegiality.

"What do we want? Jobs. When do we want them? Now," yelled pipeline supporters, many of them wearing orange T-shirts indicating the various labor union chapters they represented.

In response, pipeline opponents shouted, "The people united will never be defeated."

Inside, organizers of an eight-hour public meeting with the U.S. State Department lined up speakers -- but the real action Tuesday morning was outside.

On one side, opponents donned armbands proclaiming themselves "Sandhills and Ogallala Aquifer" lovers and carried a giant black plastic inflatable "pipeline" with the words "Stop the TransCanada Pipeline" written on it.

One woman wore a grim reaper costume and a poster board that read: "Fewer jobs ... we'll cry. No water ... we'll die."

On the opposite side, pipeline supporters hoisted large banners that read: "Keystone Unlocks Good Jobs for Nebraska." Another banner proclaimed the need to reduce dependence on OPEC, the Organization of Petroleum Exporting Countries.

Deb Petersen, a retired farmer from Lincoln whose land would be crossed by the pipeline, said neither side has convinced her.

"I'm kind of on the fence," she said. "I know that there's good. It will provide jobs. I want to make sure that we go about it the right way."

But fence-sitters were rare on Tuesday in regard to the \$7 billion, 1,700-mile pipeline connecting the oil sands of Alberta with refineries along the Gulf Coast. U.S. Secretary of State Hillary Rodham Clinton is expected to rule on whether the project is in the national interest by the end of the year.

A second Nebraska meeting is set for Thursday in Atkinson.

That's where Ben Gottschall's family owns a cattle ranch.

"It should be denied and studied further," said Gottschall, research director for the anti-pipeline group Bold Nebraska.

With no comprehensive studies of the pipeline's potential effects, Gottschall said, the State Department should deny permission to build the pipeline until more research is done.

"They're making a decision based on nothing."

Wayne Frost, a retired 80-year-old rancher from St. Paul, said he worries about the pipeline eroding grass covering the Sandhills.

"It is very difficult to keep that from happening," he said. "That is the heart of the cattle country."

Susan Watson, volunteer organizer for Bold Nebraska, said she doesn't want the issue to divide Nebraskans.

"We want to make sure the State Department is fully aware of our concerns," she said. "I want to hear what the other side says also."

Many pipeline proponents outside Pershing on Tuesday were members of the Laborers' International Union of North America, or LiUNA.

Norm Sunderman, a retired construction laborer and member of LiUNA Local 1140 of Omaha, said the pipeline means jobs for a struggling economy. He said fears about a possible oil spill are overstated.

"That's pretty remote," he said. "That's like saying that building is going to fall down tomorrow.

"It'll put a tremendous amount of people to work with good paying jobs, good benefits."

Jerry Younger, a retired truck driver from Omaha, said he is considering going back to work and would like to see the pipeline built to add more jobs in Nebraska. He said the proposed route of is the best out of seven considered.

"I don't think there's any environmental danger here," he said. "We need the oil."

*Reach Kevin Abourezk at 402-473-7225 402-473-7225 or
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